ROYAL VISTA RESIDENTIAL PROJECT

Draft Environmental Impact Report

Prepared for
County of Los Angeles
Department of Regional Planning
Subdivision Section
320 West Temple Street, Room 170
Los Angeles, CA 90012

October 2023

ESA

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Executive Summary

Royal Vista Residential Project Draft EIR

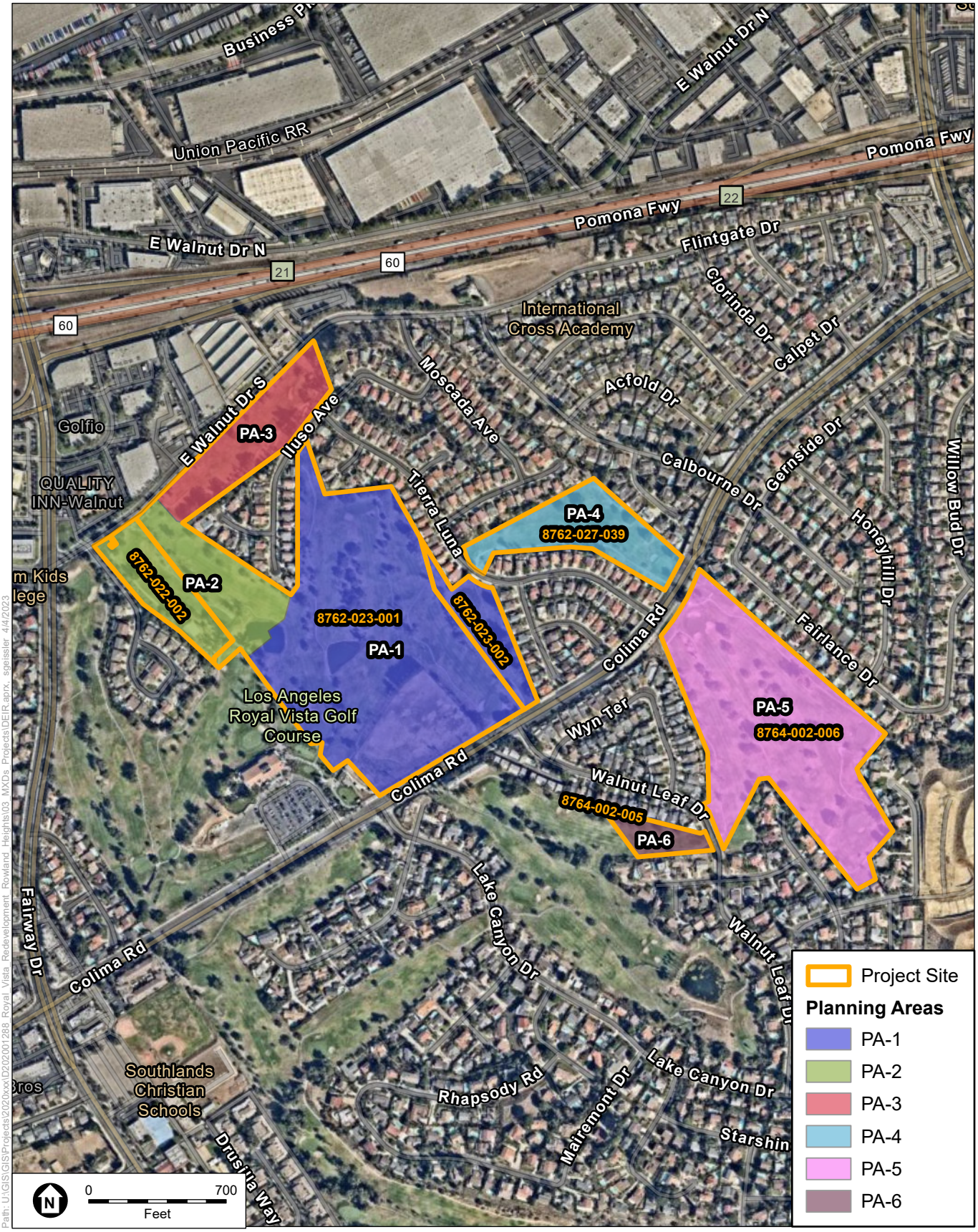
ES.1 Introduction

The Royal Vista Residential Project (Project) proposes to redevelop an approximately 76-acre site, which currently comprises a portion of the existing Royal Vista Golf Club, with residential and open space uses. The Project would develop a total of 360 residential units, consisting of 200 detached single-family homes, 88 attached residential units (58 duplex units, 30 triplex units) and 72 townhomes. All 72 townhomes and 10 triplex units would be set aside for sale to middle- and moderate-income households. The Project would also include approximately 28 acres of publicly accessible open space areas.

As the Lead Agency, the County of Los Angeles (County) has prepared this Draft Environmental Impact Report (Draft EIR) to provide information about the potential environmental effects associated with the proposed Project. This Draft EIR has been prepared in compliance with the California Environmental Quality Act (CEQA) of 1970 (as amended), codified at California Public Resources Code (PRC) Sections 21000 et. seq., and the State CEQA Guidelines in the Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et. seq. A project-level analysis, which evaluates the construction and operation of the Project at a site-specific level, is included in this Draft EIR. The analysis is consistent with State CEQA Guidelines Section 15161 and 15378(a). The Project Site is shown in **Figure ES-1,** *Local Vicinity Map*. The State Clearinghouse Number is 2022100204.

ES.2 Project Background

The Project Site consists of six irregularly shaped parcels comprising portions of the existing Royal Vista Golf Club, which was established in 1962. The Project Site generally comprises 13 holes, tees, greens, fairways, water hazards, sand traps, and the driving range of the existing 27-hole golf course. The only existing building within the Project Site is the golf course maintenance facility building located on Assessor's Parcel Number (APN) 8762-022-002, which would be removed in connection with the Project. The maintenance facility building is an approximately 2,000 square-foot two-story building that may have been constructed as early as 1928. The Project Site is not accessible to the general public except for golf course patrons. Fencing forms a perimeter around the existing golf course. A tall driving range safety fence and driving range lighting exist along the north side of Colima Road and other security lighting fixtures are also present on the Project Site.



SOURCE: Mapbox, 2020.

Royal Vista Residential Project

Figure ES-1
Local Vicinity Map

ESA

The Project Site is designated as Open Space in the Rowland Heights Community Plan, a component of the County's General Plan. Allowable uses within the Open Space designation are recreation (with no more than 10 percent of a site covered by structures), hiking and equestrian trails, agriculture, scientific study, utility easements, and mineral extraction.

The Project Site is currently zoned A-1-1 (Light Agricultural, one-acre minimum lot area) and A-1-10,000 (Light Agricultural, 10,000 square feet [sf] minimum lot area). The County's Agricultural Zones [Zones A-1 (Light Agricultural) and A-2 (Heavy Agricultural)] are established to permit a comprehensive range of agricultural uses in areas particularly suited for agricultural activities. Permitted uses are intended to encourage agricultural activities and other such uses required for, or desired by, the inhabitants of the community. An area so zoned may also provide the land necessary to permit low-density single-family residential development, outdoor recreational uses, and public and institutional facilities.

The Project Site is also located within the Rowland Heights Community Standards District (CSD). The Rowland Heights CSD was established to implement the Rowland Heights Community Plan, which was adopted by the Board of Supervisors on September 1, 1981, and to address the needs of residential property owners who are unable to comply with the restrictions contained in Los Angeles County Code (LACC) Section 22.12.040.C (Residential and Agricultural Zones) in the keeping or parking of recreational vehicles on their lots, due to the prevailing size, shape, topography, and development of residential lots in the area. This CSD is established to (1) ensure that new development retains the residential character of the area; (2) impose development standards and review processes to ensure that commercial development, signs in commercial areas, landscaping, and setbacks, are appropriate for the community and are implemented to protect the community's health, safety, and welfare; and (3) allow for the keeping and parking of recreational vehicles on residentially and agriculturally zoned lots in a manner that protects the health, safety, and general welfare of the entire community (LACC Section 22.332.010). The Project is required to conform to the Community-Wide Development Standards (LACC Section 22.332.060) that require properties to be neatly maintained and Zone-Specific Development Standards that regulate front yard landscaping and screening (LACC Section 22.332.070).

ES.3 Objectives

Section 15124(b) of the State CEQA Guidelines requires that a project description shall contain "a statement of the objectives sought by the proposed project." In addition, Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project."

The proposed Project would redevelop a portion of a golf course to provide market-rate and middle- and moderate-income housing opportunities as well as open space areas and recreational resources. The proposed Project is designed to reduce adverse impacts on neighboring residential uses through incorporation of open space buffers that include publicly accessible recreational trails. The following objectives are important to achieving the Project's land use purpose:

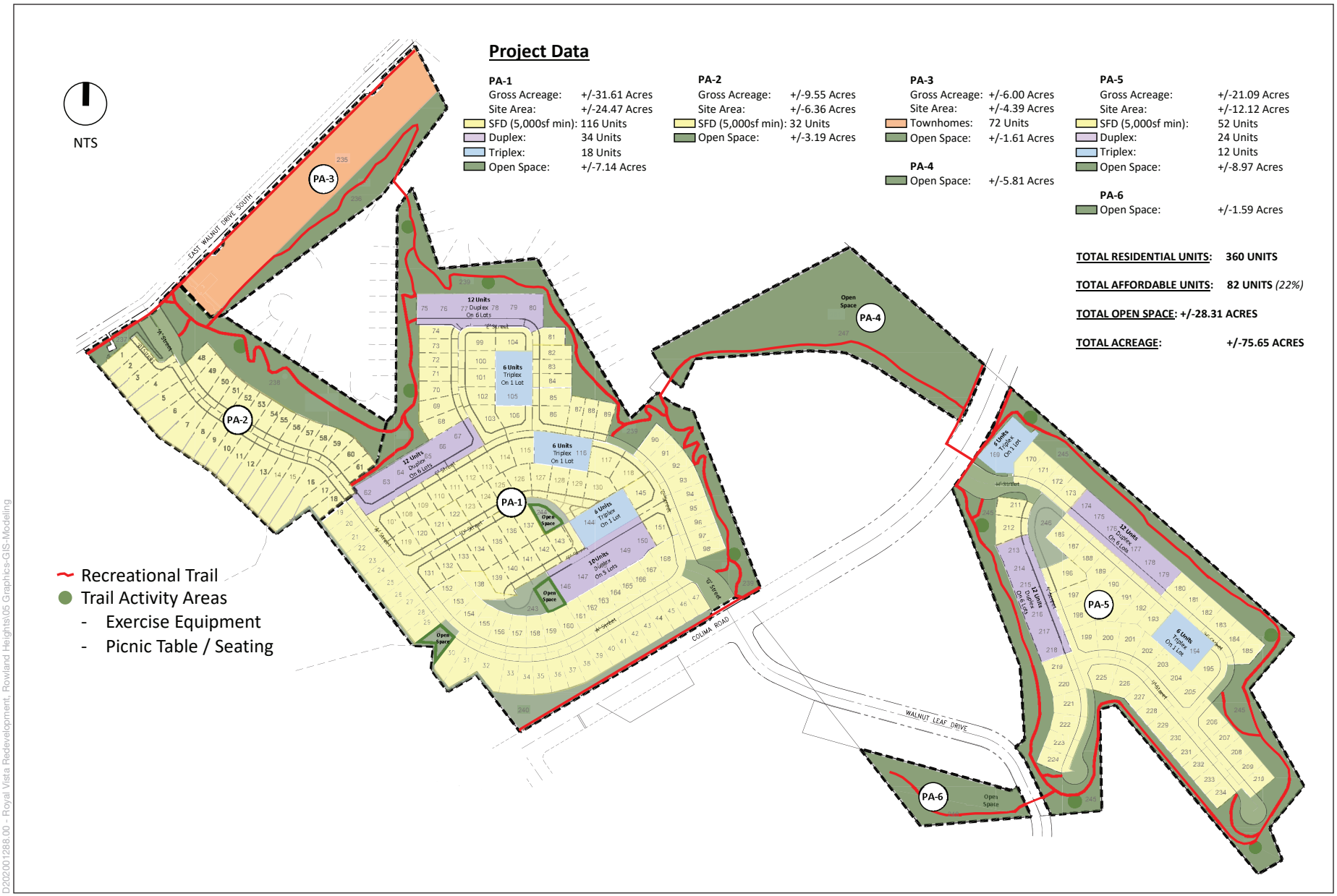
- **Provision of New Housing.** Provide needed new housing within infill locations in unincorporated Los Angeles County.

- **Provide a Diverse Variety of Housing Types and Affordability.** Provide a diverse mix of for-sale housing product type, price, and home size to support physical, social, and economic diversity, including both market and below-market options for middle- and moderate-income households that are distributed throughout the development.
- **Create a Healthy Community.** Create a dynamic community with opportunities for outdoor passive and active recreational opportunities.
- **Integrate Environmentally Responsible Practices.** Conserve natural resources and open space for a sustainable community. Minimize impact and use of natural resources, emphasizing healthy, safe, and responsible environments to balance community development with environmental considerations.
- **Create Connectivity.** Encourage community participation and interaction by providing a trail system to existing recreational amenities and open spaces.

ES.4 Project Description

The Project proposes to redevelop the Project Site with 360 residential units in four residential planning areas (Planning Areas 1, 2, 3, and 5) and open space in two open space planning areas (Planning Areas 4 and 6). Planning Area 1 would consist of a 31.6-acre area north of Colima Road; Planning Area 2 would consist of a 9.55-acre area north of Colima Road and south of East Walnut Drive South; Planning Area 3 would consist of a 6-acre area south of East Walnut Drive South; Planning Area 4 would consist of a 5.81-acre area north of Colima Road and east of Tierra Luna; Planning Area 5 would consist of a 21.09-acre area south of Colima Road; and Planning Area 6 would consist of a 1.59-acre area south of Colima Road and west of Walnut Leaf Drive, for a total of 75.65 acres. Refer to **Figure ES-2**, *Conceptual Site Plan*.

Three of the four proposed residential planning areas (Planning Areas 1, 2 and 5) will include 200 detached single-family homes, and 88 condominium units provided as 58 duplex units, and 30 triplex units. The fourth residential planning area (Planning Area 3) will include 72 townhouse condominium units. The 200 detached single-family homes will be developed on individual lots with a minimum net lot size of 5,000 sf. (with minor exceptions). The single-family lots will be configured as either 60 feet by 84 feet or 47 feet by 107 feet in area. Single-family residential structures on the 60-foot-by-84-foot lots will range in size from 2,800 sf to 3,200 sf, with 5 to 6 bedrooms plus bonus room and 3.5 to 4.5 bathrooms. Single-family residential structures on the 47-foot-by-107-foot lots will range in size from 2,600 sf to 3,000 sf, with 4 to 5 bedrooms plus bonus room and 3 to 4.5 bathrooms. The two-story single-family residences on Planning Areas 1, 2, and 5 would have a maximum height of 35 feet above grade level (excluding rooftop features) as required by Section 22.18.060, Maximum Height, of the LACC. The units within the 29 duplex residential structures will range in size from 1,575 sf to 1,895 sf, with 3 to 4 bedrooms plus loft and 2 to 2.5 bathrooms. The units within the 10 triplex residential structures will range in size from 1,125 sf to 1,555 sf, with 2 to 3 bedrooms and 2 to 2.5 bathrooms. The duplex and triplex buildings in Planning Areas 1 and 5 will be two–stories and would have a maximum height of 35 feet above grade (excluding rooftop features) as required by Section 22.18.060, Maximum Height, of the LACC. The proposed townhouse units would be contained in 14 buildings in Planning Area 3.



D2020012888.00 - Royal Vista Redevelopment, Rowland Heights\05 Graphics-GIS-Modeling

SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure ES-2
Conceptual Site Plan

ESA

Individual townhouse units would range in area from approximately 1,100 square feet to approximately 1,600 sf. Townhouse units will range from 2 to 4 bedrooms and 2 to 3.5 bathrooms. The townhome buildings would be three stories in height and 38 feet tall above grade, exceeding 35 feet in height; however, as allowed by LACC Section 22.18.060, Development Standards and Regulations for Zone RPD, a Conditional Use Permit (CUP) is proposed to allow the exceedance of height standards.

Planning Area 4 would remain as a 5.81-acre open space area with a publicly accessible trail system for walking, with no formal recreation activities, and Planning Area 6 would remain as a 1.59-acre open space area. Planning Areas 4 and 6 would be owned by the homeowners association (HOA) and would be accessible to the public from the proposed trail system. As shown in **Table ES-1**, *Proposed Development*, the Project's residential component would comprise 47.34 net acres and would develop 360 residential units (200 detached single-family units, and 160 condominiums provided as 58 duplex units, 30 triplex units, and 72 townhomes). The Project would also include 28 acres of onsite retained open space which is made up of open space buffers between Planning Areas, trail system and open space on Planning Area 4 and 6.

TABLE ES-1
PROPOSED DEVELOPMENT

Planning Area	Gross Size (Acres)	Residential Development (Acres)	Number of Residential Units	Unit Type	Affordable Units	Open Space (Acres)
1	31.61	19.76 SFR 4.71 Duplex/Triplex	168	SFR (116) Duplex (34)/Triplex (18)	6 Units	7.14
2	9.55	6.36	32	SFR	0 Units	3.19
3	6.0	4.39	72	Townhouse	72 Units	1.61
4	5.81	—	0	Open Space	0 Units	5.81
5	21.09	9.12 SFR 3.0 Duplex/Triplex	88	SFR (52) Duplex (24)/Triplex (12)	4 Units	8.97
6	1.59	—	0	Open Space	0 Units	1.59
Total	**75.65**	**47.34**	**360**		**82 Units**	**28.31**

SOURCE: KTGY Architecture and Planning, 2023.

The County's inclusionary housing ordinance would require 81 middle- and moderate-income units, 20 percent of the maximum number of residential units possible, which is 403. The Project will exceed the County's inclusionary housing ordinance requirements, with a total of 82 units set-aside for sale to middle- and moderate-income households, which equals approximately 22.7 percent of the Project's 360 units. The 82 units set aside for middle- and moderate-income households will consist of 72 townhome units (in Planning Area 3) and 10 triplex units (6 units in Planning Area 1 and 4 units in Planning Area 5). The affordable units in Planning Areas 1 and 5 will be distributed within each of the triplex buildings (one unit in each of the 10 triplex buildings).

The Project Site is currently zoned A-1-1 (Light Agricultural – One Acre Minimum Required Lot Area) and A-1-10,000 (Light Agricultural – 10,000 Square Feet Minimum Required Lot Area). The Project Site is designated as OS (Open Space) in the Rowland Heights Community Plan. The Project would require the following entitlements:

- General Plan and Community Plan Amendments (Rowland Heights Community Plan): OS (Open Space) to Urban 2 ((U2); 3.3 to 6.0 dwelling units per acre) for portions of Planning Areas 1, 2 and 5; to Urban 3 ((U3); 6.1 to 12.0 dwelling units per acre) for portions of Planning Areas 1 and 5; and to Urban 4 ((U4); 12.1 to 22.0 dwelling units per acre) for a portion of Planning Area 3 (see Figure 2-5, *Existing and Proposed Land Use*).
- Zone Change from A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000-6U and RPD-5000-12U (Residential Planned Development-5000 Square Feet Minimum Lot Area-6 Dwelling Units Per Acre and 12 Dwelling Units Per Acre, respectively) for the 62.25 acres of proposed single-family homes, duplexes, triplexes, with an affordable housing component and open space for Planning Areas 1, 2, and 5 and to RPD-5000-17U (Residential Planned Development-5000 Square Feet Minimum Lot Area-17 Dwelling Units Per Acre) for the 6.0 acres of townhomes with an affordable housing component and open space for proposed Planning Area 3.
- Vesting Tentative Tract Map: Subdivision of six (6) existing parcels into 248 lots, consisting of 200 single family lots, 29 residential condominium lots with a total of 58 duplex units, 5 residential condominium lots with a total of 30 triplex units, 1 residential condominium lot with 72 attached townhomes, 13 open space lots to be privately owned and maintained by the HOA but accessible to the public, and a street frontage waiver for the private driveway and firelane system within PAs-1, 2, and 5.
- Conditional Use Permit (CUP): For grading in excess of 100,000 cubic yards, and a Residential Development Program, walls over 6-feet in height, buildings over 35-feet in height, setback reduction for townhomes (front) and triplex (front and rear) yards, and residential lot widths less than 50-feet.
- Housing Permit to reserve 22.7 percent (82 units) of subdivision units for sale to middle- and moderate-income households and to allow single-family lots smaller than 5,000 square feet and waive the parkway requirement along private driveways within Planning Areas 1, 2, 3, and 5. Single-family Lots #18, #47, and #155 are slightly less than 5,000 sf in size (net size) Lot #18 is undersized due to a side yard utility easement, Lot #47 is a corner lot with a curved front side yard on one side, and Lot #155 is undersized due to utility easement.

Project grading will require approximately 387,100 cubic yards of cut and approximately 253,400 cubic yards of fill, with a net export of approximately 133,700 cubic yards for the Project Site. Over excavation and re-compaction of up to 1,544,500 cubic yards each is anticipated. The maximum depth of excavation within the Project Site would be approximately 25 feet in areas where fill was deposited during the construction of the golf course. During Project excavation the 1,544,500 cubic yards would be temporary stockpiled on site and when the site is ready for re-compaction, the 1,544,500 cubic yards soil would be redistributed on site and compacted to create roadways and the residential lots (Project grading plus over-excavation, re-compaction and export totals approximately 3,863,200 cubic yards).[1]. Export materials will be hauled to the closest

[1] Cut and fill, over-excavation and export grading quantities are rounded up and may differ slightly from quantities used for the tentative tract map review and air quality modeling assumptions.

landfill, which is expected to be the Olinda Landfill in the City of Brea. The haul route is expected to be the SR-60 Freeway East from the Project Site using Colima Road and Fairway Avenue, to the SR-57 Freeway South, and then exiting at Lambert Road (approximately ten miles away).

Estimated start of construction is the Fourth Quarter of 2024 with the estimated completion in the Fourth Quarter of 2027.

ES.5 Project Alternatives

An EIR must describe a range of reasonable alternatives to the proposed project or alternative project locations that could feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the significant environmental impacts of the proposed project. The alternatives analysis must include a "No Project Alternative" as a point of comparison. The No Project Alternative includes existing conditions and reasonably foreseeable future conditions that would exist if the proposed project were not approved (State CEQA Guidelines Section 15126.6). The following alternatives are discussed further in Chapter 5, *Alternatives*.

ES.5.1 No Project Alternative (Alternative 1)

As required by CEQA, Alternative 1 would retain the existing golf course improvements on the Project Site in its entirety and avoid any demolition or construction. The 75.65-acre portion of the Royal Vista Golf Club (Project Site) would cease golf operations and would become unused parcels for future redevelopment since the Project Applicant has no plans to continue golf operations on the Project Site. The remaining properties of the Royal Vista Golf Club (which are not owned or controlled by the Project Applicant) will presumably retain the existing14 holes and the clubhouse on eight separate parcels, both north and south of Colima Road, and comprising about 80 acres. Like the proposed Project, these properties are designated as Open Space for land use and zoned A-1-1, and A-1-10,000, with the clubhouse property zoned as C-R-DP, Commercial Recreation, Planned Development. The C-R zoning limits the permitted uses primarily to amusement parks, campgrounds, tennis courts, and golf courses. The Royal Vista Golf Club could continue operation with the existing 14 holes or could redesign that portion of the golf course as an executive 9-hole golf course. It is speculative to forecast the future use of the remaining portion of the existing Royal Vista Golf Course beyond its current uses once the portion of the golf course on the Project Site ceases operation, but the other owner(s) could apply for either a land use plan amendment or a zone change, or both.

ES.5.2 Mixed Use Alternative (Alternative 2)

Alternative 2 consists of a total of 324 residential units, 36,000 square feet of commercial retail uses, and open space with a trail system. The 324 residential units would consist of 250 single family detached residential lots (Urban 2 on Planning Areas 1, 2 and 5) and 74 townhomes set aside for middle- and moderate-income households (Urban 4 on Planning Area 4). The 36,000 sf of commercial retail would be located in Planning Area 3, and Planning Area 6 would be open space. A trail system would meander through all of the Planning Areas. This Alternative would require a Zone Change from the current A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000

(Residential Planned Development) for the proposed single-family homes and the affordable housing component (townhomes) and the amendment to the Rowland Height Community Plan and Los Angeles County General Plan land use designation from the current Open Space (OS) land use designation to Urban (U-2, U-4) and Commercial (C).

This Alternative's residential area would consist of a total of 48.29 acres (Planning Areas 1, 2, 4 and 5). The commercial retail area would be on 4.22-acres (Planning Area 3). This Alternative would include 23.14-acres of open space (see **Figure 5-1**, *Mixed Use Alternative*).

ES.5.3 Existing Zoning Alternative (Alternative 3)

Alternative 3 would develop the entire site (all Planning Areas 1-6) with a total of 97 residential units, consisting of 71 single family residential units and 26 townhomes, consistent with existing zoning, with all 26 townhome units reserved for middle- and moderate-income households. Planning Areas 2 and 3 are zoned A-1-10,000 and would include 16 single-family lots in Planning Area 2 and 4 single-family lots and 26 townhomes on Planning Area 3. Planning Areas 1, 4, 5 and 6 are zoned A-1-1 and would include 51 single-family lots (see **Figure 5-2**, *Existing Zoning Alternative*). Similar to the Project, this Alternative would require an amendment to the Rowland Heights Community Plan and Los Angeles County General Plan land use designation from the current Open Space (OS) land use designation to Urban (U-1 and U-3) for Planning Areas 2 and 3 and Non-Urban 2 (N2) for Planning Areas 1, 4, 5 and 6. This alternative does not include open space or a trail system.

ES.5.4 322 Residential Units Alternative (Alternative 4)

Alternative 4 would include the development of a total of 322 residential units, consisting of redevelopment of Planning Areas 1, 2, and 5 with 250 detached single family residential units and Planning Area 3 with 72 townhome units. All 72 townhome units would be reserved for middle- and moderate-income households. The two remaining planning areas (Planning Areas 4 and 6) would be open space areas with a connected trail system. Similar to the Project, this Alternative would require a Zone Change from the current A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000 (Residential Planned Development) for the proposed single-family homes and the affordable housing component (townhomes) and amendment to the Rowland Heights Community Plan and Los Angeles County General Plan land use designation from the current Open Space (OS) land use designation to Urban (U).

The 250 single family lots would be located in Planning Areas 1, 2 and 5, and the 72 affordable townhouse units would be located within 14 structures in Planning Area 3. Planning Area 4 would not be developed but remain as open space, and Planning Area 6 would be 1.59-acre open space.

The residential component (322 units) would comprise a total of 47.63 net acres (Planning Areas 1, 2, 3 and 5). These areas would also include an additional 28.02 acres of onsite retained open space within the four residential planning areas (see Figure 5-3).

ES.5.5 Alternatives Rejected from Further Consideration

An EIR should identify any alternatives considered but rejected as infeasible by the lead agency during the scoping process and briefly explain the reasons for the exclusion (State CEQA Guidelines Section 15126.6(c)). Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects. The potential of developing the Project at an alternative site in the County, the Montebello Municipal Golf Course, was considered. The site includes an 18-hole golf course on 120 acres adjacent to SR-60 and is approximately 7.5 miles from downtown Los Angeles. The site is surrounded by single-family residential on 5,000 square foot lots. The course is publicly owned and is on a single parcel outside of County jurisdiction.

A consideration of the feasibility of an alternative site may include assessing whether the Project Applicant could reasonably acquire, control or otherwise have access to an alternative site. The Montebello Golf Course Site is not owned or controlled by the Project Applicant and is much larger than the proposed Project Site. Because the Applicant does not own or have access to this or any other site the Alternative Site was rejected for the purposes of the alternative analysis in this Draft EIR.

The EIR also considered a Maximum Density Alternative that would include the redevelopment of the Project Site (Planning Areas 1, 2, 3, and 5) with a total of 403 residential units, consisting of 213 single family residential units, 93 duplexes and triplexes, and 97 townhouse units (including 81 affordable units). Planning Areas 4 and 6 would include open space and a trail system. The Maximum Density Alternative has been considered but rejected since the Alternative would increase impacts due to the increased construction impacts and operational impacts on public and utility services associated with a total of 403 residential units, which is 43 additional units as compared to the Project's proposed 360 units.

ES.5.6 Environmentally Superior Alternative

As required by State CEQA Guidelines Section 15126.6, one of the alternatives must be identified as an Environmental Superior Alternative. The Environmentally Superior Alternative is the one that would result in the fewest or least significant environmental impacts. If the Environmental Superior Alternative is the No Project Alternative (No Project/No Development), which is the case for the Project, as discussed in Chapter 5, *Alternatives*, of this Draft EIR, then an Environmentally Superior Alternative must be selected from the remaining alternatives.

Alternative 3 would reduce the significant and unavoidable VMT impact and would reduce greenhouse gas (GHG) emissions but impacts to GHG and temporary construction noise would continue to be significant and unavoidable. Alternatives 2 and 4 would have significant and unavoidable impacts for GHG, noise, and VMT. Alternative 3 would not meet all of the Project Objectives since the Alternative would not include open space or a trail system to encourage outside recreation and would not distribute below-market units throughout the site. In addition, Alternative 3 would provide far fewer units and a narrower range of housing types, sizes and prices as compared to the Project because it would not include duplex or triplex housing options. Alternatives 2 and 4 would meet most of the Project Objectives with the exception that neither

would distribute below-market units throughout the site, and both would provide less housing and diversity of housing because they would include fewer total units and no duplex or triplex units. (Refer to Table 5-1, *Ability of Alternatives to Meet Project Objectives,* in Chapter 5, *Alternatives*, of this Draft EIR). As a result, due to the elimination of significant and unavoidable impacts associated with VMT, Alternative 3, Existing Zoning, is considered the Environmentally Superior Alternative

ES.6 Areas of Controversy

Pursuant to State CEQA Guidelines Section 15123(b)(2), a lead agency is required to include areas of controversy raised by agencies and the public in the EIR summary. Areas of controversy have been identified for the proposed Project based on comments made during the 60-day public review period in response to information published in the Notice of Preparation (NOP). Areas of controversy included concerns about impacts to biological resources from developing private open space, air quality due to construction, health and safety due to construction, hydrology due to flooding, noise due to construction, and traffic due to the introduction of new residential homes.

ES.7 Summary of Impacts

Table ES-2 presents a summary of the impacts, mitigation measures and project design features identified by the EIR, as discussed in greater detail in Chapter 4. The level of significance for each impact was determined using significance criteria (thresholds) developed for each category of impacts; these criteria are described in the appropriate sections of Chapter 4. Significant impacts are those adverse environmental impacts that meet or exceed the significance thresholds; less than significant impacts do not exceed the thresholds. Table ES-2 indicates the mitigation measures that will avoid, minimize, or otherwise reduce significant impacts to a less than significant level.

ES.6.1 Significant and Unavoidable Environmental Effects

As required by State CEQA Guidelines Section 15126.2(c), an EIR must describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less than significant level. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons the project is being proposed, notwithstanding their effect, should be described. The following is a summary of the impacts associated with the Project that were concluded to be significant and unavoidable.

Greenhouse Gas Emissions: As stated in Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR, the Project would generate greenhouse gas emissions, either directly or indirectly, that would have a significant and unavoidable impact on the environment. The proposed Project would generate greenhouse gas emissions that would exceed the net zero threshold and would be inconsistent with some applicable plans to reduce GHG. With implementation of Mitigation Measures TR-1, TR-2, PDF GHG-1, and PDF GHG-2, emissions would be reduced, but GHG impacts would still remain significant and unavoidable.

Noise: As stated in Section 4.13, *Noise*, of this Draft EIR, Project construction activity would result in increases of ambient noise levels greater than 10 dBA at all of the sensitive receptor locations analyzed in the Project vicinity, and impacts would remain at all but one receptor location following mitigation. As such, environmental impacts related to the temporary or periodic increase in ambient noise levels during temporary construction of the proposed Project would remain significant and unavoidable after implementation of all mitigation measures and project design features (Mitigation Measures NOI-1 through NOI-4 and PDF NOI-1).

Transportation: As stated in Section 4.17, *Transportation*, of this Draft EIR, when comparing the Project's VMT to the applicable thresholds of significance, the Project's VMT impacts would remain significant and unavoidable even if the VMT reductions were to be applied. The Project VMT/capita would exceed the South County threshold of 10.0 VMT/capita by 6.2 VMT/capita for TAZ-1 (Planning Areas 1, 2 and 3) and by 11.0 VMT/capita for TAZ-2 (Planning Area 5). With implementation of Mitigation Measures TR-1 and TR-2, VMT impacts would be reduced but would remain significant and unavoidable.

ES.6.2 Significant Irreversible Environmental Changes

Section 15126(c) and 15126.2(d) of the State CEQA Guidelines require that an EIR analyze the extent to which a project's primary and secondary effects would affect the environment and commit nonrenewable resources to uses that future generations would not be able to reverse. "Significant irreversible environmental changes" include the use of nonrenewable natural resources during the initial and continued phases of the project, should this use result in the unavailability of these resources in the future. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of these resources are required to be evaluated in an EIR to ensure that such consumption is justified.

As described in Section 6.2, *Significant Irreversible Environmental Changes*, of this Draft EIR, The Project would consume a limited amount of slowly renewable and non-renewable resources. This consumption would occur during the construction phase of the Project and would continue throughout its operational lifetime. Project development would require a commitment of resources that would include (1) building materials, (2) water, and (3) energy resources, including those associated with the transportation of goods and people to and from the Project Site. Project construction would require the consumption of resources that are non-replenishable or may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt such as sand, gravel and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Furthermore, nonrenewable fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the Project Site.

Project operation would continue to expend non-renewable resources that are currently consumed within the County. These include energy resources such as petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the Project, and the existing, finite supplies of these natural resources would be incrementally reduced.

The Project's continued use of non-renewable resources would be on a relatively small scale and consistent with regional and local growth forecasts in the area, as well as State and local goals for reductions in the consumption of such resources. The Project Site contains no energy resources that would be precluded from future use through Project implementation. The Project provides a diverse range of new housing while reducing reliance on non-renewable resources by eliminating natural gas usage, providing all-electric residences and residents would have access to renewable energy service via the Clean Power Alliance. Thus, the Project's irreversible changes to the environment related to the consumption of non-renewable resources would not be significant.

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TABLE ES-2
SUMMARY OF IMPACTS

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
Aesthetics			
Impact AES-1: The proposed Project would not have a substantial adverse effect on a scenic vista.	Not Applicable	Not Applicable	Less than Significant
Impact AES-2: The proposed Project would not be visible from or obstruct views from a regional riding, hiking, or multi-use trail.	Not Applicable	Not Applicable	No Impact
Impact AES-3: The proposed Project would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.	Not Applicable	Not Applicable	No Impact
Impact AES-4: The proposed Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features or conflict with applicable zoning and other regulations governing scenic quality. (Public views are those that are experienced from publicly accessible vantage point).	Not Applicable	**PDF AES-1: Project Lighting** All light sources associated with the Project would be shielded and/or aimed so that no illumination would spill outside of the Project Site boundary. Lighting would be designed to improve safety and to add visual interest to the Project Site, including accentuating key landscape and architectural features. Additionally, street lighting would be shielded to illuminate the streets, promote dark skies, and inhibit any unnecessary nighttime lighting or glare.	Less than Significant
Impact AES-5: The proposed Project would not create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area.	Not Applicable	**Implement PDF AES-1**	Less than Significant
Agricultural and Forestry Resources			
Impact AG-1: Would the Project 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?	Not Applicable	Not Applicable	No Impact
Impact AG-2: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Not Applicable	Not Applicable	Less than Significant
Impact AG-3: Would the Project 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))?	Not Applicable	Not Applicable	No Impact
Impact AG-4: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?	Not Applicable	Not Applicable	No Impact
Impact AG-5: Would the Project 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?	Not Applicable	Not Applicable	No Impact
Air Quality			
Impact AIR-1: The Project's construction and operations would not conflict with implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD).	**AQ-1:** The construction contractor shall require that all off-road diesel equipment greater than 50 horsepower (hp) used during construction of the Project shall be registered with CARB and meet CARB Tier 4 final off-road emission standards. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board-certified Level 3 Diesel Particulate Filter. In order to ensure compliance with this measure, all contractors that utilize off-road diesel equipment that is greater than 50 horsepower shall participate in CARB's DOORS which is the State's online tool for Off-Road Diesel Reporting and shall submit a copy of the report to LA County Planning prior to grading permit. Documentation of equipment emissions standards or Tier 4 certification shall also be kept onsite at all times during construction activities.	**PDF AQ-1: Operations** The Project shall incorporate the following energy and emission saving features as project design features: • The 360 dwelling units will be wired for solar roof panels which can save energy by producing solar electricity and offer credit for excess solar electricity produced. • Each garage will be wired for EV car charging. • Radiant barrier roof sheathing to improve cooling energy efficiency. • Low-E, dual pane windows block 95 percent of UV rays will reduce window heat gain by 64 percent compared to ordinary glass. • Improved insulation techniques will help to minimize gaps and higher thermal properties (R-value) add to energy efficiency. • Designed and properly sealed duct system will improve comfort and efficiency. • Programmable thermostats will be included to regulate home temperatures year-round.	Less than Significant with Mitigation

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
		• High efficiency ENERGY STAR® rated water heater, refrigerator, and dishwashers will help save money by using less power. • All lighting on the Project Site would be light-emitting diode (LED). • The Project would include open space buffers adjacent to most existing adjacent residential land uses, within which public trails will be included to facilitate pedestrian and bicycle circulation within the Project Site.	
Impact AIR-2: Project construction 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.	**Implement Mitigation Measure AQ-1**	**Implement PDF AQ-1**	Less than Significant with Mitigation
Impact AIR-3: The proposed Project would not expose sensitive receptors to substantial pollutant concentrations.	**AQ-2:** During the construction phases with any soil disturbance, the construction contractor(s) shall comply with the 2019 County of Los Angeles Coccidioidomycosis (Valley Fever) Management Plan: Guidelines for Employers, as well as the following measures, as feasible, to reduce potential Valley Fever impacts. Compliance with the 2019 County of Los Angeles Valley Fever Management Plan would reduce Valley Fever impacts for on-site workers, as well as the off-site neighboring communities. • Equipment, vehicles, and other items shall be thoroughly cleaned of dust before they are moved off-site to other work locations. • Wherever possible, grading and trenching work shall be phased so that earth-moving equipment is working well ahead or downwind of workers on the ground and nearby sensitive uses. • The area immediately behind grading or trenching equipment shall be sprayed with water before ground workers move into the area to limit dust from blowing off-site. • To the greatest extent feasible, heavy-duty earth-moving vehicles shall be closed-cab and equipped with a high-efficiency particulate (HEP)-filtered air system. • Workers shall receive training in procedures to minimize activities that may result in the release of airborne *Coccidioides immitis* spores on-site and off-site, to recognize the symptoms of Valley Fever, and shall be instructed to promptly report suspected symptoms of work-related Valley Fever to a supervisor. Evidence of training shall be provided to the LA County Planning within 5 days of the training session. • A Valley Fever informational handout shall be provided to all onsite construction personnel, as well as neighboring off-site sensitive uses within 100 feet of the Project Site. The handout shall, at a minimum, provide information regarding the symptoms, health effects, preventative measures, and treatment. • On-site personnel shall be trained on the proper use of personal protective equipment, including respiratory equipment. National Institute for Occupational Safety and Health–approved respirators shall be provided to on-site personnel, upon request. When exposure to dust is unavoidable, provide appropriate National Institute for Occupational Safety and Health-approved respiratory protection to affected workers and off-site receptors. If respiratory protection is deemed necessary, employers must develop and implement a respiratory protection program in accordance with Cal/OSHA's Respiratory Protection standard (8 CCR 5144).	Not Applicable	Less than Significant with Mitigation
Impact AIR-4: Construction and operation of the Project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people.	Not Applicable	Not Applicable	Less than Significant

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
Biological Resources			
Impact BIO-1: The proposed Project could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species.	**BIO-1:** Project-related construction and tree maintenance activities should occur outside of the general avian breeding season (February 1st to through August 31st) to the extent feasible. If Project-related construction and tree maintenance activities cannot occur outside of the general avian breeding season, a pre-activity nesting bird survey shall be conducted prior to the onset of the aforementioned activities, within a maximum of 7 days prior to commencement. The survey shall be conducted by a qualified biologist. The survey shall be conducted within all suitable nesting habitat located within the area of activity, which includes a 300-foot survey buffer around the activity site to account for all potentially nesting birds on and in the immediate vicinity. If no nesting birds are found, the Project-related activities may commence without potential impacts to nesting birds. If any active nests or sign of nesting activity (e.g., carrying nesting material or food) is observed during the pre-activity survey, a suitable buffer shall be established around the nest as determined by a qualified biologist to ensure no direct or indirect impacts occur to the nest. Many avian species that would nest in the area are accustomed to urban environments and human activities; therefore, the buffer distance will be determined based on the location of the nest as well as the species tolerance to human presence. A qualified biologist will monitor the nesting activity after the buffer is delineated and during typical Project-related noises to verify that the buffer is adequately placed and to confirm that breeding is not compromised by the Project. Any excessive noise or lighting that could potentially impact the nest shall be directed away from the nest to the greatest extent feasible. The buffer shall remain in place for the duration the nest is active as determined by a qualified biologist.	Not Applicable	Less than Significant with Mitigation
Impact BIO-2: The proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community.	**BIO-2: Riparian Habitat/Jurisdictional Resources.** Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features (Earthen Drainage Ditch) or riparian habitat, the Project subdivider shall obtain a CWA Section 404 permit from the USACE, a CWA Section 401 certificate from the RWQCB, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the CDFW, where the project warrants. The following would be incorporated into the permitting, subject to approval by the regulatory agencies: • On- and/or off-site restoration and/or enhancement of USACE/RWQCB jurisdictional "waters of the U.S."/"waters of the State" and wetlands at a ratio no less than 1:1 for permanent impacts, and for temporary impacts, restore impact area to pre-project conditions (i.e., revegetate with native species, where appropriate). Off-site restoration and/or enhancement at a ratio no less than 1:1 may include the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program (e.g., Soquel Canyon Mitigation Bank). • On- and/or off-site restoration and/or enhancement of CDFW jurisdictional streambed and associated riparian habitat at a ratio no less than 1:1 for permanent impacts, and for temporary impacts, restore impact area to pre-project conditions (i.e., revegetate with native species, where appropriate). Off-site restoration and/or enhancement at a ratio no less than 1:1 may include the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program (e.g., Soquel Canyon Mitigation Bank).	Not Applicable	Less than Significant with Mitigation
Impact BIO-3: The proposed Project would not have a substantial adverse effect on state or federally protected wetlands.	**Implement Mitigation Measure BIO-2**	Not Applicable	Less than Significant with Mitigation
Impact BIO-4: The proposed Project would not 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.	**Implement Mitigation Measure BIO-1**	Not Applicable	Less than Significant with Mitigation
Impact BIO-5: The proposed Project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Not Applicable	Not Applicable	No Impact
Impact BIO-6: The proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	Not Applicable	Not Applicable	No Impact

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
Cultural Resources			
Impact CUL-1: The proposed Project would not cause a substantial adverse change in the significance of an historical resource pursuant to State CEQA Guidelines Section 15064.5.	Not Applicable	Not Applicable	No Impact
Impact CUL-2: The proposed Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	**CUL-1:** Prior to start of ground-disturbing activities, a Qualified Archaeologist (defined as meeting the Secretary of the Interior's Professional Qualification Standards for archaeology) shall be retained in the event of an archaeological find and to conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, and safety precautions to be taken when working with archaeological monitors. The County shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. A copy of the retainer shall be provided to the LA County Planning prior to grading plan approval. **CUL-2:** In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted in the vicinity of the find and a Qualified Archaeologist shall be notified. An appropriate buffer area shall be established by the Qualified Archaeologist around the find where construction activities shall not be allowed to continue until resources have been recovered. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by the Qualified Archaeologist. The County shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond those that are is scientifically important, are considered. If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to State CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the subdivider and the County to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. The treatment plan shall include measures regarding the curation of the recovered resources that may include curation at an accredited public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles, if such an institution agrees to accept the material. If no accredited institution accepts the materials, they may be donated to a local school or historical society in the area for educational purposes. The Qualified Archaeologist shall determine the need for archaeological construction monitoring in the vicinity of the find thereafter. The Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of treatment and/or the any follow-up archaeological construction monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted by the subdivider to the County, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.	Not Applicable	Less than Significant with Mitigation

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
Impact CUL-3: The proposed Project would not disturb any human remains, including those interred outside of dedicated cemeteries.	**CUL-3:** If human remains are encountered during implementation of the project, in accordance with State Health and Safety Code Section 7050.5 no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If human remains are discovered during excavation activities, the following procedure shall be observed: • Stop immediately and contact the County Coroner: • If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. • The NAHC will immediately notify the person it believes to be the MLD of the deceased Native American. • The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. • If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.	Not Applicable	Less than Significant with Mitigation
Energy			
Impact ENE-1: The proposed project would not cause wasteful, inefficient, or unnecessary consumption of energy during construction or operation.	Not Applicable	Not Applicable	Less than Significant
Impact ENE-2: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Not Applicable	Not Applicable	Less than Significant
Geology and Soils			
Impact GEO-1: The proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 ii. Strong seismic ground shaking iii. Seismic-related ground failure, including liquefaction iv. Landslides	**GEO-1:** Prior to the issuance of a grading permit, the subdivider shall prepare and obtain approval from the Los Angeles County Department of Public Works (LACDPW) of a Final Geotechnical Engineering Investigation Report based on the final Project design and 40-scale grading plans to address the Project's specific foundation design. Specific field work, additional and/or modified geotechnical recommendations and laboratory testing may be required in connection with the preparation of the Final Geotechnical Engineering Investigation Report, in order to comply with the recommendations contained within the Updated Summary of Geotechnical Evaluation and Feasibility Study, Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, California (July 26, 2021), Geotechnical Addendum Report and Response to Geotechnical Review Comments Regarding the Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, Los Angeles County, California (May 1, 2023), and Response to Geotechnical Review Comments dated May 31, 2023 regarding the Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, California (July 7, 2023). The subdivider shall comply with the conditions contained within the LACDPW Geology and Soils Report Approval Letter for the Project, and as it may be subsequently amended or modified by LACDPW. Furthermore, the Project's final grading, drainage, and erosion control plans must be reviewed and approved by LACDPW before the issuance of a grading permit.	Not Applicable	Less than Significant with Mitigation
Impact GEO-2: The proposed Project would not result in substantial soil erosion or the loss of topsoil.	Not Applicable	Not Applicable	Less than Significant
Impact GEO-3: The proposed Project would not 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.	**Implement Mitigation Measure GEO-1**	Not Applicable	Less than Significant with Mitigation
Impact GEO-4: The proposed Project would not 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.	**Implement Mitigation Measure GEO-1**	Not Applicable	Less than Significant with Mitigation
Impact GEO-5: The proposed Project would not have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater.	Not Applicable	Not Applicable	No Impact

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
Impact GEO-6: The proposed Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature**.**	**GEO-2:** Prior to grading permit issuance, the subdivider shall retain a paleontologist who meets the Society of Vertebrate Paleontology's (SVP 2010) definition for qualified professional paleontologist (Qualified Paleontologist) to carry out all mitigation related to paleontological resources and provide a copy of the retainer to the LA County Planning. Prior to the start of ground-disturbing activities, the Qualified Paleontologist or their designee shall conduct construction worker paleontological resources sensitivity training for all construction personnel. Construction personnel shall be informed on how to identify the types of paleontological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of paleontological resources, and safety precautions to be taken when working with paleontological monitors. The subdivider shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. **GEO-3**: Paleontological monitoring shall be conducted by a qualified paleontological monitor (SVP, 210) working under the direct supervision of the Qualified Paleontologist for the three formations along the following lines: during all ground-disturbing activities below 5 feet in Quaternary alluvium; at all depths within the Yorba Member of the Puente Formation; and initial excavations into the Soquel Sandstone Member of the Monterey Formation. Monitoring within the Soquel Sandstone Member of the Monterey Formation may be discontinued or extended based on geologic conditions at surface at depth. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting sediment samples to wet or dry screen to test promising horizons for smaller fossil remains. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the Qualified Paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. **GEO-4:** If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the monitor's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock/sediment samples for initial processing and evaluation. If a fossil is determined to be significant, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources from their location, following the guidelines of the SVP (2010). Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, non-profit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school. If construction personnel discover any potential fossils during construction while the paleontological monitor is not present, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and recommended and implemented appropriate treatment as described earlier in this measure. **GEO-5:** At the conclusion of paleontological monitoring and prior to the release of the grading bond, the Qualified Paleontologist shall prepare a report summarizing the results of the monitoring and salvage efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The subdivider shall submit the report to the LA County Planning and the Natural History Museum of Los Angeles County.	Not Applicable	Less than Significant with Mitigation

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
Greenhouse Gas Emissions			
Impact GHG-1: The proposed Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	**Implement Mitigation TR-1 and TR-2**	**PDF GHG-1: Non-quantifiable GHG Reduction Measures.** Each dwelling unit shall incorporate the following design features: • The 360 dwelling units will be wired for solar roof panels which can save energy by producing solar electricity and offer credit for excess solar electricity produced. • Each garage will be wired for EV car charging. • Radiant barrier roof sheathing to improve cooling energy efficiency. • Low-E, dual pane windows block to 95 percent of UV rays. • Improved insulation techniques to help to minimize gaps and higher thermal properties (R-value) add to energy efficiency. • Designed and properly sealed duct system to improve comfort and efficiency. • Programmable thermostats to regulate home temperatures year-round. • Open space buffers adjacent to most existing adjacent residential land uses that include, within which public trails to facilitate pedestrian and bicycle circulation within the Project Site as depicted on the approved Vesting Tentative Tract Map. • To incorporate teleworking, each residential unit would be sized appropriately to accommodate home offices and be equipped with new and efficient internet and phone cable systems. (2021 CAPCOA GHG Handbook Measure Transportation T-4). **PDF GHG-2: Quantifiable GHG Reduction Measures.** The project shall incorporate the following design features: • Each unit shall be equipped with high efficiency ENERGY STAR® rated water heater, refrigerator, and dishwashers. (2021 CAPCOA GHG Handbook Measure Energy E-2) • All lighting on the Project Site would be light-emitting diode (LED). (2021 CAPCOA GHG Handbook Measure Energy E-2) • The proposed Project would not include any natural gas infrastructure. (2021 CAPCOA GHG Handbook Measure Energy E-15) • Electricity would be provided by the Clean Power Alliance and would be 100 percent renewable, unless the resident(s) opt-out. (2021 CAPCOA GHG Handbook Measure Energy E-11) Low-flow water fixtures and native landscaping. (2021 CAPCOA GHG Handbook Measure Water W-5	Significant and Unavoidable
Impact GHG-2: The proposed Project would conflict with any applicable plan, policy, regulation, or recommendation of an agency adopted for the purpose of reducing the emissions of GHGs.	**Implement Mitigation TR-1 and TR-2**	Not Applicable	Significant and Unavoidable
Hazards and Hazardous Materials			
Impact HAZ-1: The proposed Project would not create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment.	**HAZ 1: Soil Management Plan.** The subdivider shall require that its contractor(s) develop and implement a Soil Management Plan (SMP) for the management of soil and soil gas before any ground-disturbing activity within the vicinity of the maintenance facility building. The SMP shall include the following, at a minimum: • Site description, including the hazardous materials that may be encountered. • Roles and responsibilities of onsite workers, supervisors. • Training for site workers focused on the recognition of and response to encountering hazardous materials. • Protocols for the materials testing, handling, removing, transporting, and disposing of all excavated materials in a safe, appropriate, and lawful manner. • In the event that hazardous materials are encountered, reporting requirement to the local regulatory agency with jurisdiction, documenting that site activities were conducted in accordance with the SMP. The SMP shall be provided to the County of Los Angeles Department of Public Works for their review and approval prior to issuance of a grading permit.	Not Applicable	Less than Significant with Mitigation
Impact HAZ-2: The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	Not Applicable	Not Applicable	Less than Significant

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
Impact HAZ-3: The proposed Project would not 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 create a significant hazard to the public or the environment.	Not Applicable	Not Applicable	No Impact
Impact HAZ-4: The proposed Project is not 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, the Project would not result in a safety hazard or excessive noise for people residing or working in the project area.	Not Applicable	Not Applicable	No Impact
Impact HAZ-5: The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	**Implement Mitigation Measure TR-3**	Not Applicable	Less than Significant with Mitigation
Impact HAZ-6: The proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	Not Applicable	Not Applicable	Less than Significant
Hydrology and Water Quality			
Impact HYDRO-1: The proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	**Implement Mitigation Measure HAZ-1**	Not Applicable	Less than Significant with Mitigation
Impact HYDRO-2: The proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable management of the basin.	Not Applicable	Not Applicable	Less than Significant
Impact HYDRO-3: The proposed Project would not 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 result in substantial erosion or siltation on- or off-site, or increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The proposed Project would 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. The proposed Project would not impede or redirect flood flows.	Not Applicable	Not Applicable	Less than Significant
Impact HYDRO-4: The proposed Project would not risk release of pollutants due to project inundation or being located within a flood hazard, tsunami, or seiche zones.	Not Applicable	Not Applicable	Less than Significant
Impact HYDRO-5: The proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Not Applicable	Not Applicable	No Impact
Land Use			
Impact LUP-1: The proposed Project would not physically divide an established community.	Not Applicable	Not Applicable	Less than Significant
Impact LUP-2: The proposed Project would not 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.	Not Applicable	Not Applicable	Less than Significant
Mineral Resources			
Impact MR-1: The proposed Project would not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state	Not Applicable	Not Applicable	Less than Significant
Impact MR-2: The proposed Project would not 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	Not Applicable	Not Applicable	No Impact

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
Noise			
Impact NOI-1: The proposed Project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies during on-site construction activities or during Project operations	**NOI-1:** Prior to issuance of a grading permit, temporary construction noise barriers shall be erected along Project boundary that separates on-site active construction area and off-site sensitive receivers within 200 feet of the Project boundary. Such noise barriers shall have a minimum height of 10 feet above ground to block the direct line-of-sight between onsite active construction area. Temporary barriers shall include acoustical blankets with a minimum sound transmission class (STC) rating of 25 and noise reduction coefficient (NRC) of 0.75. Temporary noise barriers shall achieve a minimum of 12 dBA reduction in construction noise. **NOI-2:** Prior to issuance of grading permits, the County/Project subdivider shall incorporate the following measures as a note on the grading plan cover sheet: • Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturers' standards and capable of reducing equipment noise levels by a minimum of 3 dBA. • Construction staging areas shall be located at the greatest distance feasible from off-site sensitive uses during Project construction. • The Project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project Site, whenever feasible. **NOI-3:** For off-site improvements related to the traffic signal installation, the contractor shall install temporary noise barriers, prior to the issuance of grading and building permits, between the active construction area and the off-site noise-sensitive receptors. The mobile noise barriers shall achieve sound level reductions of a minimum of 10 dBA between the Project construction sites and the sensitive receptor location. These temporary noise barriers shall be used to block the line-of-sight between the engine of the crane and similarly elevated ground-level noise-sensitive receptors. The barriers should allow for repositioning in order to block the noise at the sensitive receptor as construction activities move along the Project boundary. A noise barrier is not required if it would pose a safety risk or unreasonably prevent access to the construction area as deemed by the on-site construction manager such as in areas that have limited equipment maneuvering space or access. Any barrier capable of a reduction greater than 12 dBA would require greater height and heavier noise insulation which would make mobility of the barrier infeasible and cause safety concerns related to barrier stability. Further, noise barriers would only be effective if they block the line-of-sight to sensitive receptors. The contractor shall provide documentation verifying compliance with this measure.	**PDF NOI-1** Construction activities occurring as part of the Project shall be subject to the limitations, which state that construction activities may occur between 7 a.m. and 7 p.m. Mondays through Saturdays. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays unless a temporary waiver is granted by the Chief Building Official or his or her authorized representative.	Significant and Unavoidable
Impact NOI-2: The proposed Project would not result in the generation of excessive groundborne vibration or groundborne noise levels.	**NOI-4:** During construction vibratory pile drivers and/or vibratory rollers shall not be used within 75 feet of residential buildings adjacent to the Project Site.	**Implement PDF NOI-1**	Less than Significant with Mitigation
Impact NOI-3: The proposed Project is not located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the Project area to excess noise levels.	Not Applicable	Not Applicable	No Impact
Population and Housing			
Impact POP-1: The proposed Project would not 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).	Not Applicable	Not Applicable	Less than Significant
Impact POP-2: The proposed Project would not displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere.	Not Applicable	Not Applicable	No Impact
Public Services			
Impact PS-1: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.	Implement Mitigation Measure TR-3.	Not Applicable	Less than Significant with Mitigation

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
Impact PS-2: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff protection.	Implement Mitigation Measure TR-3.	Not Applicable	Less than Significant with Mitigation
Impact PS-3: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.	Not Applicable	Not Applicable	Less than Significant
Impact PS-4: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks.	Not Applicable	Not Applicable	Less than Significant
Impact PS-5: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries.	Not Applicable	Not Applicable	Less than Significant
Recreation			
Impact REC-1: The proposed Project would not 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.	Not Applicable	Not Applicable	Less than Significant
Impact REC-2: The Project would not include recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment.	Not Applicable	Not Applicable	Less than Significant
Transportation			
Impact TR-1: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities	Not Applicable	Not Applicable	Less than Significant
Impact TR-2: The Project would conflict or be inconsistent with State CEQA Guidelines Section 15064.3, Subdivision (b).	**TR 1: Implement Subsidized or Discounted Transit Program** In order to encourage use of the Metrolink commuter rail system and reduce commute-related VMT in the region, the homeowner's association (HOA) shall provide a reimbursement subsidy of up to 50 percent of the cost of one Metrolink monthly pass per residential dwelling unit for five (5) years (the subdivider shall administer and fund the reimbursement subsidy program for the first three [3] years, at which point the HOA shall take over administration and funding).. Consistent with the guidance provided in the 2021 Handbook which states that projects may be located up to two (2) miles from high-quality transit service when access is supported by bicycle, the subdivider will also provide an electric bicycle with the purchase of each dwelling unit in order to support the effectiveness of this measure (discussed in further detail below). It should be noted that monthly passes for the Metrolink system are sold based on the specific origin and destination stations both for cost and ticketing purposes (e.g., a monthly pass from Industry Station to L.A. Union Station costs approximately $238.00, while a monthly pass from Industry Station to Riverside – Downtown Station costs approximately $259.00). As the destination stations for future residents cannot be determined in advance, it is not feasible for the subdivider to pre-purchase and distribute passes along with the purchase of each dwelling unit. Instead, the subdivider/HOA will advertise the subsidy program to future residents at the time of purchase, and once a year for the remaining years of the subsidy program. As the total cost of the transit passes cannot be determined in advance, the total yearly homeowner transit subsidy reimbursement cost for Metrolink passes shall not exceed $20,250.00 to the subdivider/HOA. The project site is also served by public bus transit. As described in Section 3.2, public bus transit service in the vicinity is provided by Foothill Transit. Public bus stops are provided at the intersections of Fairway Drive-Brea Canyon Cutoff Road/Colima Road and	**PDF T-1: Increase Residential Density** This measure accounts for the VMT reduction achieved by a project that is designed with a higher density (residential density of 2.72 dwelling units per acre) of dwelling units compared to the average residential density in the country. When reductions are being calculated from a baseline derived from a travel demand model, the residential density of the relevant TAZ is used for the comparison instead. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in VMT. The Project-generated VMT is derived from the County's VMT Tool, which is based on SCAG travel demand model data. Therefore, the Project's potential VMT reduction is determined by comparing the residential density without and with the Project's proposed residential development proposed for Planning Areas 1, 2 and 3, and comparing the residential density TAZ without and with the residential development proposed for Planning Area 5. The residential density of each TAZ was determined based on parcel-level data obtained from the Los Angeles County Office of the Assessor, which reports the type of residential development (e.g., single family, duplex, multi-family), the number of units, and the acreage of each parcel. **PDF T-2: Locate Project near Bike Path/Bike Lane** This measure requires projects to be located within a 0.5-mile bicycling distance from an existing Class I bike path or Class II bike lane. A project that is designed around an existing or planned bicycle facility encourages sustainable mode use. The project design should include a comparable network that connects the project uses to the existing off-site facilities that connect to work/retail destinations. The proposed Project Site is located within a 0.5-mile distance of the existing Class I bicycle lanes along Fairway Drive and along Golden Springs Road. As noted in Section	Significant and Unavoidable

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
	Lake Canyon Drive/Colima Road, with service approximately every 20-30 minutes during the peak commute hours. Therefore, in addition to the Metrolink subsidies, the subdivider /HOA shall also provide a reimbursement subsidy of up to 50 percent of the cost of one Foothill Transit monthly bus pass per residential dwelling unit for five (5) years (the subdivider shall administer and fund the reimbursement subsidy program for the first three [3] years, at which point the HOA shall take over administration and funding) in order to encourage the use of bus transit and reduce residential VMT in the region. A 31-day Foothill Transit bus pass costs approximately $60.00. The subdivider/HOA shall advertise the subsidy program to future residents at the time of purchase, and once a year for the remaining years of the subsidy program. As the total cost of the transit passes cannot be determined in advance, the total yearly homeowner transit subsidy reimbursement for Foothill Transit bus passes shall not exceed $24,750.00 to the subdivider/HOA. Total annual transit reimbursement subsidies (Metrolink and Foothill Transit) paid by the subdivider/HOA will not exceed $45,000 per year for the five (5)-year period. The subdivider/HOA will provide a report to Los Angeles County Departments of Public Works and Planning six (6) months prior to the end of the fifth year, detailing the use of the transit subsidy program. The County will determine within 90 days if the use of the transit subsidy program should continue for an additional five (5) years. In no event shall the transit subsidy program last more than a total of 10 years. To ensure the transfer of the transit subsidy program, the subdivider shall provide in the CC&Rs a method for the continuous maintenance, administration, operation of the fund for the period specified, to the satisfaction of the Director of Planning. **TR-2: Electric Bicycles.** The subdivider shall provide an electric bicycle along with the purchase of each dwelling unit at the close of escrow. The provision of electric bicycles is expected to support implementation of the transit subsidy program by providing an alternative last-mile connection to the nearby Metrolink Industry Station.	3.1.2, future bicycle lanes are planned for Colima Road and Brea Canyon Cutoff Road in the immediate vicinity of the Project Site, which would provide connections to the existing bicycle lanes west and south of the site. Upon installation of the planned bicycle lanes, the Project Site would be served by regional-serving bicycle facilities that connect to work/retail destinations and facilitate bicycle commuting. The proposed Project is planned to provide recreational multi-use trails within the Project Site which are expected to accommodate pedestrians, bicycles, and other non-motorized modes of travel. The multi-use trail system will connect to the internal project roadways as well as public sidewalks and roadways at various places, including along Colima Road. Therefore, the Project Site is planned to provide convenient connections to the future bicycle lanes for residents of the Project Site as well as the general public. It is expected that providing connections throughout the Project Site to regional bicycle facilities will result in greater substitution of bicycle trips for vehicle trips. Therefore, the Project is well-located and designed to attain expanded VMT reductions in the future when the planned bicycle facilities are installed.	
Impact TR-3: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Not Applicable	**PDF T-3: Fairway Drive/SR-60 Freeway Ramps** The exclusive northbound right-turn lane at the SR-60 Freeway EB on-ramp would be restriped to accommodate a shared through/right-turn lane, and the other northbound lanes would be restriped to accommodate the full extent of the forecast northbound left-turn queue. It is not anticipated that any roadway widening would be required in order to accommodate the proposed lane configuration on Fairway Drive. It should be noted that the reconfiguration of the northbound lanes at the SR-60 Freeway ramp intersections would require approval from Caltrans prior to being implemented by the Project subdivider. If the Caltrans does not concur with this improvement, this improvement will not be required. **PDF T-4: Fairway Drive/East Walnut Drive South** The westbound approach along East Walnut Drive South is approximately 20 feet wide, and is currently striped to provide one 10-foot-wide shared through/left-turn lane and one 10-foot-wide right turn lane. In order to better accommodate the forecast right-turn queues, the westbound right-turn lane striping shall be extended to provide an additional 50 feet of storage space. The lane striping will terminate prior to the existing driveway along the north side of the roadway in order to maintain full access to the existing parcel. The roadway width along the westbound approach of East Walnut Drive South is adequate for vehicles to utilize the curb lane (i.e., a de facto turn lane) should additional storage space be required. **PDF T-5: Fairway Drive-Brea Canyon Cutoff Road/Colima Road** • Northbound Left-Turn: To better accommodate the left-turn queues and improve overall operations at the intersection, the raised concrete median adjacent to the northbound left-turn lane shall be modified and narrowed in order to accommodate the extension of the left-turn lane by 60 feet. In order to maintain full access to the existing parcel along the west side of the roadway, the median should not extend further to the south. • Northbound Right-Turn: In order to adequately accommodate the forecast right-turn queues, the lane striping would be extended to provide an additional 10 feet of storage space for the northbound right-turn lane. • Eastbound Left-Turn: In order to adequately accommodate the left-turn queues, the raised concrete median adjacent to the eastbound left-turn lane would be modified to accommodate the extension left-turn lane by 60 feet.	Less than Significant

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
		• Westbound Left-Turn: In order to adequately accommodate the left-turn queues, the raised concrete median adjacent to the westbound left-turn lane will be modified to accommodate the extension left-turn lane by 105 feet. **PDF T-6: Project Driveway-Walnut Leaf Drive/Colima Road** The Walnut Leaf Drive approach would be restriped to accommodate eastbound left-turns into the project driveway, located at north approach by an exclusive left-turn lane, restriped to provide one southbound departure lane, as well as one shared left-through lane and one right-turn lane on the northbound approach. It is not anticipated that any roadway widening would be required in order to accommodate the proposed lane configuration on Walnut Leaf Drive. **PDF T-7: Tierra Luna-Project Driveway/Colima Road** The proposed Project would construct a driveway at the existing Tierra Luna/Colima Road intersection. The Project driveway will tie-in to the intersection as the new south leg of the existing unsignalized "T"-intersection. The existing signalized pedestrian and golf cart crossing across Colima Road is planned to be relocated with a traffic signal at the future Tierra Luna/Colima Road intersection in order to maintain pedestrian access across Colima Road. The golf cart path south of Colima Road will be removed in order to accommodate the open space on Planning Area 4 and the proposed single-family homes on Planning Area 5; therefore, pedestrian crossings across Colima Road are planned to be accommodated at the Tierra Luna/Colima Road intersection instead. . Colima Road shall be restriped to accommodate exclusive westbound left turns into the project driveway. **PDF T-8: Lemon Avenue/Golden Springs Drive** The traffic signal shall be modified to provide a westbound right-turn overlap phase (i.e., the westbound right-turns would receive a green arrow concurrent with the existing protected southbound phase). The improvement is anticipated to result in a reduction in the westbound right-turn queues. This improvement will require approval from the City of Diamond Bar prior to implementing this improvement. If the City does not concur with this improvement, this improvement will not be required.	
Impact TR-4: The Project would not result in inadequate emergency access.	**TR 3: Construction Staging and Traffic Management Plan.** Prior to commencement of Project construction, the subdivider shall submit a detailed Construction Staging and Traffic Management Plan (CSTMP) to the LACDPW, the LACSD, and the Fire Department for review and approval. The CSTMP shall include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), identify emergency evacuation routes and a staging plan. The CSTMP would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site, if any. The CSTMP also would include features such as notification to adjacent property owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible. Accordingly, the CSTMP shall include, but not be limited to, the following features, as appropriate: • Provide advanced notification to adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction. Provide a posted sign on the Project Site with hotline information for adjacent property owners to call and address specific issues or activities that may potentially cause problems at on-and-off-site locations; • Coordinate with the County and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses; • Coordinate with Foothill Transit to provide advanced notifications of any temporary stop relocations and durations and follow all safety required procedures required by the transit agency; • Limit any potential roadway lane closure/s to off-peak travel periods, to the extent feasible; • Provide traffic control for any potential roadway lane closure, detour, or other disruption to traffic circulation; • To the extent feasible, store any construction equipment within the perimeter fence of the construction site. Should temporary storage of a large piece of equipment be necessary outside of the perimeter fence (e.g., within a designated lane closure area), that area must comply with County and/or State-approved detour/traffic control plans;	Not Applicable	Less than Significant with Mitigation

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
	• Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers. Should any temporary closure of an existing sidewalk be required, appropriate pedestrian detours will be established and signed as such so as to maintain public pedestrian circulation. The subdivider shall submit all necessary permit applications prior to commencing construction activities which might encroach on public right-of-way; • Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the Project Site, traffic controls and detours, and proposed construction phasing plan for the Project; • Require the subdivider to keep all public roadways adjacent to the Project Site clean and free of debris including, but not limited to, gravel and dirt as a result of its construction activities; • Schedule delivery of construction materials and hauling/transport of oversize loads to nonpeak travel periods, to the extent possible; • Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities (i.e., the Orange and Pomona freeways), if needed; • Haul trucks entering or exiting public streets shall at all times yield to public traffic; • Construction-related parking and staging of vehicles shall occur on-site to the extent possible; • Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of times; • Prohibit parking by construction workers on nearby streets and direct construction workers to available/designated parking areas within and adjacent to the Project Site; and • The construction zone traffic control plans detailed in the CSTMP shall meet standards established in the current California Manual on Uniform Traffic Control Devices (MUTCD) as well as Los Angeles County requirements. The traffic control plans should be prepared by either a Civil or Traffic Engineer licensed by the State of California		
Tribal Cultural Resources			
Impact TCR-1: 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 listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC subdivision 5020.1(k)**.**	**TCR 1**: A qualified Native American Monitor from the Gabrieleno Band of Mission Indians-Kizh Nation shall be retained to monitor all grading activities within the Project Site. Prior to ground disturbing activities, the subdivider shall provide evidence of a separate executed monitoring agreement with the Gabrieleno Band of Mission Indians-Kizh Nation for the monitoring of all grading activities, to the satisfaction of the monitoring agency. In the event archaeological resources are encountered during Project grading, all ground-disturbing activities within the vicinity of the find shall cease. The Native American Monitors shall evaluate and record all tribal cultural resources. The Native American Monitors shall also maintain a daily monitoring log that contains descriptions of the daily construction activities, locations with diagrams, soils, and documentation of tribal cultural resources identified. The monitoring log and photo documentation, accompanied by a photo key, shall be submitted to the LA County Planning upon completion of the grading activity. **TCR-2:** If the Native American Monitor determines the resources are not tribal cultural resources, a qualified archaeologist shall be notified of the find and the action set forth in Mitigation Measure CUL-2 shall be taken.	Not Applicable	Less than Significant with Mitigation
Impact TCR-2: 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 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 PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**Implement TCR-1 and TCR-2**	Not Applicable	Less than Significant with Mitigation

Environmental Impact	Mitigation Measure	Project Design Features (PDF)	Significance Determination after Mitigation
Utilities and Service Systems			
Impact UTL-1: The proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	Implement TR-3	Not Applicable	Less than Significant with Mitigation
Impact UTL-2: The proposed Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	Not Applicable	Not Applicable	Less than Significant
Impact UTL-3: The proposed Project would result in a determination by the wastewater treatment provider which serves or may serve the project, that it has adequate capacity to serve the proposed Project's projected demand in addition to the provider's existing commitments.	Not Applicable	Not Applicable	Less than Significant
Impact UTL-4: The proposed Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure.	Not Applicable	Not Applicable	Less than Significant
Impact UTL-5: The proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Not Applicable	Not Applicable	Less than Significant
Wildfire			
Impact WDF-1: Would the proposed Project substantially impair an adopted emergency response plan or emergency evacuation plan?	Implement of Mitigation Measure TR-3.	Not Applicable	Less than Significant with Mitigation
Impact WDF-2: Would the proposed Project, due to slope, prevailing winds, and other factors; exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Not Applicable	Not Applicable	Less than Significant
Impact WDF-3: Would the proposed Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Not Applicable	Not Applicable	Less than Significant
Impact WDF-4: Would the proposed Project 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?	Not Applicable	Not Applicable	Less than Significant
Impact WDF-5: Would the proposed Project expose people or structures, either directly or indirectly, to significant risk of loss, injury, or death involving wildland fires?	Not Applicable	Not Applicable	Less than Significant

執行摘要 (EXECUTIVE SUMMARY)

Translations of any materials into languages other than English are intended solely as a convenience to the non-English-reading public and are not legally binding.

聲明：
任何翻譯成中文（或英語以外）的文件，僅供參考，為閱讀中文的羣眾提供方便，並不具有法律效力。

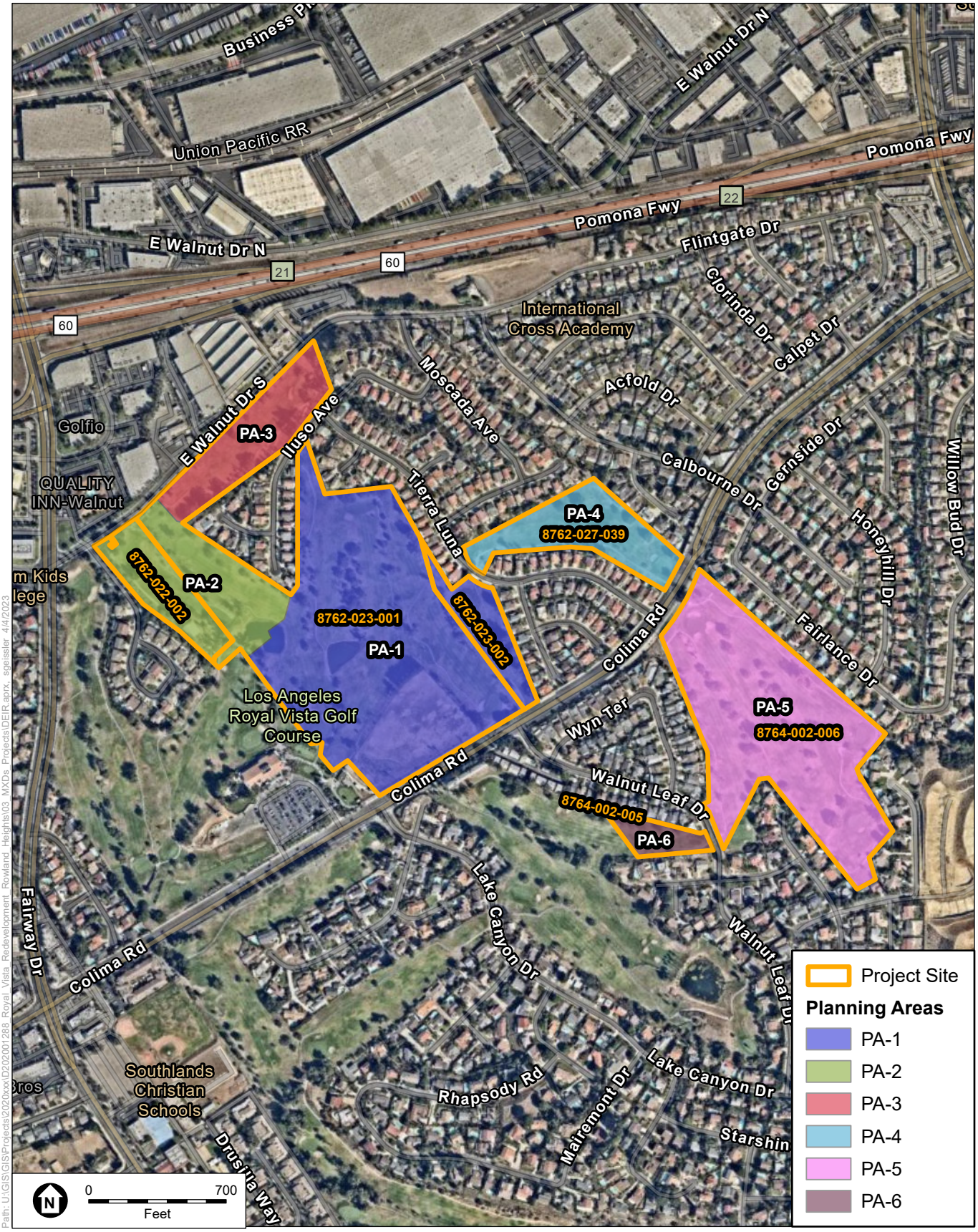
ES.1 簡介 (Introduction)

皇家維斯塔住宅專案 (Royal Vista Residential Project)（「專案」）擬重新開發一塊占地約 76 英畝的場地，用作住宅和開放空間，此地塊目前為現有皇家維斯塔高爾夫球場的一部分。專案將共計開發 360 套居住單元，包括 200 套獨立的單戶住宅、88 套附屬住宅單元（58 套聯式住宅、30 套三聯式住宅）和 72 套聯排屋。72 套聯排屋和 10 套三聯式住宅將全部預留給中等和中位數入息家庭購買。專案還將包含約 28 英畝。

作為主導機構，洛杉磯縣府（「縣府」）著手構編制了本《環境影響報告草案》（「報告草案」），以提供與擬建專案相關之潛在環境影響的資訊。本《報告草案》係依照 1970 年頒布之《加州環境品質法》（California Environmental Quality Act or CEQA，經修訂）。此法案已編入《加州公共資源法》（Public Resources Code or PRC）第 21000 節等章節，CEQA 執行指南已編入《加利福尼亞州法典》第 14 卷第 6 部分第 3 章第 15000 節等章節。本《報告草案》開展了專案層面之分析，從具體場地出發評估了專案的施工和運行。分析符合《加州環境品質法》指南第 15161 節和 15378(a)小節之規定。專案場地見**圖 ES-1** *《鄰近區域圖》*。州訊息交換中心號碼 2022100204。

ES.2 專案背景 (Project Background)

專案場地由六個不規則形狀地塊組成，係 1962 年所建之皇家維斯塔高爾夫球場（仍在運營）的一部分。專案場地總體上覆蓋了現有 27 洞高爾夫球場的 13 個球洞、發球檯、果嶺、球道、水坑、沙坑以及練習場。專案場地內唯一一棟現有建築是位於估值官地塊編號 (APN) 8762-022-002 上的高爾夫球場維護站，此建築將因本專案而拆除。維護站為兩層建築，面積約 2,000 平方英呎，早在 1928 年建成。除高爾夫球場顧客外，專案場地不對外開放。現有高爾夫球場周圍設有圍籬。Colima Road 道路北側設有高高的練習場安全圍欄和練習場照明設施，專案場地亦設有其他安全照明裝置。



SOURCE: Mapbox, 2020.

Royal Vista Residential Project

Figure ES-1
Local Vicinity Map

ESA

專案場地在羅蘭崗（Rowland Heights）社區規劃中被指定為「開放空間」，此規劃為本縣總體規劃的一個組成部分。「開放空間」的允許用途包括休閒娛樂（建築物覆蓋面積不超過場地面積的 10%）、遠足和馬術步道、農業、科學研究、公用設施地役權和礦物開採。

專案場地當前劃分為 A-1-1（輕型農業，最小地塊面積 1 英畝）和 A-1-10,000（輕型農業，最小地塊面積 10,000 平方英呎）。本縣之農業區域【A-1（輕型農業）和 A-2（重型農業）區域】的設立是為了在特別適合農業活動的地區實現全面的農業用途。所允許之用途旨在鼓勵農業活動以及社區居民所需或期望的其他此類用途。如此劃定的區域還可以提供必要的土地，以允准低密度單戶住宅開發、戶外休閒娛樂用途以及公共和機構設施。

本專案場地亦處在羅蘭崗社區標準區（Community Standards District or CSD）內。羅蘭崗社區標準區的設立乃為執行監事會於 1981 年 9 月 1 日通過之羅蘭崗社區計劃，並解決住宅業主因當地住宅地塊既有規模、形狀、地形和開發等因素無法遵守《洛杉磯縣法典》（Los Angeles County Code or LACC）第 22.12.040.C 條（住宅區和農業區）關於在地塊上保存或停放休閒車輛之限制的問題。社區標準區設立的目的是：（1）確保新開發案保留本地區的住宅特徵；（2）制定開發標準和審查流程，以確保商業開發、商業區標誌、景觀美化和退台適合社區，並被實施以保護社區的健康、安全和福祉；（3）在保護整個社區之健康、安全和一般福祉的前提下，允准在住宅區和農業區地塊上停放休閒車（《洛杉磯縣法典》第 22.332.010 條）。本專案需要符合《社區範圍開發標準》（LACC 第 22.332.060 條）關於保持物業整潔之規定以及《特定區域開發標準》關於前院景觀美化與屏障之規定（LACC 第 22.332.070 條）。

ES.3 目標 (Objectives)

根據《加州環境品質法》（CEQA）指南第 15124(b)節的規定，專案描述中須包含「對擬建專案所尋求之目標的描述」。此外，第 15124(b)條進一步規定，「對目標之描述須包含專案的潛在目的。」

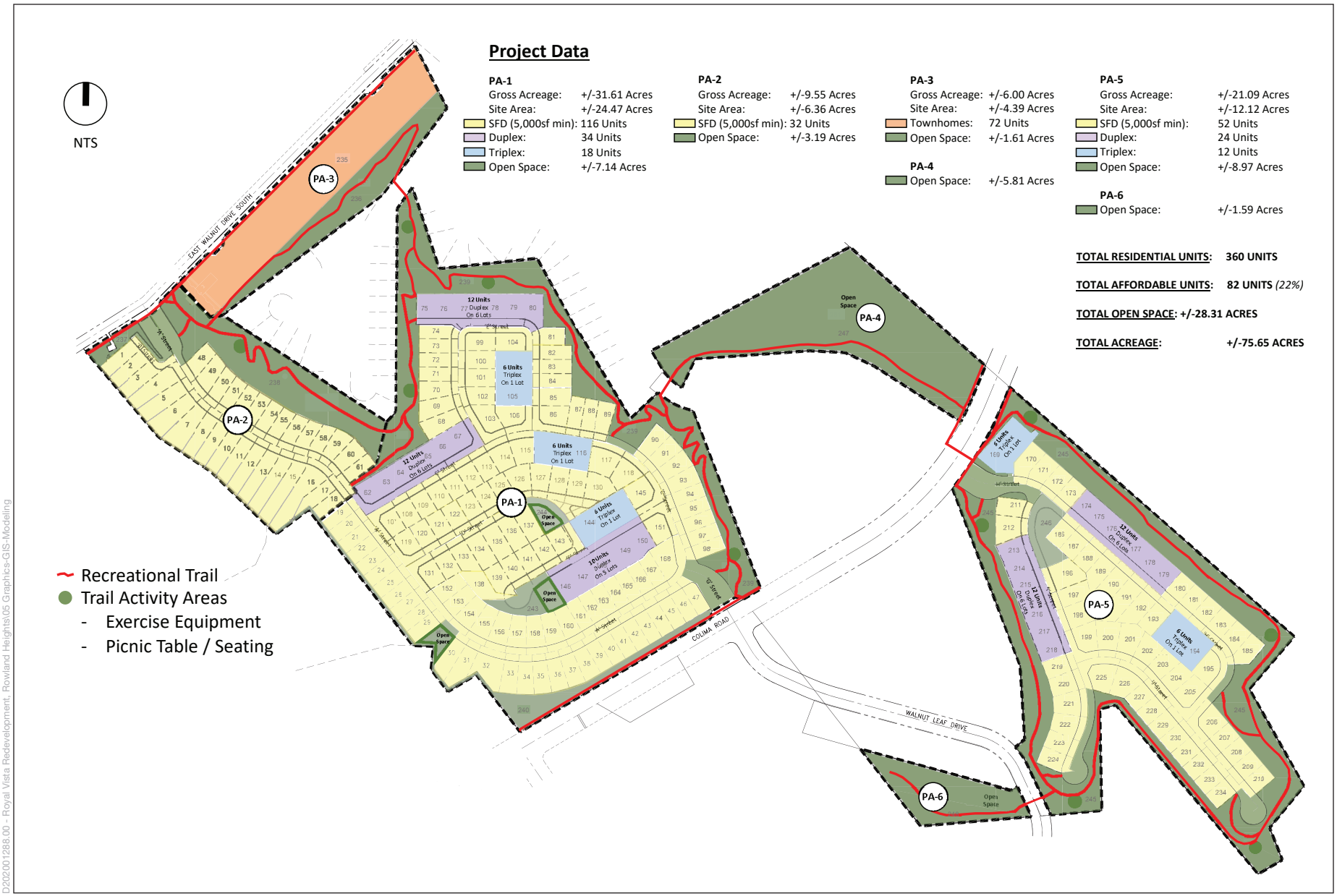
擬建專案將重新開發高爾夫球場的部分場地，以提供市場價格的住房和中等和中位數入息群體住房機會，以及開放空間區域和康樂資源。擬建專案旨在通過設置開放空間緩衝區（包含公共休閒步道）來減少對鄰近住宅用途的不利影響。以下目標對於實現專案的土地使用目的非常重要：

- **提供新的住房。**在洛杉磯縣非建制區的填充位置提供所需的新住宅。
- **提供多種類型和經濟實力要求的住房**。提供多種待售住房產品類型、價格和面積之搭配組合，用以支援物質、社會和經濟多樣性，包括分佈在開發案其間按市場價格或低於市場價格的中等和中位數入息家庭購房選擇。
- **創建健康社區**。創造一個充滿活力的社區，提供戶外被動和主動康樂條件。
- **採用對環境負責之做法**。保護自然資源和開放空間，打造永續型社區。最大限度地減少對自然資源的影響和使用，強調健康、安全和負責任的環境，以平衡社區發展與環境方面的考量。
- **建立連結。**透過為現有的康樂設施和開放空間提供步道系統，鼓勵社區參與和互動。

ES.4 專案描述 (Project Description)

本專案擬重新開發專案場地，在四個住宅規劃區（1 號、2 號、3 號和 5 號規劃區域）建設 360 套住宅單元，並在兩處開放空間規劃區（4 號和 6 號規劃區域）建設開放空間。1 號規劃區域為 Colima Road 道路以北的 31.6 英畝區域；2 號規劃區為 Colima Road 道路以北 East Walnut Drive South 以南的 9.55 英畝區域；3 號規劃區為 East Walnut Drive South 以南的 6 英畝區域；4 號規劃區為 Colima Road 道路以北 Tierra Luna 以東的 5.81 英畝區域；5 號規劃區為 Colima Road 以南的 21.09 英畝區域；6 號規劃區將為 Colima Road 道路以南 Walnut Leaf Drive 以西的 1.59 英畝區域，共計佔地 75.65 英畝。請參閱**圖 ES-2***《場地規劃概念圖》*。

四個住宅規劃區中的三個（1 號、2 號和 5 號規劃區域）將包含 200 套獨立的單戶住宅、88 套附屬住宅單元（58 套聯式住宅和 30 套三聯式住宅）。第四個住宅規劃區（3 號規劃區域）將包含 72 套聯排屋。200 套獨立的單戶住宅將在最小淨地塊面積為 5,000 平方英呎的獨立地塊上開發（有少數例外）。 單戶住宅地塊的面積配置為 60 英呎 x84 英呎或 47 英呎 x107 英呎。60 英呎 x84 英呎地塊上建設的單戶住宅面積為 2,800 到 3,200 平方英呎不等，設有 5 到 6 間臥室，外加額外房間和 3.5 到 4.5 間衛生間。47 英呎 x107 英呎地塊上建設的單戶住宅面積為 2,600 到 3,000 平方英呎不等，設有 4 到 5 間臥室，外加額外房間和 3.5 到 4.5 間衛生間。按照 LACC 第 22.18.060 節「最大高度」的規定，1 號、2 號和 5 號規劃區域上兩層單戶住宅的最大高度為地面以上 35 英呎（不包括屋頂空間）。29 套聯式住宅建築單元的面積為 1,575 至 1,895 平方英呎不等，含 3 到 4 間臥室，外加閣樓和 2 至 2.5 間衛生間。10 套三聯式住宅單元的面積為 1,125 至 1,555 平方英呎不等，含 2 到 3 間臥室，外加 2 至 2.5 間衛生間。按照 LACC 第 22.18.060 節「最大高度」的規定，1 號和 5 號規劃區域內的聯式和三聯式建築將為兩層建築，最大高度為地面以上 35 英呎（不含屋頂空間）。擬建的聯排屋包含在 3 號規劃區域的 14 棟建築內。



D2020012888.00 - Royal Vista Redevelopment, Rowland Heights\05 Graphics-GIS-Modeling

SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure ES-2
Conceptual Site Plan

ESA

每套聯排屋的面積約爲 1,100 平方英呎至 1,600 平方英呎不等。聯排屋住宅單元含 2 到 4 間臥室，外加 2 至 3.5 間衛生間。聯排屋建築將為三層建築，地面高度 38 英呎，超過 35 英呎；但是，按照 LACC 第 22.18.060 節「住宅規劃開發區域開發標準與條例」的規定，建議辦理「附條件使用許可證」(CUP)，以允許超出高度標準。

4 號規劃區域仍將作為 5.81 英畝的開放空間區域，設有可供公眾步行的步道系統，沒有正式的康樂活動，6 號規劃區域仍將作為 1.59 英畝的開放空間區域。4 號和 6 號規劃區域將歸業主協會（HOA）所有，且公眾可透過擬建的步道系統進入。如**表 ES-1***《擬議開發案》*，本專案的住宅部分淨佔地 47.34 英畝，將開發建設 360 套住宅單元（200 套獨立的單戶住宅、160 套獨立公寓（分為 58 套聯式住宅、30 套三聯式住宅和 72 套聯排屋））。專案還包括 28 英畝的實地保留開放空間，由各規劃區域之間的緩衝區、4 號和 6 號規劃區域上的步道系統以及開放空間組成。

縣府的包容性住房條例要求建設 81 套中等和中位數入息住宅單元，係最大可能住宅單元數（403 套）的 20%。本專案將超出縣府的包容性住房條例要求，共預留 82 套住宅單元供中等和中位數入息家庭選購，約佔本專案之 360 套住宅單元的 22.7%。預留供中等和中位數入息家庭選購的 82 套住宅單元含 72 套聯排屋單元（位於 3 號規劃區域）和 10 套三聯式住宅（1 號規劃區域 6 套，5 號規劃區域 4 套）。1 號和 5 號規劃區域內的平價房將分佈在每棟三聯式建築中（10 棟三聯式建築中各一套）。

表 ES-1
《擬議開發案》

規劃區域	建築面積（英畝）	住房開發案（英畝）	住房單元數	單元類型	平價房	開放空間（英畝）
1	31.61	19.76 單戶租賃 4.71 聯式/三聯式	168	SFR (116) 聯式 (34) / 三聯式 (18)	6 套	7.14
2	9.55	6.36	32	單戶租賃	0 套	3.19
3	6.0	4.39	72	聯排屋	72 套	1.61
4	5.81	--	0	開放空間	0 套	5.81
5	21.09	9.12 單戶租賃 3.0 聯式/三聯式	88	單戶租賃 (52) 聯式 (24) / 三聯式 (12)	4 套	8.97
6	1.59	--	0	開放空間	0 套	1.59
共計	75.65	47.34	360		82 套	28.31

資料來源：KTGY Architecture and Planning 公司，2023年。

專案場地目前分區為 A-1-1（輕型農業，最小地塊面積 1 英畝）和 A-1-10,000（輕型農業，最小地塊面積 10,000 平方英呎）。專案場地在羅蘭崗社區規劃中被指定爲 OS（開放空間）。本專案將要求享有下列權利：

- 「總體規劃」與「社區規劃修正案」（羅蘭崗社區規劃）：1 號、2 號和 5 號規劃區域地段城市 2 類區域（（U2）；每英畝 3.3-6.0 套住宅單元）的開放空間（OS）；1 號和 5 號

規劃區域地段城市 3 類區域（（U3）；每英畝 6.1-12.0 套住宅單元）的開放空間（OS）；3 號規劃區域地段城市 4 類區域（（U4）；每英畝 12.1-22.0 套住宅單元）的開放空間（OS），
（見圖 2-5 *土地現有及計劃使用情況*）。

- 在 1 號、2 號和 5 號規劃區域的 62.25 英畝地塊上擬建單戶住宅、聯式住宅、三聯式住宅，搭配平價房部分和開放空間，將分區性質從 A-1-1 和 A-1-10,000（輕型農業）變更為 RPD-5000-6U 和 RPD-5000-12U（住宅規劃開發 - 5000 平方英呎最小地塊面積 - 密度分別為每英畝 6 套住宅單元和每英畝 12 套住宅單元）；在 3 號擬定規劃區域的 6.0 英畝地塊上建設聯排屋，搭配平價房和開放空間，將分區性質變更為 RPD-5000-17U（住宅規劃開發 - 5000 平方英呎最小地塊面積 -每英畝 17 套住宅單元）。

- 歸屬暫定土地地圖：在 1 號、2 號和 5 號規劃區域內，將六（6）個現有土地切分為 248 個地塊，包括 200 個單戶住宅地塊、29 個住宅公寓地塊（共 58 套聯式住宅單元）、5 個住宅公寓地塊（共 30 套三聯式住宅單元）、1 個住宅公寓地塊（共 72 套聯排屋）、13 個由業主協會（HOA）私有和維護但對公眾開放的開放空間，以及豁免臨街私人車道及消防通道系統。

- 附條件使用許可證（CUP）：適用於場地平整量超過 100,000 立方碼的專案，以及住宅開發計劃、高度超過 6 英呎的墻、高度超過 35 英呎的建築、聯排屋（正面）和三聯式住宅（正面和背面）庭院縮進距離減少，以及寬度不足 50 英呎的住宅地塊。

- 住房許可證，允准預留 22.7%（82 套）的地塊住宅單元供中等和中位數入息家庭購買，允准單戶住宅地塊面積低於 5,000 平方英呎，豁免 1 號、2 號和 5 號規劃區域內私人車道沿線的公園道路要求。#18、#47 和#155 單戶住宅地塊面積略低於 5,000 平方英呎（淨麵積）。#18 地塊面積不足是由於側院公用設施地役權，#47 地塊是一個轉角地塊，一側有彎曲的前側院，#155 地塊面積不足是由於公用設施地役權。

專案平整量約為 387,100 立方碼的挖方和大約 253,400 立方碼的填方，專案現場淨運出量約為 133,700 立方碼。預計超挖量和重新壓實量分別達到 1,544,500 立方碼。在高爾夫球場施工期間沉積填土的區域，專案現場內的最大開挖深度約為 25 英呎。專案開挖期間，1,544,500 立方碼的土方將臨時堆放在現場，當現場準備好重新壓實時，1,544,500 立方碼的土方將在現場重新攤放並壓實，用以建造道路和住宅地塊（專案平整加之超挖、重新壓實和外運共計約 3,863,200 立方碼）。[1]外運材料將拖運到距離最近的垃圾掩埋場，預計將會是布雷亞市的 Olinda Landfill 垃圾填埋場。運料路線預計是從專案現場經 Colima Road 和 Fairway Avenue 兩條道路開往 SR-60 Freeway East，進入 SR-57 Freeway South，然後在 Lambert Road（距離大約 10 英里）出口下公路。

專案預計 2024 年第四季開工，預計 2027 年第四季竣工。

ES.5 專案備選方案 (Project Alternatives)

《報告草案》必須就擬建專案提出一系列合理的備選方案或備選專案地點，這些替代方案可以切實實現專案的大部分基本目標並且可以避免或大幅減輕擬建專案的任何重大環境影響。備選方案分析必須包含「無專案備選方案」作為比較點。「無專案備選方案」包含現有的條件，以

[1]挖方和填方、超挖以及外運平整量均均已四捨五入，可能與用於暫定區域地圖審查和空氣品質建模假設的數量略有不同。

及在擬建專案未獲批准之條件下可以合理預見未來將會出現的狀況（《加州環境品質法》指南第 15126.6 節）。以下備選方案將在第 5 章 *「備選方案」* 中進一步討論。

無備選方案（備選方案 1）

依照《加州環境品質法》的規定，備選方案 1 將完整保留專案現場上現有的高爾夫球場改善設施，並避免作任何拆除或建設。由於專案申請人並不計劃在專案現場繼續運營高爾夫事業，皇家維斯塔高爾夫球場 75.65 英畝土地（專案現場）將停止高爾夫球場運營並成為未使用地塊，供未來重新開發之用。皇家維斯塔高爾夫球場其餘的土地（不歸專案申請人所有或控制）可能會保留 Colima Road 道路南北兩側八個獨立地塊上現有的 14 個洞和俱樂部會所，佔地約 80 英畝。與擬建專案一樣，這些地塊同樣被指定為開放空間用地，被劃分為 A-1-1 和 A-1-10,000 區域，會所物業被劃分為 C-R-DP「商業娛樂、規劃開發」區域。C-R 分區將允許的用途主要限制在遊樂園、露營地、網球場和高爾夫球場。皇家維斯塔高爾夫球場可以繼續運營現有的 14 洞高爾夫球場，也可以將這部分高爾夫球場重新設計爲行政版 9 洞高爾夫球場。一旦專案現場所佔地塊的高爾夫球場停止運營，預計現有皇家維斯塔高爾夫球場剩餘部分的使用將來會超出現有用途，但其他業主可以申請修改土地用途或進行區域變更，或兩者並行。

混合用途備選方案（備選方案 2）

備選方案 2 中包含 324 套住宅單元，36,000 平方英呎商業零售用地以及帶有步道系統的開放空間。324 套住宅單元將包括 250 個單戶獨立住宅地塊（1 號、2 號和 5 號規劃區域的城市 2 類區域）和為中等和中位數入息家庭預留的 74 套聯排屋（4 號規劃區域的城市 4 類區域）。36,000 平方英呎的商業零售用地位於 3 號規劃區域，6 號規劃區域為開放空間。步道系統將蜿蜒穿過所有規劃區域。此備選方案需要針對擬建的單戶住宅和平價房部分（聯排屋）進行區域變更，從當前的 A-1-1 和 A-1-10,000（輕型農業）變更為 RPD-5000（住宅規劃開發），此方案還需要修訂《羅蘭崗社區規劃》和《洛杉磯縣總體規劃》土地使用劃分，從當前的開放空間（OS）指定用地變更為城市用地
（U-2、U-4）和商業用地（C）。

此備選方案的住宅總面積為 48.29 英畝（1 號、2 號、4 號和 5 號規劃區域）。商業零售區佔地 4.22 英畝（3 號規劃區域）。此備選方案將包含 23.14 英畝的開放空間（請參閱**圖 5-1** *《混合用途備選方案》*）。

現有分區備選方案（備選方案 3）

備選方案 3 將開發整個場地（1-6 號全部規劃區域），共建設 97 套住宅單元，包括 71 套單戶住宅單元和 26 套聯排屋，與現有分區相一致，其中 26 套聯排屋全部預留給中等和中位數入息家庭。2 號和 3 號規劃區域為 A-1-10,000 區，其中 2 號規劃區將包含 16 個單戶住宅地塊，3 號規劃區將包含 4 個單戶住宅地塊和 26 套聯排屋。1 號、4 號、5 號和 6 號規劃區域為 A-1-1 區，將包含 51 個單戶住宅地塊（請參閱**圖 5-2** *《現有分區備選方案》*）。與專案相似，此備選方案也需要修訂《羅蘭崗社區規劃》和《洛杉磯縣總體規劃》土地使用劃分，2 號和 3 號規劃區域從當前的開放空間（OS）指定用地變更為城市用地（U-1、U-3），1 號、4 號、5 號和 6 號規劃區域變更為非城市 2 類用地（N2）。此備選方案不包含開放空間或步道系統。

322 套住宅單元備選方案（備選方案 4）

備選方案 4 則是開發建設總共 322 套住宅單元，其中包括重新開發 1 號、2 號和 5 號規劃區域（配建 250 套獨立的單戶住宅），重建 3 號規劃區域（配建 72 套聯排屋）。72 套聯排屋全部預留給中等和中位數入息家庭。其餘兩個規劃區域（4 號和 6 號規劃區域）將建設為開放空間區域，並設有連接的步道系統。與專案相似，此備選方案需要針對擬建的單戶住宅和平價房部分（聯排屋）進行區域變更，從當前的 A-1-1 和 A-1-10,000（輕型農業）變更為 RPD-5000（住宅規劃開發），此方案還需要修訂《羅蘭崗社區規劃》和《洛杉磯縣總體規劃》土地使用劃分，從當前的開放空間（OS）指定用地變更為城市用地（U）。

250 套單戶住宅地塊位於 1 號、2 號和 5 號規劃區域，72 套平價聯排屋單元將位於 3 號規劃區的 14 棟建築內。4 號規劃區域不作開發，仍將作為開放空間，6 號規劃區域為 1.59 英畝的開放空間。

住宅部分（322 個單元）淨麵積總共佔地 47.63 英畝（1 號、2 號、3 號和 5 號規劃區域）。這些區域還將包括四大住宅規劃區域內留出的 28.02 英畝的場內開放空間（請參閱圖 5-3）。

拒絕進一步考慮的備選方案

《報告草案》應指出主導機構在範圍界定過程中曾考慮但因不可行而予以否決的任何備選方案，並簡單解釋予以排除的原因（《加州環境品質法》指南第 15126.6(c)節）。備選方案若無法滿足大部分的專案目標、方案不可行或者無法避免任何重大環境影響，則可在環境影響評估中不作詳細考慮。（小組）考慮了在本縣另一備選地點——蒙提貝羅市高爾夫球場（Montebello Municipal Golf Course）開發此專案的可能性。此處包含一個 18 洞高爾夫球場，佔地面積 120 英畝，緊鄰 SR-60 公路，距離洛杉磯市中心約 7.5 英里。此地塊周圍是佔地 5,000 平方英尺的單戶住宅地塊。這個球場是公有的，位於縣管轄範圍之外的一個地塊上。

考慮備選場地的可行性時，可包括評估專案申請人是否可以合理地取得、控制或以其他方式有權使用備選場地。蒙提貝羅市高爾夫球場場地不屬於專案申請人所有或控制，並且比擬建專案場地大得多。由於申請人並不持有或有權使用這部分或任何其他部分場地，所以該備選方案在《報告草案》的備選方案分析中被否決。

環境影響評估中還考慮了最大密度替代方案，包括重新開發專案場地（1 號、2 號、3 號和 5 號規劃區域），建設總共 403 套住宅單元，其中包括 213 套單戶住宅單元、93 套聯式和三聯式住宅以及 97 套聯排屋（包括 81 套平價房）。4 號和 6 號規劃區域將包含開放空間和步道系統。最大密度替代方案有被考慮但被否決，因為備選方案中總共 403 套住宅單元，比擬設的 360 套住宅多出 43 套住宅，增加了施工影響和相關公共服務和公用事業服務的運營壓力，導致專案產生的影響增大。

更環保的備選方案

依照《加州環境品質法》指南第 15126.6 節的規定，其中一種替代方案必須被確定為「更環保的備選方案」。「更環保的備選方案」是指對環境影響最小或最不顯著的方案。若「更環保的備選方案」是無專案替代方案（無專案/無開發案），正如 《報告草案》第 5 章 *「備選方案」* 中討論的專案情況，則必須從其餘的備選方案中選擇一個「更環保的備選方案」。

備選方案 3 將減少重大且不可避免的車輛行駛里程（VMT）影響並減少溫室氣體排放，但溫室氣體和臨時建築噪音方面的影響仍將是重大和不可避免的。備選方案 2 和 4 可將對溫室氣體、噪音和車輛行駛里程產生重大和不可避免的影響。備選方案 3 中不包含開放空間和步道系統以鼓勵戶外康樂活動，也沒有在現場上整體排布低於市場（價格）的單元，所以並不滿足所有專案目標。此外，備選方案 3 中建設的住宅數量大幅減少，住房類型、面積和價格範圍與專案相比選擇性更小，因為當中沒有涵蓋聯式和三聯式住宅選項。備選方案 2 和 4 將滿足專案大部分目標，但兩者均未在現場整體排布低於市場（價格）的住宅單元，且兩者提供的住房類型和多樣性方面較少，因為總套數少，且沒有聯式和三聯式住宅。（請參閱表 5-1 *《備選方案滿足專案目標的能力》*，見本《報告草案》第 5 章 *《備選方案》*）。因此，由於消除了與車輛行駛里程相關的重大和不可避免的影響，替代方案 3，即現有分區，被認爲「更環保的備選方案」。

ES.6 爭議領域 (Areas of Controversy)

依照《加州環境品質法》指南第 15123(b)(2)節的規定，主導機構必須在環境影響報告摘要中指出各機構和公眾提供的爭議領域。擬建專案之爭議領域的認定是基於 60 天公示期內針對「準備通知」（NOP）中發佈的資訊發表的評論。爭議領域包括開發私人開放空間對生物資源造成影響、因施工對空氣品質造成影響、因施工對健康與安全產生影響、因洪水對水文造成影響、因施工引起噪音以及因新增住宅對交通造成影響等關切事項。

ES.7 影響匯總 (Summary of Impacts)

表 ES-2 總結了環境影響報告中確定的影響、緩解措施和專案設計特點，詳細內容見第 4 章。每種影響的顯著程度採用針對每個影響類別制定的顯著性標準（閾值）確定；這些標準在第 4 章的相關章節作出了陳述。重大影響是指達到或超過重大閾值的不利環境影響；不太顯著的影響則未超過閾值。表 ES-2 指出了可避免、儘量減少或以其他方式將重大影響降低到不顯著程度的緩解措施。

重大且不可避免的環境影響

依照《加州環境品質法》指南第 15126.2(c)節的規定，環境影響報告必須陳述任何無法避免的重大影響，包括那些可以減輕但不能降低到低於顯著水平的影響。如存在不採用其他設計就無法減輕的影響，則應陳述會帶來怎樣的影響以及專案如此設計的理由，無論效果如何。下文總結了與專案相關的、經認定爲重大且不可避免的影響。

溫室氣體排放：如本《報告草案》第 4.8 部分 *《溫室氣體排放》* 所述，專案將直接或間接產生溫室氣體排放，對環境造成重大且不可避免的影響。擬建專案產生的溫室氣體排放量將超出淨零門檻，不符合適用於減少溫室氣體排放的部分計劃。隨著緩解措施 TR-1、TR-2、PDF GHG-1 和 PDF GHG-2 的實施，排放量將會減少，但對溫室氣的體影響仍然重大且不可避免。

噪音：如本《報告草案》第 4.13 部分 *《噪音》* 所述，專案施工活動將增加專案附近所有敏感接收器分析位置的環境噪音水平，增幅超過 10 分貝，採取緩解措施後，除一個接收器位置之外，其餘所有位置的影響仍然存在。因此，擬建專案臨時施工期間環境噪音水平暫時或階段性增加相關之環境影響，在實施所有緩解措施和專案設計特色（NOI-1 至 NOI-4 和 PDF NOI-1））後環境影響仍將是重大且不可避免的。

交通運輸：本《報告草案》第 4.17 部分*《交通運輸》*所述，將本專案的車輛行駛里程與適用的重要閾值進行比較時，即使採取了削減 VMT 的措施，專案的車輛行駛里程影響仍是重大且不可避免的。專案的人均車輛行駛里程超出了本縣南部 10.0 的閾值，TAZ-1（1 號、2 號和 3 號規劃區域）區域超出量達 6.2 VMT/人，TAZ-2（5 號規劃區域）超出量達 11.0 VMT/人。在實施 TR-1 和 TR-2 緩解措施後，VMT 影響會有減少，但仍屬於重大且不可避免的範疇。

不可逆轉的重大環境變化

《加州環境品質法》指南第 15126(c)節和第 15126.2(d)節規定，環境影響報告須分析專案的主要和次要影響對環境的影響程度，以及將不可再生資源用於後代無法逆轉之用途的程度。「不可逆轉的重大環境變化」包括在專案的初始階段和後續階段使用不可再生的自然資源，而這種使用導致未來無法獲得這些資源。此外，與專案相關的環境事故也可能造成不可逆轉的損害。環境影響報告中需要評估對這些資源造成的不可挽回的後果，以確保該等消耗是合理的。

如本《報告草案》第 6.2 部分*《不可逆轉的重大環境變化》*所述，專案將消耗緩慢可再生資源和不可再生資源數量有限。這種消耗將發生在專案的施工階段，並將在其整個使用週期內持續下去。專案開發需要投入的資源包括：(1) 建築材料、(2) 水和 (3) 能源資源，包括與專案現場的貨物和人員運輸相關的資源。專案建設需要消耗不可補充的資源，或更新緩慢以致被視為不可再生的資源。這些資源將包括以下建築用品：某些類型的木材和其他林產品；混凝土和瀝青中使用的骨料，如沙子、礫石和石頭；金屬，例如鋼、銅和鉛；塑膠等石化建築材料；水。此外，施工車輛和設備使用期間以及物品和人員往返專案現場也會消耗汽油和石油等不可再生的化石燃料。

專案使用期間將繼續消耗當前本縣採用的不可再生資源，其中包括能源資源，例如車輛出行所需的石油燃料、化石燃料和水。化石燃料將會是專案施工和持續使用中相關的主要能源，這些自然資源的有限供應將逐漸減少。

本專案對不可再生資源的持續使用量相對較小，且符合本地區的區域和地方增長預測，以及州和地方減少此類資源消耗的目標。專案現場不含因專案實施而不能在未來使用的能源資源。專案將提供多樣化的新住宅，同時因為取消使用天然氣而減少了對不可再生資源的依賴，提供全電力住宅，居民將透過清潔能源聯盟獲得可再生能源服務。因此，專案因消耗不可再生資源而對環境造成的不可逆轉的變化並不顯著。

本頁特此留空

表 ES-2
影響匯總 (SUMMARY OF IMPACTS)

環境影響 (ENVIRONMENTAL IMPACT)	緩解措施 (MITIGATION MEASURES)	專案設計特點（PROJECT DESIGN FEATURES OR PDF ）	緩解後的顯著性評定
美學 (Aesthetics)			
影響AES-1：擬建專案不會對景觀造成重大不利影響。	不適用	不適用	不太顯著
影響AES-2： 擬建專案不會阻擋區域騎行、步行或多用途道路的視線，從區域騎行、步行或多用途道路亦不會看到本專案。	不適用	不適用	無影響
影響AES-3：擬建專案不會嚴重破壞風景資源，包括但不限於本州景觀公路內的樹木、岩層和歷史建築。	不適用	不適用	無影響
影響AES-4：擬建專案不會因高度、體量、格局、規模、特色或其他特徵而大幅降低場地及其周邊的現有視覺特徵或公共視野品質，亦不會與適用的分區和其他風景品質法規相衝突。（公衆視野是指從公衆可及的有利位置看到的景象）。	不適用	**PDF AES-1 專案照明** 與專案相關的所有光源都將加以屏蔽和/或傾斜，以免照明溢出專案現场邊界以外。照明的設計旨在提高安全性並增加專案現場的視覺吸引力，包括突出關鍵景觀和建築特徵。此外，街道照明將被屏蔽和/或傾斜以照亮街道，推动黑暗夜空，並抑制任何不必要的夜間照明或眩光。	不太顯著
影响AES-5：擬建專案不會產生大量新的陰影、光線或眩光來源，進而對此地區的日間和夜間景觀產生不利影響。	不適用	**實施 PDF AES-1**	不太顯著
農業和林業資源 (Agriculture and Forestry Resources)			
影響AG-1：專案是否會將「基本農田、特有農田或州內重要農田」（「農田」）（如依照加州資源局農田測繪與檢測計劃繪製的地圖所示）轉變為非農業用途？	不適用	不適用	無影響
影響AG-2：專案是否與現有的農業用途分區或「威廉姆森法案」（Williamson Act）合同相衝突？	不適用	不適用	不太顯著
影響AG-3：專案是否與現有的森林土地（定義見「公共資源法典」第12220(g)節）、林地（定義見「公共資源法典」第4526節）或已劃爲林地生產區的林地（定義見「政府法典」第51104(g）節）的分區或重新分區事由相衝突？	不適用	不適用	無影響
影響AG-4：專案是否會導致森林用地損失或將森林用地轉變為非森林用地？	不適用	不適用	無影響
影響AG-5：專案是否會因為所處位置或性質的關係需要對現有環境做其他變更，導致農田轉換為非農業用途，或者將森林用地轉換為非森林用途？	不適用	不適用	無影響

表 ES-2
影響匯總 (SUMMARY OF IMPACTS)

環境影響 (ENVIRONMENTAL IMPACT)	緩解措施 (MITIGATION MEASURES)	專案設計特點（PROJECT DESIGN FEATURES OR PDF ）	緩解後的顯著性評定
空氣品質 (Air Quality)			
影響AIR-1：專案的施工和運營與南海岸AQMD（SCAQMD）相關空氣品質計劃的實施不相衝突。	**AQ-1：**建築承包商應要求，專案施工期間使用的所有功率大於50馬力（hp）的非道路柴油設備均應在CARB註冊，並符合CARB第4級最終非道路排放標準。此類設備應配備最佳可行控制技術（BACT）裝置，包括加州空氣資源委員會認證的三級柴油微粒篩檢程式。為確保執行該措施，所有使用50馬力以上非道路柴油設備的承包商均應參與CARB的DOORS（加州非道路柴油報告線上工具），並應在獲得分級許可之前向洛杉磯縣規劃局提交一份報告副本。在施工活動期間，還應在現場隨時保存設備排放標準或四級認證文檔。	**PDF AQ-1（運作）** 專案應將以下節能減排特點作為專案設計特點： • 360套住宅單元將安裝太陽能屋頂板，透過產生太陽能電力來節約能源，並為產生的多餘太陽能電力提供抵免。 • 每個車庫都將安裝電動汽車充電裝置。 • 輻射屏障屋頂覆板可提高製冷能效。 • 低輻射雙層玻璃窗可阻擋95%的紫外線，與普通玻璃相比，能將窗戶的熱量增益降低64%。 • 改進的隔熱技術有助於最大限度地減少縫隙和提高熱性能（R值），從而提高能源效率。 • 經過設計和適當密封的管道系統可提高舒適度和效率。 • 安裝可編程恒溫器，全年調節室內溫度。 • 高效率ENERGY STAR®級熱水器、冰箱和洗碗機，可減少用電量，從而節省開支。 • 專案場地的所有照明均採用發光二極體（LED）。 • 專案設開放空間緩衝區，毗鄰大多數現有的相鄰住宅用地，其中包括方便行人和單車在專案場地內通行的公共小徑。	實施緩解措施，影響不太顯著
影響AIR2：根據適用的聯邦或州環境空氣品質標準，專案施工不會導致專案所在地區未達標的任何標準污染物累積並出現顯著的淨增加。	**實施減緩措施AQ-1**	實施PDF AQ-1	實施緩解措施，影響不太顯著
影響AIR-3：擬建專案不會使敏感接收器受到高污染物濃度的影響。	**AQ-2：**在任何土壤擾動的施工階段，施工承包商應遵守《2019 年洛杉磯縣球孢子菌病（山谷熱）管理計劃：雇主指南》，並在可行的情況下採取以下措施，降低潛在的山谷熱影響。遵守《2019 年洛杉磯縣穀熱管理計劃》將減少穀熱病對現場工人以及場外周邊社區的影響。 • 設備、車輛和其他物品在運往場地以外的其他施工地點之前，必須徹底清除灰塵。 • 可能的情況下，平整土地和開挖溝渠的工作應分階段進行，使推土設備在地面工人和敏感用途附近工人的前方或下風處工作。 • 在地面工人進入該區域之前，應在緊靠平整或開挖設備後方的區域灑水，以防止粉塵吹向場外。 • 重型運土車應盡可能採用封閉式駕駛室，並配備高效微粒（HEP）過濾空氣系統。 • 工人應接受有關程式的培訓，以儘量減少可能導致場內和場外空氣傳播*球孢子*的活動，識別山谷熱的症狀，並按照指示及時向主管報告與工作有關的可疑山谷熱症狀。訓練課程結束後，應在5天內向洛杉磯縣規劃局提供訓練證明。 • 向所有現場施工人員以及專案場地100英尺範圍內鄰近場外敏感用途的施工人員提供山谷熱宣傳手冊。該手冊至少應提供有關症狀、健康影響、預防措施和治療方法的資訊。 • 現場人員應接受關於如何正確使用個人防護設備（包括呼吸設備）的訓練。應要求，向現場人員提供國家職業安全與健康研究所批准的呼吸器。如果無法避免接觸粉塵，應向受影響的工人和場外接收器提供國家職業安全與健康研究所批准的適當呼吸防護。如果認為有必要提供呼吸防護，雇主必須根據Cal/OSHA的呼吸防暑標準（8 CCR 5144）制定並實施呼吸防護計劃。	不適用	實施緩解措施，影響不太顯著

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環境影響 (ENVIRONMENTAL IMPACT)	緩解措施 (MITIGATION MEASURES)	專案設計特點（PROJECT DESIGN FEATURES OR PDF）	緩解後的顯著性評定
影響AIR-4：專案的建設和運營不會產生其他排放物，如對大量人群產生不利影響之異味的排放物。	不適用	不適用	不太顯著
生物資源 (Biological Resources)			
影響BIO1：擬建專案可能會直接或透過改變棲息地對已確定的候選、高敏感度或特殊地位物種成重大不利影響。	**BIO-1：**可行情況下，與專案相關的施工和樹木養護活動應避開一般鳥類繁殖季（2月1日至8月31日）。 如果與專案相關的施工和樹木養護活動無法避開一般鳥類繁殖季，則應在上述活動開始之前進行活動前鳥類築巢調查，調查時間最多不超過活動開始前7天。該調查應由符合資質的生物學家進行。調查應在活動區域內所有適合築巢的棲息地進行，包括活動場地周圍300英尺範圍內的調查緩衝區，需要考慮到周邊區域所有可能築巢的鳥類。如果沒有發現築巢鳥類，則可在不對築巢鳥類造成潛在影響的情況下啟動專案相關活動。 如果在活動前的調查期間觀察到任何活動巢或築巢活動跡象（如攜帶築巢材料或食物），則按照合格生物學家的判斷，在鳥巢周圍建立適當緩衝區，確保不會對鳥巢造成直接或間接影響。許多會在該區域內築巢的鳥類習慣了城市環境和人類活動；因此，緩衝距離將根據鳥巢的位置以及鳥類對人類存在的容忍度來確定。合格生物學家應在劃定緩衝區後以及在典型的專案相關噪音期間監測築巢活動，以核實緩衝區的位置是否適當，並確認專案不會影響繁殖。任何可能對鳥巢造成潛在影響的過多噪音或照明都應在最大可行範圍內遠離鳥巢。在合格生物學家確定的鳥巢活躍期間，應始終保留著緩衝區。	不適用	實施緩解措施，影響不太顯著
影響BIO-2：擬建專案不會對任何河岸棲息地或其他敏感自然群落造成重大不利影響。	**BIO-2：**河岸棲息地/管轄資源： 在對被指定為管轄地物（土質排水溝）或河岸棲息地的區域造成永久性影響的任何平整許可證簽發之前，專案地塊劃分商應獲得USACE頒發的CWA第404節許可證、RWQCB頒發的CWA第401節證書，以及CDFW根據《加利福尼亞州漁獵法規》第1602節頒發的河床變更協議許可證（如專案需要）。以下內容將被納入許可，但須經監管機構批准： • 對於永久性影響，以不低於1:1的比例對USACE/RWQCB管轄的「美國水域」/「州水域」和濕地進行場內和/或場外恢復和/或強化；對於臨時性影響，將影響區域恢復到專案實施前的狀態（即酌情用本地物種重新種植）。場外恢復和/或強化比例不低於1:1的，可包括在機構批准的場外補償銀行或在「濕地替代費」補償計劃（如Soquel Canyon Mitigation Bank）中購買補償信用。 • 對於永久性影響，以不低於1:1的比例對CDFW管轄的河床和河岸棲息地進行場內和/或場外恢復和/或強化；對於臨時性影響，將影響區域恢復到專案實施前的狀態（即酌情用本地物種重新種植）。場外恢復和/或強化比例不低於1:1的，可包括在機構批准的場外補償銀行或在「濕地替代費」補償計劃（如Soquel Canyon Mitigation Bank）中購買補償信用。	不適用	實施緩解措施，影響不太顯著
影響BIO-3：擬建專案不會對州或聯邦保護的濕地造成重大不利影響。	**實施緩解措施BIO-2**	不適用	實施緩解措施，影響不太顯著
影響BIO-4：擬建專案不會嚴重干擾任何本地棲息或遷徙魚類或野生動物物種的活動，也不會干擾已建立的本地棲息或遷徙野生動物走廊，或妨礙使用本地野生動物哺育場所。	**實施緩解措施BIO-1**	不適用	實施緩解措施，影響不太顯著
影響BIO-5：擬建專案不會與保護生物資源的地方政策或法令（如樹木保護政策或法令）相衝突。	不適用	不適用	無影響
影響BIO-6：擬建專案不會與已通過的「棲息地保護計劃」、「自然群落保護計劃」或其他已批准的地方、地區或州棲息地保護計劃的規定相衝突。	不適用	不適用	無影響
文化資源 (Cultural Resources)			
影響CUL1：根據《加州環境品質法》指南第15064.5節，擬建專案不會對歷史資源的重要性造成重大不利變化。	不適用	不適用	無影響

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影響CUL-2：根據第15064.5節的規定，擬建專案不會對考古資源的重要性造成重大不利變化。	**CUL-1：**在開始地面擾動活動之前，應聘請一名合格考古學家（是指符合內政部長考古專業資格標準），以防有考古發現，並對所有施工人員進行文化資源敏感性培訓。施工人員應瞭解可能遇到的考古資源類型、在無意中發現考古資源或人類遺骸時應採取的適當程式，以及在與考古監測員一同工作時應採取的安全預防措施。縣府應確保施工人員能夠參加訓練，並保留參加訓練的證明文檔。在平整計劃獲得批准之前，應向洛杉磯縣規劃局提供保留文檔之副本。 **CUL-2：**如果發現歷史考古資源（如瓶罐、地基、垃圾場/廢棄物、鐵路等）或史前考古資源（如爐灶、墓葬、石器、貝殼和動物骨骼遺骸等），應停止在發現地附近進行地面擾動活動，並通知合格考古學家。符合資質的考古學家應在考古發現周圍建立一個適當的緩衝區，在該緩衝區內不得繼續進行施工活動，直至資源得到恢復。在緩衝區外應允許繼續施工。專案施工活動中出土的所有考古資源均應由符合資質的考古學家進行評估。在確定如何處理史前資源或美洲原住民資源時，縣府應與相關美洲原住民代表協商，除了具有重要科學價值的資源之外，還須確保考慮該資源的文化價值。如果符合資質的考古學家根據《加州環境品質法》指南第15064.5(a)節確定某項資源為「歷史資源」，或根據《公共資源法》第21083.2(g)節確定某項資源為「特有的考古資源」，則具備資質的考古學家應與地塊劃分商和縣府協調，制定正式的處理計劃，以減少對資源的影響。針對資源而制定的處理計劃應符合《加州環境品質法》指南第15064.5(f)節關於歷史資源的規定，以及《公共資源法》第21083.2(b)節關於特有考古資源的規定。如果無法就地保全，可實施考古數據恢復發掘，將資源移開，隨後進行實驗室處理和分析。處理計劃應包括有關已恢復資源的保管措施，其中可包括在經認可的對材料有研究興趣的公共非營利機構（如洛杉磯自然歷史博物館）保管（如果同意接受材料）。如果沒有經認可的機構接受這些材料，則可將其捐贈給當地的學校或歷史協會用於教育目的。符合資質的考古學家應確定此後是否需要在考古發現附近進行考古施工監測。 符合資質的考古學家應在處理工作和/或任何後續考古施工監測工作結束後，編寫一份最終報告和適當的加州公園和娛樂部遺址表格。報告應包括對出土資源（如有）的描述，資源處理，文物處理、分析和研究結果，以及對《加州歷史資源登記冊》所列資源的評估。地塊劃分商應將報告和遺址表格提交給縣府、中南部沿海資訊中心以及其他適當或相關機構的代表，以表明已按要求完成專案並採取了必要的緩解措施。	不適用	實施緩解措施，影響不太顯著
影響CUL-3：擬建專案不會擾動任何人類遺骸，包括埋葬在專用墓地之外的遺骸。	**CUL-3：**如果在專案實施過程中遇到人類遺骸，根據《州健康與安全法》第7050.5節，在縣驗屍官根據PRC第5097.98節對遺骸的來源和處置做出必要結論之前，不得採取進一步的擾動。如果在挖掘活動中發現人類遺骸，應遵守以下程式： • 立即停工並聯絡縣驗屍官： • 如果確定遺骸是美洲原住民後裔，驗屍官必須在24小時內通知NAHC（美洲原住民遺產委員會）。 • NAHC將立即通知該已故美洲原住民的最近似後人（MLD）。 • 最近似後人可在48小時內向所有者或其代表提出建議，以便以應有的尊嚴處理或處置遺骸和墓葬物品。 • 如果所有者不接受最近似後人的建議，所有者或最近似後人可要求NAHC進行調解。	不適用	實施緩解措施，影響不太顯著
能源 (Energy)			
影響ENE-1：擬建專案在施工或運營期間不會造成浪費、低效或不必要的能源消耗。	不適用	不適用	不太顯著
影響ENE-2：擬建專案不會與州或地方的可再生能源或能效計劃相衝突，也不會妨礙其實施。	不適用	不適用	不太顯著
地質與土壤 (Geology and Soils)			
影響GEO-1：擬建專案不會直接或間接造成潛在的重大不利影響，包括涉及損失、傷害或死亡的風險： i. 州地質學家為該區域發佈的最新Alquist-Priolo地震斷層分區圖所劃定的已知地震斷層的斷裂，或基於已知斷層的其他實質性證據的斷裂？請參閱礦產與地質部特別出版物42 ii. 強烈地震地面震動 iii. 與地震有關的地面破壞，包括液化 iv. 滑坡	**GEO-1：**在平整許可證簽發之前，地塊劃分商應根據專案的最終設計和40:1比例的平整計劃編制《最終岩土工程勘察報告》，並取得洛杉磯縣公共工程部（LACDPW）的批准，以解決專案的具體地基設計問題。 在編制《最終岩土工程勘察報告》時，可能需要進行具體的實地工作、補充和/或修改岩土工程建議以及進行實驗室測試，以符合《岩土工程評估和可行性研究最新摘要》、《加州羅蘭崗皇家維斯塔高爾夫球場部分區域擬議住宅開發專案》（2021年7月26日）、《岩土工程增補報告》以及《對有關加州洛杉磯羅蘭崗皇家維斯塔高爾夫球場部分區域擬議住宅開發專案的岩土工程審查意見的回復》（2023年5月1日）以及《2023年5月31日對加州羅蘭崗皇家維斯塔高爾夫球場部分區域擬議住宅開發專案岩土工程審核意見的回復》（2023年7月7日）中所載的建議。地塊劃分商應遵守《LACDPW專案地質和土壤報告批准書》中規定的條件，以及LACDPW隨後可能作出的修訂或修改的內容。此外，在簽發平整許可證之前，專案的最終平整、排水和侵蝕控制計劃必須經由LACDPW審查和批准。	不適用	實施緩解措施，影響不太顯著
影響GEO-2：擬建專案不會造成嚴重的土壤侵蝕或表土流失。	不適用	不適用	不太顯著

表 ES-2
影響匯總 (SUMMARY OF IMPACTS)

環境影響 (ENVIRONMENTAL IMPACT)	緩解措施 (MITIGATION MEASURES)	專案設計特點（PROJECT DESIGN FEATURES OR PDF ）	緩解後的顯著性評定
影響 GEO-3：擬建專案不會選在不穩定的，或因專案而變得不穩定的，以及可能導致場內外滑坡、橫向擴展、沉降、液化或坍塌的地質單元或土壤上。	**實施緩解措施GEO-1**	不適用	實施緩解措施，影響不太顯著
影響 GEO-4：擬建專案不會選在《統一建築規範》（1994 年）表 18-1-B 中定義的膨脹性土壤上，以免對生命或財產造成直接或間接重大風險。	**實施緩解措施GEO-1**	不適用	實施緩解措施，影響不太顯著
影響 GEO-5：在沒有下水道處理廢水的情況下，擬建專案不會出現土壤無法充分支援使用現場廢水處理系統的情況。	不適用	不適用	無影響
影響GEO-6：擬建專案不會直接或間接破壞獨特的古生物資源或遺址或獨特的地質特徵。	**GEO-2：**在發放平整許可證之前，地塊劃分商應聘請一名符合古脊椎動物學會（SVP，2010年）合格專業古生物學家（合格古生物學家）資質的古生物學家來執行所有與古生物資源相關的緩解措施，並向洛杉磯縣規劃局提供一份聘書副本。在地面擾動活動開始之前，合格古生物學家或其指定人員應為所有施工人員進行施工人員古生物資源敏感性訓練。施工人員應瞭解如何識別可能遇到的古生物資源類型、在無意中發現古生物資源時應採取的適當程式，以及在與古生物監測員一同工作時應採取的安全預防措施。地塊劃分商應確保施工人員能夠參加訓練，並保留證明參加訓練的文檔。 **GEO-3**：三個地層的古生物監測應由一名合格古生物監測員（SVP，210）在合格古生物學家的直接監督下按以下範圍進行： 第四紀沖積層5英尺以下的所有地面擾動活動期間；普恩特地層約爾巴岩層的所有深度；以及蒙特雷地層索克爾砂岩層的最初挖掘階段。在蒙特雷地層索克爾砂岩岩層內的監測，可根據地表和地層深處的地質條件停止或延展。監測工作應包括目測新暴露的岩石，尋找較大的化石遺骸，適當情況下，採集沉積物樣本進行濕篩或幹篩，以測試可能存在的較小化石遺骸地層。如果合格古生物學家根據地表或深處的具體地質條件確定不再需要進行全時監測，合格古生物學家可建議減少監測，改為定期抽查或完全停止。 **GEO-4：**如果發現了可能的化石，應允許古生物監測員暫時將暴露化石區域的平整和挖掘活動改道或改變其方向，以便對發現的化石進行評估。在發現地點周圍，應建立適當的緩衝區，該區域內不得再繼續開展施工活動。在緩衝區外應允許繼續施工。根據監測員的判斷，為減少施工延誤，平整和挖掘承包商應協助移走岩石/沉積物樣本，以便進行初步處理和評估。如果化石經認定具有重要意義，合格古生物學家應執行古生物搶救計劃，按照SVP（2010年）的指導原則將資源從其所在位置移走。如發現任何任何化石，應準備好進行鑒定、編目，並保管在對該材料有研究興趣且可檢索存儲的公共非營利機構（如洛杉磯縣自然歷史博物館）（如果該機構同意接受化石）。如果沒有機構接受化石藏品，應捐贈給當地的一所學校用於教育目的。隨附的說明、地圖和照片也應在貯藏室和/或學校存檔。 如果施工人員在施工過程中發現了任何潛在的化石，而古生物監測員不在場，無論施工深度或位置如何，發現地點半徑50英尺範圍內的施工都必須停止，等待合格古生物學家對發現的化石進行評估，並建議和實施本措施前文所述的適當處理。 **GEO-5：**在古生物監測工作完成後以及在平整保證金釋放之前，合資格古生物學家須編寫一份報告，概述監測及搶救工作的結果、工作採用的方法，以及所收集化石的描述及其重要性。地塊劃分商應將報告提交給洛杉磯縣規劃局和洛杉磯縣自然歷史博物館。	不適用	實施緩解措施，影響不太顯著

表 ES-2
影響匯總 (SUMMARY OF IMPACTS)

環境影響 (ENVIRONMENTAL IMPACT)	緩解措施 (MITIGATION MEASURES)	專案設計特點（PROJECT DESIGN FEATURES OR PDF ）	緩解後的顯著性評定
溫室氣體排放 (Greenhouse Gas Emissions)			
影響GHG-1： 擬建專案將直接或間接產生溫室氣體排放，可能對環境造成重大影響。	**實施緩解措施TR-1和TR-2**	**PDF GHG-1：**不可量化的溫室氣體（GHG）減排措施每個住宅單元應包含以下設計特點： • 360 個住宅單元將安裝屋頂太陽能板，透過提供太陽能電力來節約能源，並為產生的多餘太陽能電力提供保證。 • 每個車庫都將安裝電動汽車充電裝置。 • 輻射屏障屋頂覆板可提高製冷能效。 • 低輻射雙層窗戶可阻擋95%的紫外線。 • 改進的隔熱技術有助於最大限度地減少縫隙和提高熱性能（R值），從而提高能源效率。 • 經過設計和適當密封的管道系統可提高舒適度和效率。 • 可編程恒溫器可全年調節室內溫度。 • 開放空間緩衝區毗鄰大多數現有的相鄰住宅用地，其中包括方便行人和單車在專案場地內通行的公共小徑，如獲批的歸屬暫定土地地圖所示。 • 為了納入遠程辦公，每個住宅單元的大小都應適當安排，為家庭辦公室提供空間，並配備新型高效的互聯網和電話電纜系統。（2021年CAPCOA溫室氣體手冊措施交通運輸T-4）。 **PDF GHG-2：**可量化的溫室氣體（GHG）減排措施專案應具有以下設計特點： • 每個單元都應配備高效的ENERGY STAR®認證熱水器、冰箱和洗碗機。（2021年CAPCOA溫室氣體手冊措施能源E-2）。 • 專案現場的所有照明都將採用發光二極體（LED）。(2021年CAPCOA溫室氣體手冊措施能源E-2）。 • 擬建專案將不包括任何天然氣基礎設施。（2021年CAPCOA溫室氣體手冊措施能源E-15) • 電力將由清潔電力聯盟（Clean Power Alliance）提供，除非居民選擇退出，否則電力將100%可再生。(2021年CAPCOA溫室氣體手冊措施能源E-11）低流量水裝置和原生景觀。(2021年CAPCOA溫室氣體手冊措施水W-5	**重大且不可避免**
影響GHG-2：擬建專案將與任何機構為減少溫室氣體排放而通過的適用計劃、政策、法規或建議相衝突。	**實施緩解措施TR-1和TR-2**	不適用	**重大且不可避免**
危險和有害材料 (Hazards and Hazardous Materials)			
影響HAZ-1：擬建專案不會因日常運輸、儲存、生產、使用或處置，或因涉及釋放有害物質或廢物到環境中的可合理預見的問題和事故情況，對公眾或環境造成重大危害。	**HAZ 1：**土壤管理計劃。地塊劃分商應要求其承包商在維護大樓鄰近區域進行任何地面擾動活動之前，制定並實施土壤管理計劃（SMP），以管理土壤和土壤氣體。SMP至少應包括以下內容： • 場地描述，包括可能遇到的有害材料。 • 場地工人、監管人員的職能和責任。 • 對場地工人進行訓練，重點是如何識別和應對遇到的有害材料。 • 以安全、恰當和合法的方式對所有挖掘出的材料進行檢測、處理、清除、運輸和處置的規程。 • 在遇到有害材料的情況下，向當地有管轄權的監管機構報告需求，以文件證明場地活動是按照SMP進行的。 在平整許可證簽發之前，應向洛杉磯縣公共工程部提供SMP，供其審查和批准。	不適用	實施緩解措施，影響不太顯著
影響HAZ-2：擬建專案不會在距離現有或擬建學校四分之一英里的範圍內排放有害氣體或處理有害或嚴重有害的材料、物質或廢物。	不適用	不適用	不太顯著
影響HAZ-3： 擬建專案不會位於根據《政府法典》第65962.5節編制的有害材料場地清單所列的場地，因此不會對公眾或環境造成重大危害。	不適用	不適用	無影響

表 ES-2
影響匯總 (SUMMARY OF IMPACTS)

環境影響 (ENVIRONMENTAL IMPACT)	緩解措施 (MITIGATION MEASURES)	專案設計特點（PROJECT DESIGN FEATURES OR PDF）	緩解後的顯著性評定
影響HAZ-4：擬建專案不在機場土地使用規劃範圍內，或在未通過此類規劃的情況下，不在公共機場或公用機場兩英里範圍內，因此本專案不會對在專案區域內居住或工作的人造成安全隱患或過度噪音。	不適用	不適用	無影響
影響HAZ-5：擬建專案不會妨礙實施已通過的應急計劃或緊急疏散計劃，也不會對其造成實際干擾。	**實施緩解措施TR-3**	不適用	實施緩解措施，影響不太顯著
影響HAZ-6：擬建專案不會直接或間接使人員或建築物面臨因野外火災而遭受損失、傷害或死亡的重大風險。	不適用	不適用	不太顯著
水文和水質 (Hydrology and Water Quality)			
影響HYDRO-1：擬建專案不會違反任何水質標準或廢物排放要求，也不會大幅降低地表水或地下水品質。	**實施緩解措施HAZ-1**	不適用	實施緩解措施，影響不太顯著
影響HYDRO2：擬建專案不會嚴重消耗地下水供應，也不會嚴重干擾地下水補給，從而妨礙流域的可持續管理。	不適用	不適用	不太顯著
影響HYDRO-3：擬建專案不會大幅改變場地或區域的現有排水模式，包括透過改變溪流或河流的流向，或透過增加不透水錶面，導致場內或場外嚴重侵蝕或淤積，也不會增加地表徑流的速度或數量，導致場內或場外洪水氾濫。擬建專案不會產生或匯入超過現有或規劃的雨水排水系統容量的徑流水，也不會大量增加污染徑流的來源。擬建專案不會阻礙或改變洪水流向。	不適用	不適用	不太顯著
影響HYDRO-4：擬建專案不會因專案淹沒或位於洪水危害區、海嘯區或海潮區內而有污染物排放的風險。	不適用	不適用	不太顯著
影響 HYDRO-5：擬建專案不會與水質控制計劃或可持續地下水管理計劃相衝突或阻礙其實施。	不適用	不適用	無影響
土地使用 (Land Use)			
影響LUP-1：擬建專案不會從物理上分隔已設立的社區。	不適用	不適用	不太顯著
影響LUP-2：擬建專案不會因與任何為避免或減輕環境影響而通過的土地使用計劃、政策或法規相衝突而造成重大環境影響。	不適用	不適用	不太顯著
礦產資源 (Mineral Resources)			
影響 MR-1：擬建專案不會導致對本地區和本州居民有重要價值的已知礦產資源喪失可用性。	不適用	不適用	不太顯著
影響MR-2：擬建專案不會導致當地總體規劃、專項規劃或其他土地使用規劃中劃定的當地重要礦產資源回收場喪失可用性	不適用	不適用	無影響

表 ES-2
影響匯總 (SUMMARY OF IMPACTS)

環境影響 (ENVIRONMENTAL IMPACT)	緩解措施 (MITIGATION MEASURES)	專案設計特點（PROJECT DESIGN FEATURES OR PDF ）	緩解後的顯著性評定
噪音 (Noise)			
影響NOI-1：在現場施工活動期間或專案運行期間，擬建專案將使專案附近的環境噪音水平暫時或永久性大幅增加，超過縣總體規劃或噪音法規（《洛杉磯縣法典》第12篇第12.08章）中規定的標準或其他機構的適用標準。	**NOI-1：**在平整許可證簽發之前，應沿專案邊界設置臨時施工隔音屏障，將現場施工區與專案邊界200英呎範圍內的場外敏感接收器隔開。此類隔音屏障應至少高出地面10英呎，以阻擋現場施工區之間的直接視線。臨時隔音屏障應包括隔音毯，其最低傳聲等級（STC）評級為25級，降噪係數（NRC）為0.75。臨時隔音屏障應至少將施工噪音降低12分貝。 **NOI-2：**在平整許可證簽發之前，縣府/專案地塊劃分商應在平整計劃封面上注明以下措施： • 固定或移動的建築設備應配備適當運行和維護的消聲器，消聲器要符合製造商標準並能將設備噪音水平降低至少3分貝。 • 在專案施工期間，施工集結區應盡可能遠離場外敏感用途。 • 專案承包商應在可行的情況下，將所有固定施工設備放置在遠離距專案場地最近的敏感接收器的地方。 **NOI-3：**對於有關安裝交通信號燈的場外改善工程，承包商應在平整許可證和建築許可證簽發之前，在施工區與場外敏感接收器之間安裝臨時隔音屏障。行動式隔音屏障應使專案施工場地與敏感接收器位置之間的聲級至少降低10分貝。這些臨時隔音屏障應用來阻擋起重機發動機與類似的地面高架噪音敏感接收器之間的視線。隔音屏障應允許重新定位，以便在施工活動沿專案邊界移動時阻擋敏感接收器處的噪音。如果現場施工經理認爲隔音屏障會帶來安全風險，或不合理地阻礙出入施工區域（如設備操作空間或出入受限的區域），則不需要隔音屏障。任何能夠降低12分貝以上的隔音屏障都需要更高的高度和更重的隔音材料，這將使隔音屏障不可移動，並引起與隔音屏障穩定性有關的安全問題。此外，隔音屏障只有在阻擋到敏感接受器的視線時才會有效。承包商應提供證明文檔，證實遵守了這一措施。	**PDF NOI-1：** 作為專案一部分的施工活動應遵守相關限制，即施工活動可在星期一至星期六上午7:00至下午7:00之間進行。除非獲得首席建築官或其授權代表的臨時豁免，否則不得在上述時間之外或星期日和聯邦假日進行任何施工活動。	重大且不可避免
影響NOI-2：擬建專案不會導致產生過大的地面振動或地面噪音。	**NOI-4：**施工期間，不得在專案工地附近住宅樓75英呎範圍內使用振動打樁機和/或振動壓路機。	**實施PDF NOI-1：**	實施緩解措施，影響不太顯著
影響NOI-3：擬建專案不位於私人簡易機場或機場土地使用計劃鄰近區域，或（如果此類計劃未獲採納）位於公共機場或公用機場兩英里範圍內，因而不會使在專案區域居住或工作的人受到過度噪音水平的影響。	不適用	不適用	無影響
人口和住房 (Population and Housing)			
影響POP-1：擬建專案不會直接（例如，透過提議建造新住宅和新企業）或間接（例如，透過擴建道路或其他基礎設施）在某一地區引起大幅的無計劃人口增長。	不適用	不適用	不太顯著
影響POP-2：擬建專案不會需要大量現有人口或住房（尤其是平價房）騰空，從而不得不在其他地方建造替代住房。	不適用	不適用	無影響
公共服務 (Public Services)			
影響PS-1：擬建專案不會由於要保持消防保護的可接受服務比率、響應時間或其他績效目標，因為提供新的或經過實際改建的政府設施而產生嚴重不利的物質影響，也不會導致需要新的或經過實際改建的政府設施，而這些設施的建設可能會對環境造成重大影響。	實施緩解措施TR-3。	不適用	實施緩解措施，影響不太顯著
影響PS-2：擬建專案不會由於要保持治安保護的可接受服務比率、響應時間或其他績效目標，因為提供新的或經過實際改建的政府設施而產生嚴重不利的物質影響，也不會導致需要新的或經過實際改建的政府設施，而這些設施的建設可能會對環境造成重大影響。	實施緩解措施 TR-3。	不適用	實施緩解措施，影響不太顯著
影響PS-3：擬建專案不會由於要保持學校的可接受服務比率、響應時間或其他績效目標，因為提供新的或經過實際改建的政府設施而產生嚴重不利的物質影響，也不會導致需要新的或經過實際改建的政府設施，而這些設施的建設可能會對環境造成重大影響。	不適用	不適用	不太顯著

表 ES-2
影響匯總 (SUMMARY OF IMPACTS)

環境影響 (ENVIRONMENTAL IMPACT)	緩解措施 (MITIGATION MEASURES)	專案設計特點（PROJECT DESIGN FEATURES OR PDF ）	緩解後的顯著性評定
影響PS-4：擬建專案不會由於要保持公園的可接受服務比率、響應時間或其他績效目標，因為提供新的或經過實際改建的政府設施而產生嚴重不利的物質影響，也不會導致需要新的或經過實際改建的政府設施，而這些設施的建設可能會對環境造成重大影響。	不適用	不適用	不太顯著
影響PS-5：擬建專案不會由於要保持圖書館的可接受服務比率、響應時間或其他績效目標，因為提供新的或經過實際改建的政府設施而產生嚴重不利的物質影響，也不會導致需要新的或經過實際改建的政府設施，而這些設施的建設可能會對環境造成重大影響。	不適用	不適用	不太顯著
娛樂 (Recreation)			
影響REC-1：擬建專案不會增加現有街區和區域公園或其他娛樂設施的使用量，從而導致設施出現嚴重的物理損壞或導致損壞加速。	不適用	不適用	不太顯著
影響REC-2：本專案將不包括康樂設施，也不要求建造或擴建可能對環境造成不利物理影響的此類設施。	不適用	不適用	不太顯著
交通運輸 (Transportation)			
影響TR-1：本專案不會與涉及交通系統（包括公交、道路、單車和行人設施）的計劃、規劃、法令或政策發生衝突。	不適用	不適用	不太顯著
影響TR-2：本專案將與《加州環境品質法》指南第15064.3條(b)款相衝突或不一致。	**TR 1：**實施交通補貼或折扣計劃 為了鼓勵使用 Metrolink 通勤鐵路系統並減少本地區與通勤相關的車輛行駛里程，地塊劃分商/業主協會（HOA）應在五（5）年內為每個住宅單元提供高達 Metrolink 月票費用 50%的報銷補貼（地塊劃分商應在前三（3）年內管理和資助報銷補貼計劃，屆時業主協會應接管管理和資助工作）。根據《2021 年手冊》中提供的指導意見，專案可位於距離高質量公交服務最多兩 (2) 英里的地方，但必須透過單車到達，因此，地塊劃分商還將在購買每個住宅單元時提供一輛電動單車，以支持這項措施的有效性。 需要注意的是，Metrolink 系統的月票是根據具體的始發站和終點站進行銷售，這既是出於成本考慮，也是出於售票目的（例如，從工業站到洛杉磯聯合車站的月票約為$238.00，而從工業站到河濱-市中心車站的月票約為$259.00）。由於無法事先確定未來居民的目的地車站，因此地塊劃分商在購買每個住宅單元時預購並分發月票是不可行的。不過，地塊劃分商/HOA 可以在未來的住戶購房時向其宣傳補貼計劃，並在補貼計劃的剩餘年限內每年宣傳一次。公交月票的總費用無法提前確定，地塊劃分商/HOA 每年獲得的 Metrolink 月票補貼費用總額不得超過$20,250.00。 專案場地也有公共巴士運輸服務。如第 3.2 節所述，鄰近地區的公共巴士運輸服務由 Foothill Transit 提供。公共巴士站位於 Fairway Drive-Brea Canyon Cutoff Road 路/Colima Road 路和 Lake Canyon Drive 路/Colima Road 路的交叉路口，在上下班高峰時段大約每 20-30 分鐘一班。因此，除 Metrolink 補貼外，地塊劃分商/HOA 還應在五 (5) 年內為每個住宅單元提供高達 Foothill Transit 公交月票費用 50%的報銷補貼（專案開發商應在前三 [3] 年管理報銷補貼計劃並為其提供資金，屆時 HOA 應接管管理和資助工作），以鼓勵使用公車，減少此地區居民的車輛行駛里程。Foothill Transit 公司 31 天公車通行證的費用約為$60。地塊劃分商/HOA 應在未來居民購買時向其宣傳該補貼計劃，並在補貼計劃的剩餘年限內每年宣傳一次。由於無法事先確定公交月票的總費用，業主每年為 Foothill Transit 公車月票支付的公交補貼總額不得超過$24,750.00。 在五（5）年期間，地塊劃分商/HOA 每年支付的公交報銷補貼總額（Metrolink 和 Foothill Transit）將不超過$45,000。地塊劃分商/HOA 應在第五年末的前六（6）個月向洛杉磯縣公共工程部和規劃部提交一份報告，詳細說明公交補貼計劃的使用情況。縣府將在 90 天內決定是否繼續續加五（5）年的公交補貼計劃。在任何情況下，公交補貼計劃的有效期都不得超過 10 年。 為了確保交通補貼運營計畫(transit subsidy program)順利轉移到業主協會，地塊劃分商應在契約條件和限制中(Covenants Conditions and Restrictions or CC&Rs)提供方法，如何在指定期限內持續維護管理和運營基金的，以使規劃部部長滿意。 **TR-2：電動單車。**地塊劃分商交付購房時，應同時提供一輛電動單車。預計提供電動單車將為附近的 Metrolink 工業站提供最後一英里的替代連接，從而支持公交補貼計劃的實施。	**PDF T-1**。增大住宅密度 此項措施解釋了專案所減少的車輛行駛里程，本專案設計的住宅單元密度（每英畝 2.72 套住宅單元）高於全國平均住宅密度。當根據由出行需求模型得出的基線計算里程減量時，則使用相關 TAZ 的住宅密度進行比較。密度的增加會影響人們的出行距離，並為他們選擇的出行方式提供更多選項。住宅密度的增加會縮短單人車的出行時間，減少單人車的出行量，從而減少車輛行駛里程。 專案產生的車輛行駛里程來自縣府的 VMT 工具，該工具以 SCAG 出行需求模型數據為基礎。因此，透過比較 1 號、2 號和 3 號規劃區域沒有專案住宅開發和有專案住宅開發情況下的住宅密度，以及比較 5 號規劃區域沒有住宅開發和有住宅開發情況下的住宅密度 TAZ，來確定專案可能減少的車輛行駛里程。每個 TAZ 的住宅密度是根據從洛杉磯縣評估人辦公室獲得的地塊級數據確定的，該數據報告了住宅開發的類型（如單戶、雙戶、多戶）、單元數以及每個地塊的面積。 **PDF T-2。**將專案設在單車徑附近 這項措施要求專案必須位於距離現有一級單車徑或二級單車徑騎行 0.5 英里的範圍內。圍繞現有或規劃中的單車設施設計的專案支持可持續模式使用。專案設計應包括一個類似網路，將專案用途與連接到工作/零售目的地的現有場外設施連接起來。 擬建專案場地位於距離沿 Fairway Drive 路和沿 Golden Springs Road 路的現有一級單車徑 0.5 英里的範圍內。如第 3.1.2 節所述，未來計畫在專案場地附近的 Colima Road 路和 Brea Canyon Cutoff Road 路修建單車徑，將連接到場地西側和南側的現有單車徑。計劃中的單車徑裝配完成後，專案場地將由區域性單車設施提供服務，這些設施將與工作/零售目的地相連接，並為單車通勤提供便利。 擬建專案計畫在專案場地內提供多用途休閒步道，預計可容納行人、單車和其他非機動出行方式。多用途步道系統將與專案內部道路以及各個地方（包括 Colima Road 沿線）的公共人行道和車行道相連。因此，根據規劃，專案場地將為專案場地的居民和公眾提供與未來單車徑的便捷連接。預計在整個專案場地提供與區域單車設施的連接，將使單車出行更多地取代汽車出行。因此，本專案位置恰當、設計合理，旨在將來安裝計劃的單車設施後，進一步減少車輛行駛里程。	**重大且不可避免**

表 ES-2
影響匯總 (SUMMARY OF IMPACTS)

環境影響 (ENVIRONMENTAL IMPACT)	緩解措施 (MITIGATION MEASURES)	專案設計特點（PROJECT DESIGN FEATURES OR PDF ）	緩解後的顯著性評定
影響TR-3：專案不會因幾何設計特徵（如急轉彎或危險交叉路口）或不相容用途（如農用設備）而大幅增加危險。	不適用	**PDF T-3。**Fairway Drive/SR-60 高速公路 WB 匝道 SR-60 高速公路 EB 入口匝道的北行專用右轉車道將重新劃線，以容納一條共用的直行/右轉車道，其他北行車道將重新劃線，以容納預測的全部北行左轉車道。預計無需為適應 Fairway Drive 上的擬議車道佈局而拓寬道路。值得注意的是，SR-60 高速公路匝道交叉口北行車道的重新佈局需要獲得加州交通局的批准，然後才能由專案地塊劃分商實施。如果加州交通局不同意這一改進，則無需進行這一改進。 **PDF T-4。**Fairway Drive/East Walnut Drive South 沿 East Walnut Drive South 向西行駛的道路寬約 20 英呎，目前劃有一條 10 英呎寬的共用直行/左轉車道和一條 10 英呎寬的右轉車道。為了更好地容納預測的右轉車龍，西行右轉車道的劃線將要延長，以額外提供 50 英呎的存儲空間。車道劃線將在沿道路北側的現有車道之前終止，以保持現有地塊完全通暢。如果需要額外的存儲空間，沿 East Walnut Drive South 西行方向的道路寬度足以讓車輛利用緣側車道（即事實上的轉彎車道）。 **PDF T-5。**Fairway Drive-Brea Canyon Cutoff Road 路/Colima Road 路 • 北行左轉：為了更好地容納左轉車龍，並改善交叉口的整體運行狀況，北行左轉車道旁邊的加高混凝土中央分隔帶將要進行修改並縮窄，以便將左轉車道延長 60 英呎。為了保持沿道路西側現有地塊的通道暢通無阻，中央分隔帶不應再向南延伸。 • 北行右轉：為了充分容納預測的右轉車龍，將延長車道劃線，為北行右轉車道額外提供 10 英呎的存儲空間。 • 東行左轉：為了充分容納左轉車龍，將對東行左轉車道旁邊的加高混凝土中央分隔帶進行改造，以便將左轉車道延長 60 英呎。 • 西行左轉：為了充分容納左轉車龍，將對西行左轉車道旁邊的加高混凝土中間帶進行改造，以便將左轉車道延長 105 英呎。 **PDF T-6。**專案車道-Walnut Leaf Drive 路/Colima Road 路 Walnut Leaf Drive 將重新劃線，以容納向東行左轉進入專案場地車行道，該車行道位於北側通路，有一條專用左轉車道，並提供一條南向出發車道、一條共用左轉車道，以及一條 北向右轉車道。預計無需為適應 Walnut Leaf Drive 路上的擬議車道佈局而拓寬道路。 **PDF T-7。**Tierra Luna-專案車道/Colima Road 路 擬建專案將在現有的 Tierra Luna 路/Colima Road 路交叉口修建一條車道。專案車道將作為無交通信號控制的現有「T」型交叉口的新南段與交叉口連接。Colima Road 設交通信號的現有行人和高爾夫球車交叉路計畫遷移到未來的 Tierra Luna 路/Colima Road 路交叉口並在此新建交通信號燈，以保留橫跨 Colima Road 路的行人通道。Colima Road 路南側的高爾夫球車道將被拆除，以容納 4 號規劃區的開放空間和 5 號規劃區的擬建獨戶住宅；因此，橫跨 Colima Road 的人行橫道計畫改在 Tierra Luna 路/Colima Road 路交叉口。 **PDF T-8。**Lemon Avenue 大道/Golden Springs Drive 路 對交通信號燈將進行改造，以提供一個西行右轉重疊路段（即西行右轉將與現有的南行保護路段同時收到綠色箭頭）。預計這一改進將減少西行右轉車龍。在實施這項改進之前，需要獲得鑽石吧市的批准。如果鑽石吧市不同意，則無需進行此項改進。	不太顯著

表 ES-2
影響匯總 (SUMMARY OF IMPACTS)

環境影響 (ENVIRONMENTAL IMPACT)	緩解措施 (MITIGATION MEASURES)	專案設計特點（PROJECT DESIGN FEATURES OR PDF ）	緩解後的顯著性評定
影響TR-4：專案不會導致緊急通道不足。	**TR 3：施工分期和交通管理計劃。在專案施工開始之前，地塊劃分商應向LACDPW、LACSD和消防部門提交一份詳細的施工分期和交通管理計劃**（CSTMP），**以供審查和批准。CSTMP應包括任何適用的街道/車道/人行道關閉資訊、繞行計劃、運輸路線、確定緊急疏散路線和分期計劃。CSTMP將以專案具體施工活動的性質和時間安排為基礎，並將考慮專案現場附近正在施工的其他專案（如有）。CSTMP還將包括一些特徵，如通知鄰近的業主和住戶即將進行的施工活動，提前通知任何臨時公交停車站的遷移，以及在可行的情況下，將任何可能的道路車道關閉限制在非高峰出行時段。因此，CSTMP應酌情包括但不限於以下內容：** • 提前通知鄰近的業主和住戶以及附近的學校即將進行的施工活動，包括施工持續時間和每天的施工時間。在專案現場張貼標語，提供熱線資訊供鄰近業主撥打，處理可能會在現場內外造成問題的具體事件或活動； • 與縣府和緊急服務提供商協調，確保為專案工地和周邊企業提供足夠的通道； • **與Foothill Transit協調，提前通知任何臨時停車站的遷移和持續時間，並遵守交通運輸機構要求的所有安全規定程式**； • **在可行的情況下，將任何可能的道路車道關閉限制在非高峰出行時段**； • 對任何可能的道路車道關閉、繞行或其他交通運行干擾進行交通管制； • 在可行的情況下，將任何施工設備存放在施工現場的圍欄內。如必須將大型設備臨時存放在圍欄外（例如，在指定的車道封閉區域內），則該區域必須符合縣和/或州批准的繞行/交通管制計劃； • 透過替代路線和保護屏障等措施，為行人和單車騎行者提供安全預防措施。如果需要臨時關閉現有人行道，則應設定適當的行人繞行路線，並標明繞行路線，以保持公共行人通道暢通。在開始可能佔用公共道路的施工活動之前，地塊劃分商應提交所有必要的許可申請； • 確定建築車輛運送建築材料（如木材、瓷磚、管道、窗戶等）進入專案工地的路線、交通管制和繞行路線，以及專案的擬議施工分期計劃； • **要求地塊劃分商保持專案工地附近的所有公共道路清潔，不得有因施工活動而**產生的碎石和泥土等雜物； • **盡可能將建築材料的交付和超大型貨物的拖運/運輸安排在非交通高峰期**； • 必要時，獲得加州交通局的運輸許可，在加州交通局設施（如 Orange 和 Pomona 高速公路）上使用超大運輸車輛； • **進入或駛出公共街道的拖運卡車在任何時候都必須讓行公共交通**； • **與施工相關的車輛停放和集結應盡可能在現場進行**； • 協調運輸，降低卡車長時間等待卸貨的可能性； • 禁止施工人員在附近的街道上停車，並引導施工人員在專案場地內和場地附近的可用/指定停車場停車；以及 • CSTMP 中詳述的施工區交通管制計劃應符合現行《加州統一交通管制設備手冊》（MUTCD）中規定的標準以及洛杉磯縣的要求。交通管制計劃應由持有加利福尼亞州執照的土木或交通工程師編制	不適用	實施緩解措施，影響不太顯著
部落文化資源 (Tribal Cultural Resources)			
影響 TCR-1：導致部落文化資源的重要性發生重大不利變化，根據《公共資源法》第 21074 條的定義，部落文化資源是指根據對加州原住民部落有文化價值的景觀、聖地或物品的大小和範圍從地理角度界定的遺址、特徵、場所、文化景觀，並已列入或有資格列入《加州歷史資源登記冊》，或列入《公共資源法》第 5020.1(k)款定義的地方歷史資源登記冊。	**TCR 1：應保留一名來自加布裏埃諾印第安傳教士部落-基茲族的合格美國原住民監測員，以監測專案場地內的所有平整活動。在進行地面擾動活動之前，地塊劃分商應證明與加布裏埃諾印第安傳教士部落-基茲族簽訂了單獨執行的監測協議，以監測所有平整活動，並使監測機構滿意。如果在專案平整過程中遇到考古資源，則應停止在發現地附近的所有地面擾動活動。美國原住民監測員應評估和記錄所有部落文化資源。美國原住民監測員還應保存一份日常監測日誌，其中包含對日常施工活動、附有圖表的位置、土壤以及已確認的部落文化資源的記錄。在平整活動完成後，應向洛杉磯縣規劃局提交監測日誌和照片記錄，並附上照片密鑰。** **TCR-2：如果美洲原住民監測員確定這些資源不是部落文化資源，則應將這一發現通知一名符合資質的考古學家，並採取緩解措施CUL-2中規定的行動。**	不適用	實施緩解措施，影響不太顯著
影響 TCR-2：導致部落文化資源的重要性發生重大不利變化，根據《公共資源法》第 21074 條的定義，部落文化資源是指根據對加州原住民部落有文化價值的景觀、聖地或物品的大小和範圍從地理角度界定的遺址、特徵、場所、文化景觀，並且是牽頭機構根據《公共資源法》第 5024.1 條(c)款規定的標準酌情確定並有實質性證據支持的重要資源。在應用 PRC 第 5024.1 條(c)款規定的標準時，牽頭機構應考慮該資源對加州原住民部落的重要意義。	**實施TCR-1和TCR-2**	不適用	實施緩解措施，影響不太顯著

表 ES-2
影響匯總 (SUMMARY OF IMPACTS)

環境影響 (ENVIRONMENTAL IMPACT)	緩解措施 (MITIGATION MEASURES)	專案設計特點（PROJECT DESIGN FEATURES OR PDF ）	緩解後的顯著性評定
公用設施和服務系統 (Utilities and Service Systems)			
影響 UTL-1：擬建專案不會要求或導致搬遷或建造新建或擴建供水、廢水處理或雨水排放、電力、天然氣或電信設施的，這些設施的建造或搬遷可能會對環境造成重大影響。	實施TR-3	不適用	實施緩解措施，影響不太顯著
影響UTL-2：在正常年份、乾旱年份和多重乾旱年份，擬建專案將有足夠的水供應，來滿足專案及可合理預見的未來發展的需要。	不適用	不適用	不太顯著
影響UTL-3：擬建專案會讓服務於或可能服務於本專案的廢水處理提供商確定，除提供商現有的承諾外，其有足夠的能力滿足擬建專案的預計需求。	不適用	不適用	不太顯著
影響 UTL-4：擬建專案產生的固體廢物不會超過州或當地標準，也不會超過當地基礎設施的容量。	不適用	不適用	不太顯著
影響UTL-5：擬建專案將遵守與固體廢物有關的聯邦、州和地方管理及減少法規和條例。	不適用	不適用	不太顯著
野火 (Wildfire)			
影響 WDF-1：擬建專案是否會嚴重損害已通過的應急計劃或緊急疏散計劃?	緩解措施 TR-3 的實施	不適用	實施緩解措施，影響不太顯著
影響 WDF-2：擬建專案是否會因坡度、盛行風和其他因素加劇野火風險，從而使專案住戶遭受野火或野火失控蔓延所產生的污染?	不適用	不適用	不太顯著
影響 WDF-3：擬建專案是否需要安裝或維護可能會加劇火災風險或可能會對環境造成臨時或持續影響的相關基礎設施（如道路、防火線、應急水源、電線或其他公用設施）?	不適用	不適用	不太顯著
影響 WDF-4：擬建專案是否會使人員或建築物面臨由徑流、火災後斜坡不穩或排水系統變化造成的重大風險，包括下坡或下游洪水或山體滑坡?	不適用	不適用	不太顯著
影響 WDF-5：擬建專案是否會直接或間接使人員或建築面臨因野外火災遭受損失、傷害或死亡的重大風險?	不適用	不適用	不太顯著

RESUMEN EJECUTIVO

Translations of any materials into languages other than English are intended solely as a convenience to the non-English-reading public and are not legally binding.

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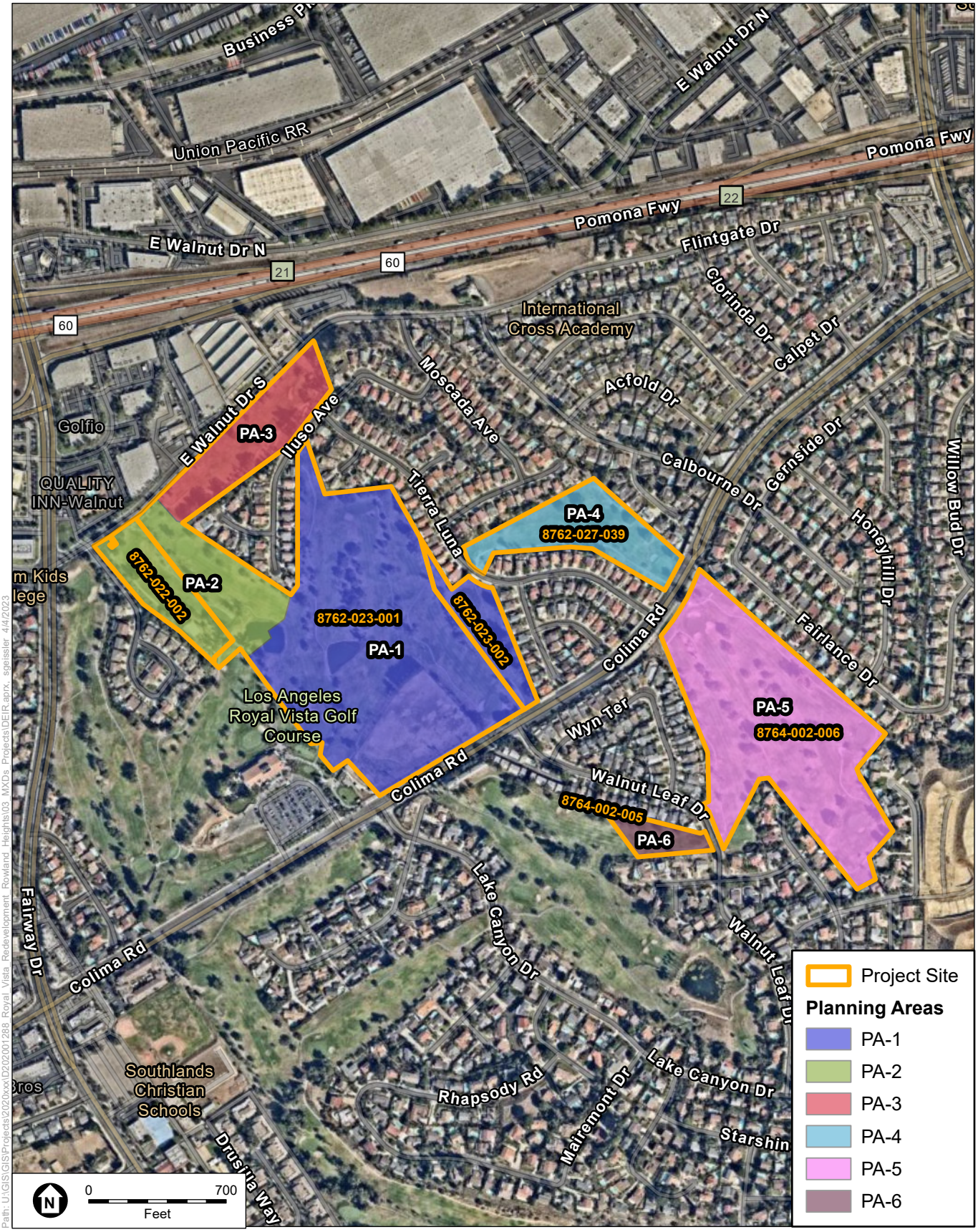
RE.1 Introducción

El proyecto residencial Royal Vista ("el Proyecto") propone reurbanizar un terreno de aproximadamente 76 acres, que actualmente abarca una parte del club de golf Royal Vista, con unidades residenciales y espacios abiertos. El Proyecto prevé la construcción de un total de 360 unidades residenciales, de las cuales 200 serán unifamiliares, 88 adjuntas (58 dúplex y 30 tríplex) y 72 viviendas adosadas. Las 72 viviendas adosadas y los 10 tríplex se reservarán para su venta a familias con ingresos medios y moderados. El Proyecto también incluiría aproximadamente 28 acres de espacios abiertos de acceso público.

Como agencia principal, el condado de Los Ángeles ("el Condado") ha preparado este Borrador de Informe de Impacto Ambiental ("Borrador de EIR", por sus siglas en inglés) para proporcionar información sobre los posibles efectos ambientales asociados con el Proyecto propuesto. Este Borrador de EIR ha sido elaborado de conformidad con las Secciones 21000 y siguientes de la Ley de Calidad Ambiental de California (CEQA) de 1970 (en su versión enmendada), codificada en el Código de Recursos Públicos de California (PRC), y con las Secciones 15000 y siguientes del Capítulo 3, División 6, Título 14 del Código de Reglamentos de las Directrices Estatales de la CEQA. En este Borrador de EIR se incluye un análisis a nivel de proyecto, en el que se evalúa la construcción y operación del Proyecto específicamente en su supuesto sitio de emplazamiento. El análisis es compatible con las Secciones 15161 y 15378(a) de las Directrices Estatales de la CEQA. El sitio de emplazamiento del Proyecto se muestra en la **Figura RE-1,** *Mapa de las inmediaciones*. El número de la Cámara de compensación del estado es 2022100204.



SOURCE: Mapbox, 2020.

Royal Vista Residential Project

Figure ES-1
Local Vicinity Map

ESA

RE.2 Contexto del proyecto

El sitio del Proyecto constiste de seis parcelas de forma irregular que comprenden partes del actual club de golf Royal Vista, fundado en 1962. En general, el sitio comprende 13 hoyos, tees, greens, fairways (calles), obstáculos de agua, trampas de arena y el campo de prácticas del actual campo de golf de 27 hoyos. El único edificio existente en el sitio del Proyecto es el de las instalaciones de mantenimiento del campo de golf, situado en el número de parcela del assessor (APN) 8762-022-002, que sería derribado al momento de realizarse el Proyecto. Las instalaciones de mantenimiento son un edificio de dos plantas de aproximadamente 2,000 pies cuadrados cuya antigüedad puede llegar a datar de 1928. El sitio del Proyecto no es accesible al público en general, excepto para los clientes del campo de golf. El perímetro del campo de golf está vallado. Del lado norte de Colima Road, hay una valla de seguridad alta e iluminación para el campo de prácticas; además, ya existen otras luminarias de seguridad en otras partes del sitio del Proyecto.

El sitio del Proyecto está designado como espacio abierto en el Plan Comunitario de Rowland Heights, un componente del Plan General del Condado. Los usos permitidos para los sitios cuya designaciónde espacio abierto son: recreación (con no más del 10 por ciento del espacio cubierto por estructuras), senderismo y rutas ecuestres, agricultura, estudio científico, servidumbre para servicios públicos y extracción de minerales.

El sitio del Proyecto está zonificado como A-1-1 (uso agrícola ligero, superficie mínima de lote de un acre) y A-1-10,000 (uso agrícola ligero, superficie mínima de lote de 10,000 pies cuadrados [sf]). Las zonas agrícolas del condado (Zonas A-1 [uso agrícola ligero] y A-2 [uso agrícola pesado]) se establecen para permitir una amplia gama de usos agrícolas en áreas particularmente adecuadas para las actividades de esta índole. Los usos permitidos tienen por objeto fomentar las actividades agrícolas y otros usos necesarios o deseados por los habitantes de la comunidad. Un área zonificada de esta manera también puede constituir un terreno suficiente para un desarrollo residencial unifamiliar de baja densidad, espacios de uso recreativo al aire libre e instalaciones públicas e institucionales.

El sitio del Proyecto también se encuentra dentro del Distrito Normas Comunitarios (CSD) de Rowland Heights. El CSD de Rowland Heights se estableció para implementar el Plan Comunitario de Rowland Heights, que fue adoptado por la Junta de Supervisores el 1 de septiembre de 1981, y para atender las necesidades de los propietarios residenciales que no pueden cumplir con las restricciones contenidas en la Sección 22.12.040.C (Zonas residenciales y agrícolas) del Código del Condado de Los Ángeles (LACC) referentes a mantener o estacionar vehículos recreativos en sus lotes, debido al tamaño, la forma, la topografía y el desarrollo predominantes de los lotes residenciales del área. Este CSD se establece para: (1) garantizar que la nueva urbanización conserve el carácter residencial de la zona; (2) imponer estándares de urbanización y procesos de revisión para garantizar que la urbanización comercial, los letreros en zonas comerciales, el paisajismo y las áreas delimitadas sean apropiados para la comunidad y se utilicen para proteger la salud, la seguridad y el bienestar de la comunidad; y (3) permitir el mantenimiento y el estacionamiento de vehículos recreativos en parcelas de zonas residenciales y agrícolas de forma tal que se proteja la salud, la seguridad y el bienestar general de toda la comunidad (LACC, Sección 22.332.010). El Proyecto debe ajustarse a los Estándares de Desarrollo de la Comunidad (LACC, Sección 22.332.060), que exigen que las propiedades estén

bien cuidadas, y a los Estándares de Desarrollo Específicos de la Zona, que regulan el paisajismo y los elementos de protección de los patios delanteros (LACC, Sección 22.332.070).

RE.3 Objetivos

La Sección 15124(b) de las Directrices Estatales de la CEQA exige que la descripción de los proyectos contenga "una declaración de los objetivos perseguidos por el proyecto propuesto". Además, la Sección 15124(b) establece que "la declaración de objetivos debe incluir el propósito subyacente del proyecto".

El Proyecto propone reurbanizar una parte de un campo de golf para proporcionar oportunidades de vivienda a precio de mercado y oportunidades para familias de ingresos medios y moderados, así como espacios abiertos y zonas recreativas. El Proyecto propuesto está diseñado para reducir los impactos adversos para los espacios residenciales aledaños mediante la incorporación de espacios abiertos de zona de amortiguamiento, que incluirán senderos recreativos de acceso público. Los siguientes objetivos son importantes para lograr el propósito de uso del suelo del Proyecto:

- **Provisión de nuevas viviendas.** Proporcionar nuevas viviendas necesarias en areas de desarrollo de terrenos vacantes en areas urbanas no incorporada del condado de Los Ángeles.
- **Proporcionar una variedad diversa de tipos de vivienda y asequibilidad**. Proporcionar una mezcla diversa de tipos de productos inmobiliarios a la venta, precios y tamaños de vivienda para abastecer la diversidad física, social y económica, incluidas opciones con costo de mercado y con costo por debajo de los del mercado para familias de ingresos medios y moderados que están distribuidas en toda la zona de urbanización.
- **Crear una comunidad saludable**. Crear una comunidad dinámica con oportunidades de ocio activo y pasivo al aire libre.
- **Integrar prácticas responsables con el medioambiente**. Conservar los recursos naturales y los espacios abiertos para crear una comunidad sostenible. Minimizar el impacto y el uso de los recursos naturales, haciendo hincapié en entornos saludables, seguros y responsables para equilibrar el desarrollo de la comunidad con las consideraciones ambientales.
- **Generar conectividad.** Fomentar la participación y la interacción de la comunidad a través de un sistema de senderos hacia los servicios recreativos y los espacios abiertos existentes.

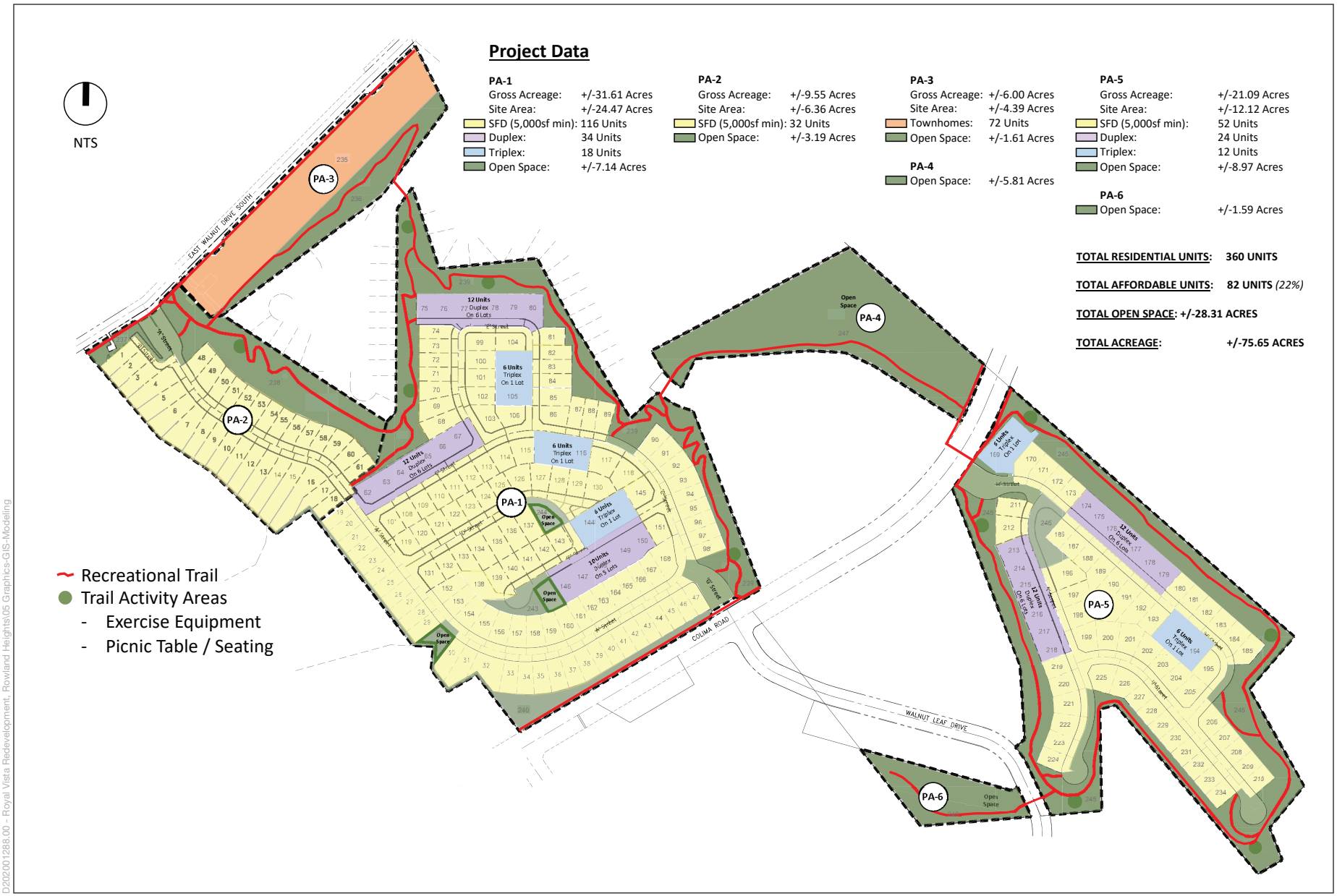
RE.4 Descripción del Proyecto

El Proyecto propone reurbanizar el sitio de emplazamiento con 360 unidades residenciales en cuatro áreas de planificación residencial (Áreas de planificación 1, 2, 3 y 5) y espacios abiertos en dos áreas de planificación de espacios abiertos (Áreas de planificación 4 y 6). El Área de planificación 1 consistiría en un área de 31.6 acres al norte de Colima Road; el Área de planificación 2 consistiría en un área de 9.55 acres al norte de Colima Road y al sur de East Walnut Drive South; el Área de planificación 3 consistiría en un área de 6 acres al sur de East Walnut Drive South; el Área de planificación 4 consistiría en un área de 5.81 acres al norte de Colima Road y al este de Tierra Luna; el Área de planificación 5 consistiría en un área de 21.09 acres al sur de Colima Road, y el Área de planificación 6 consistiría en un área de 1.59 acres al

sur de Colima Road y al oeste de Walnut Leaf Drive, lo cual suma un total de 75.65 acres. Consulte la **Figura RE-2**, *Plano conceptual del sitio*.

Tres de las cuatro áreas de planificación residencial propuestas (Áreas de planificación 1, 2 y 5) incluirán 200 viviendas unifamiliares independientes y 88 unidades de condominio, compuestas por 58 dúplex y 30 tríplex. La cuarta área de planificación residencial (Área de planificación 3) incluirá 72 unidades de condominio adosadas. Las 200 viviendas unifamiliares se construirán en lotes individuales con un tamaño neto mínimo de 5,000 pies cuadrados (con pequeñas excepciones). Los lotes unifamiliares tendrán una superficie de 60 pies por 84 pies o de 47 pies por 107 pies. Las estructuras residenciales unifamiliares en los lotes de 60 pies por 84 pies tendrán un tamaño de entre 2,800 y 3,200 pies cuadrados, con entre 5 y 6 dormitorios más una habitación extra y entre 3.5 y 4.5 baños. Las estructuras residenciales unifamiliares en los lotes de 47 pies por 107 pies tendrán un tamaño de entre 2,600 y 3,000 pies cuadrados, con entre 4 y 5 dormitorios más una habitación extra y entre 3 y 4.5 baños. Las viviendas unifamiliares de dos plantas de las Áreas de planificación 1, 2 y 5 tendrán una altura máxima de 35 pies sobre el nivel del suelo (excluidas las azoteas), tal y como exige la Sección 22.18.060, Altura máxima, del LACC. Las unidades dentro de los 29 dúplex residenciales variarán en tamaño, entre los 1,575 y los 1,895 pies cuadrados, y tendrán entre 3 y 4 dormitorios más un loft y entre 2 y 2.5 baños. Las unidades dentro de los 10 tríplex residenciales variarán en tamaño, entre los 1,125 y los 1,555 pies cuadrados, y tendrán entre 2 y 3 dormitorios y entre 2 y 2.5 baños. Los edificios dúplex y tríplex de las Áreas de planificación 1 y 5 tendrán dos plantas y una altura máxima de 35 pies sobre el nivel del suelo (excluidas las azoteas), tal y como exige la Sección 22.18.060, Altura máxima, del LACC. Las unidades adosadas propuestas se ubicarán en 14 edificios en el Área de planificación 3.

La superficie de cada unidad adosada oscilará entre los 1,100 y los 1,600 pies cuadrados aproximadamente. Estas unidades contarían con entre 2 y 4 dormitorios y entre 2 y 3.5 baños, y estarían ubicadas en edificios de tres plantas con una altura de 38 pies sobre el nivel del suelo, con lo que superarían los 35 pies de altura. Sin embargo, según lo permitido por la Sección 22.18.060 del LACC, Estándares y Regulaciones de Desarrollo para la Zona de Desarrollo Residencial Planificado, se propone un Permiso de uso condicional (CUP) para permitir la superación de las normas de altura.



D2020012888.00 - Royal Vista Redevelopment, Rowland Heights\05 Graphics-GIS-Modeling

SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure ES-2
Conceptual Site Plan

ESA

El Área de planificación 4 seguiría siendo un espacio abierto de 5.81 acres con un sistema de senderos de acceso público para paseo, sin actividades recreativas formales, y el Área de planificación 6 seguiría siendo un espacio abierto de 1.59 acres. Las áreas de planificación 4 y 6 serían propiedad de la Asociación de Propietarios (HOA) y serían accesibles al público gracias al sistema de senderos propuesto. Como se muestra en la **Tabla RE-1**, *Desarrollo propuesto*, el componente residencial del Proyecto comprendería 47.34 acres netos, donde se desarrollarían 360 unidades residenciales (200 unidades unifamiliares independientes y 160 condominios compuestos por 58 dúplex, 30 tríplex y 72 viviendas adosadas). El Proyecto también incluiría 28 acres de espacio abierto conservado, que se compondría de los espacios abiertos de amortiguación entre las Áreas de planificación, el sistema de senderos y el espacio abierto contenido en las Áreas de planificación 4 y 6.

La ordenanza de viviendas inclusivas del condado exigiría 81 unidades para familias de ingresos medios y moderados, el 20 por ciento del número máximo de unidades residenciales posibles, que es 403. El Proyecto superará los requisitos de la ordenanza de viviendas inclusivas del condado, con un total de 82 unidades reservadas para la venta a familias de ingresos medios y moderados, lo que equivale aproximadamente al 22.7 por ciento de las 360 unidades del proyecto. Las 82 unidades reservadas para familias con ingresos medios y moderados consistirán en 72 viviendas adosadas (en el Área de planificación 3) y 10 tríplex (6 unidades en el Área de planificación 1 y 4 unidades en el Área de planificación 5). Las unidades asequibles en las Áreas de planificación 1 y 5 se distribuirán en cada uno de los edificios de tríplex (una unidad en cada uno de los 10 edificios de tríplex).

TABLA RE-1
DESARROLLO PROPUESTO

Área de planificación	Tamaño bruto (acres)	Desarrollo residencial (acres)	Cantidad de unidades residenciales	Tipo de unidad	Unidades asequibles	Espacio abierto (acres)
1	31.61	19.76 RUF 4.71 dúplex/tríplex	168	RUF (116) dúplex (34) / tríplex (18)	6 unidades	7.14
2	9.55	6.36	32	RUF	0 unidades	3.19
3	6.0	4.39	72	Vivienda adosada	72 unidades	1.61
4	5.81	--	0	Espacio abierto	0 unidades	5.81
5	21.09	9.12 RUF 3.0 dúplex/tríplex	88	RUF (25) dúplex (24) / tríplex (12)	4 unidades	8.97
6	1.59	--	0	Espacio abierto	0 unidades	1.59
Total	75.65	47.34	360		82 unidades	28.31

FUENTE: KTGY Architecture and Planning, 2023.

El sitio del Proyecto está zonificado como A-1-1 (uso agrícola ligero, superficie mínima de lote de un acre) y A-1-10,000 (uso agrícola ligero, superficie mínima de lote de 10,000 pies cuadrados). El sitio del Proyecto está designado como OS (espacio abierto) en el Plan Comunitario de Rowland Heights. El Proyecto requeriría que se concediera lo siguiente:

- Enmiendas al Plan General y al Plan Comunitario (Plan Comunitario de Rowland Heights): De OS (espacio abierto) a Urbano 2 ([U2]; 3.3 a 6.0 unidades habitables por acre) para porciones de las Áreas de planificación 1, 2 y 5; a Urbano 3 ([U3]; 6.1 a 12.0 unidades habitables por acre) para porciones de las Áreas de planificación 1 y 5; y a Urbano 4 ([U4]; 12.1 a 22.0 unidades habitables por acre) para una porción del Área de planificación 3 (ver la Figura 2-5, *Uso del suelo existente y propuesto*).
- Cambio de zona de A-1-1 y A-1-10.000 (uso agrícola ligero) a RPD-5000-6U y RPD-5000-12U (desarrollo residencial planificado [superficie mínima de lote de 5,000 pies cuadrados], 6 unidades habitables por acre y 12 unidades habitables por acre, respectivamente) para los 62.25 acres de viviendas unifamiliares, dúplex y tríplex, con un componente de vivienda asequible y espacio abierto para las Áreas de planificación 1, 2 y 5, y cambio a RPD-5000-17U (desarrollo residencial planificado [superficie mínima de lote de 5,000 pies cuadrados], 17 unidades habitables por acre) para los 6.0 acres de viviendas adosadas, con un componente de vivienda asequible y espacio abierto para el Área de planificación 3 propuesta.
- Plano preliminar de habilitación de subdivisión: Subdivisión de seis (6) parcelas existentes en 248 lotes, que consisten en lo siguiente: 200 lotes unifamiliares; 29 lotes de condominios residenciales compuestos por un total de 58 dúplex; 5 lotes de condominios residenciales compuestos por un total de 30 tríplex; 1 lote de condominio residencial con 72 viviendas adosadas; 13 lotes de espacios abiertos que serán de propiedad privada y estarán mantenidos por la Asociación de Propietarios, pero serán accesibles al público, y una exención de fachada de calle para el camino de entrada privado y el sistema de carriles para bomberos dentro de las Áreas de planificación 1, 2 y 5.
- Permiso de uso condicional (CUP): Para la nivelación de terrenos de más de 100,000 yardas cúbicas y para obtener un Programa de Desarrollo Residencial, muros de más de 6 pies de altura, edificios de más de 35 pies de altura, reducción del retranqueo para viviendas adosadas (frente) y para tríplex (frente y parte trasera), y ancho de lotes residenciales de menos de 50 pies.
- Permiso inmobiliario para reservar el 22.7 por ciento (82 unidades) de las unidades de subdivisión para la venta a familias de ingresos medios y moderados y para permitir lotes unifamiliares de menos de 5,000 pies cuadrados y la exención del requisito de la autovía a lo largo de las vías de acceso privadas dentro de las Áreas de planificación 1, 2, 3 y 5. Los lotes unifamiliares n.º 18, n.º 47 y n.º 155 tienen un tamaño ligeramente inferior a 5,000 pies cuadrados (tamaño neto): el lote n.º 18 es de tamaño inferior debido a una servidumbre para servicios públicos en un patio lateral, el lote n.º 47 está ubicado en una esquina con un patio frontal curvo en un lado y el lote n.º 155 es de tamaño inferior debido a una servidumbre para servicios públicos.

La nivelación del proyecto requerirá aproximadamente 387,100 yardas cúbicas de desmonte y aproximadamente 253,400 yardas cúbicas de relleno, con una exportación neta de aproximadamente 133,700 yardas cúbicas para el sitio del Proyecto. Se prevé una sobreexcavación y recompactación de hasta 1,544,500 yardas cúbicas. La profundidad máxima de excavación dentro del sitio del Proyecto sería de aproximadamente 25 pies en áreas donde se

depositó relleno durante la construcción del campo de golf. Durante la excavación del Proyecto, las 1,544,500 yardas cúbicas se acopiarían temporalmente en el sitio y, cuando este estuviera listo para la recompactación, se redistribuirían en el sitio y se compactarían para crear las calzadas y los lotes residenciales (la nivelación del Proyecto más la sobreexcavación, la recompactación y la exportación suman un total de aproximadamente 3,863,200 yardas cúbicas)[1]. Los materiales de exportación se transportarán al vertedero más cercano, que se espera que sea el vertedero de Olinda en la ciudad de Brea. Se prevé que la ruta de transporte sea la autopista SR-60 este: desde el sitio del Proyecto, se seguiría el trayecto de Colima Road y Fairway Avenue hasta la autopista SR-57 sur, para salir después por Lambert Road (aproximadamente a diez millas de distancia).

El inicio de la construcción está previsto para el cuarto trimestre de 2024 y la finalización, para el cuarto trimestre de 2027.

RE.5 Proyectos alternativos

El EIR debe describir una serie de alternativas razonables al proyecto propuesto o ubicaciones alternativas para proyecto que puedan alcanzar de forma viable la mayoría de los objetivos básicos del proyecto y eviten o reduzcan sustancialmente cualquiera de los impactos ambientales significativos del proyecto propuesto. El análisis de alternativas debe incluir una “alternativa sin proyecto” como punto de comparación. La alternativa sin proyecto incluye las condiciones existentes y las condiciones futuras razonablemente previsibles que existirían si no se aprobara el proyecto propuesto (Directrices Estatales de la CEQA, Sección 15126.6). Las siguientes alternativas se tratan con más detalle en el Capítulo 5, *Alternativas*.

Alternativa sin proyecto (Alternativa 1)

Tal como exige la CEQA, la Alternativa 1 conservaría en su totalidad las mejoras del campo de golf existentes en el sitio del Proyecto y evitaría cualquier demolición o construcción. La porción de 75.65 acres del club de golf Royal Vista (sitio del Proyecto) cesaría las operaciones de golf y se convertiría en parcelas no utilizadas para una futura reurbanización, ya que el solicitante del Proyecto no tiene planes de continuar con las actividades relacionadas con el golf en el sitio. El resto de las propiedades del club de golf Royal Vista (que no son propiedad del solicitante del Proyecto ni están bajo su control) conservarán presumiblemente los 14 hoyos existentes y la sede del club en ocho parcelas separadas, tanto al norte como al sur de Colima Road, que comprenden unos 80 acres. Al igual que el Proyecto propuesto, estas propiedades están designadas como espacio abierto y están zonificadas como A-1-1, y A-1-10,000, con la propiedad de la sede del club zonificada como C-R-DP, es decir, recreación comercial, desarrollo planificado. La zonificación C-R limita los usos permitidos principalmente a parques de diversiones, campings, canchas de tenis y campos de golf. El club de golf Royal Vista podría continuar operando con los 14 hoyos existentes o se podría rediseñar esa parte del campo como un campo de golf ejecutivo de 9 hoyos. Es especulativo pronosticar el uso futuro de la parte restante del actual campo de golf Royal Vista más allá de sus usos actuales una vez que la parte del campo de golf que se encuentra

[1] Las cantidades correspondientes al desmonte y relleno, la sobreexcavación y la nivelación para exportación se han redondeado y pueden diferir ligeramente de las cantidades utilizadas para la revisión del plano preliminar de subdivisión y los hipotéticos modelos de la calidad del aire.

en el sitio del Proyecto deje de funcionar, pero el otro propietario o propietarios podrían solicitar una modificación del plan de uso o un cambio de zona, o ambos.

Alternativa de uso mixto (Alternativa 2)

La Alternativa 2 consiste en un total de 324 unidades residenciales, 36,000 pies cuadrados de uso comercial minorista y espacios abiertos con un sistema de senderos. Las 324 unidades residenciales consistirían en 250 lotes residenciales unifamiliares (urbano 2 en las Áreas de planificación 1, 2 y 5) y 74 viviendas adosadas reservadas para familias con ingresos medios y moderados (urbano 4 en el Área de planificación 4). Los 36,000 pies cuadrados de uso comercial minorista se situarían en el Área de planificación 3, mientras que el Área de planificación 6 sería un espacio abierto. Un sistema de senderos atravesaría todas las áreas de planificación. Esta alternativa requeriría un cambio de zona de las actuales A-1-1 y A-1-10,000 (uso agrícola ligero) a RPD-5000 (desarrollo residencial planificado) para las viviendas unifamiliares propuestas y el componente de vivienda asequible (unidades adosadas), así como la modificación del Plan Comunitario de Rowland Heights y la designación de uso del suelo del Plan General del Condado de Los Ángeles, para cambiarla de la actual designación de uso del suelo de espacio abierto (OS) a urbano (U-2, U-4) y comercial (C).

La zona residencial de esta Alternativa constaría de un total de 48.29 acres (Áreas de planificación 1, 2, 4 y 5). La zona comercial minorista ocuparía 4.22 acres (Área de planificación 3). Esta Alternativa incluiría 23.14 acres de espacios abiertos (ver la **Figura 5-1**, *Alternativa de uso mixto*).

Alternativa de zonificación existente (Alternativa 3)

La Alternativa 3 urbanizaría todo el sitio (las seis áreas de planificación) con un total de 97 unidades residenciales, 71 de ellas unifamiliares y 26 viviendas adosadas, de acuerdo con la zonificación existente, reservando las 26 unidades adosadas para familias con ingresos medios y moderados. Las Áreas de planificación 2 y 3 están zonificadas como A-1-10,000 e incluirían 16 lotes unifamiliares en el Área de planificación 2, y 4 parcelas unifamiliares y 26 viviendas adosadas en el Área de planificación 3. Las Áreas de planificación 1, 4, 5 y 6 están zonificadas como A-1-1 e incluirían 51 lotes unifamiliares (ver la **Figura 5-2**, *Alternativa de zonificación existente*). Al igual que el Proyecto, esta Alternativa requeriría una enmienda al Plan Comunitario de Rowland Heights y a la designación de uso del suelo del Plan General del Condado de Los Ángeles, para cambiarla de la actual designación de espacio abierto (OS) a urbano (U-1 y U-3) para las Áreas de planificación 2 y 3 y a no urbano 2 (N2) para las Áreas de planificación 1, 4, 5 y 6. Esta alternativa no incluye espacios abiertos ni un sistema de senderos.

Alternativa de 322 unidades residenciales (Alternativa 4)

La Alternativa 4 incluiría el desarrollo de un total de 322 unidades residenciales, consistentes en la reurbanización de las Áreas de planificación 1, 2 y 5 con 250 unidades residenciales unifamiliares independientes y el Área de planificación 3 con 72 unidades de viviendas adosadas. Las 72 unidades adosadas se reservarían para familias con ingresos medios y moderados. Las dos áreas de planificación restantes (Áreas de planificación 4 y 6) serían áreas de espacio abierto con

un sistema de senderos conectados. Al igual que el Proyecto, esta alternativa requeriría un cambio de zona de las actuales A-1-1 y A-1-10,000 (uso agrícola ligero) a RPD-5000 (desarrollo residencial planificado) para las viviendas unifamiliares propuestas y el componente de vivienda asequible (unidades adosadas), así como la modificación del Plan Comunitario de Rowland Heights y la designación de uso del suelo del Plan General del Condado de Los Ángeles, para cambiarla de la actual designación de uso del suelo de espacio abierto (OS) a urbano (U).

Las 250 parcelas unifamiliares se ubicarían en las Áreas de planificación 1, 2 y 5, y las 72 unidades adosadas asequibles se ubicarían en 14 estructuras dentro del Área de planificación 3. El Área de planificación 4 no se urbanizaría, sino que permanecería como espacio abierto, y el Área de planificación 6 sería un espacio abierto de 1.59 acres.

El componente residencial (322 unidades) abarcaría un total de 47.63 acres netos (Áreas de planificación 1, 2, 3 y 5). Estas áreas también incluirían 28.02 acres adicionales de espacio abierto conservado dentro de las cuatro Áreas de planificación residencial (ver la Figura 5-3).

Alternativas descartadas

El EIR debe identificar todas las alternativas consideradas pero descartadas por inviables por la agencia principal durante el proceso de delimitación del alcance y explicar brevemente los motivos de la exclusión (Directrices Estatales de la CEQA, Sección 15126.6(c)). Las alternativas pueden eliminarse del estudio detallado del EIR si no cumplen la mayoría de los objetivos del proyecto, son inviables o no evitan ningún efecto ambiental significativo. Se consideró la posibilidad de desarrollar el Proyecto en un sitio alternativo en el condado, el campo de golf municipal de Montebello. El lugar incluye un campo de golf de 18 hoyos en 120 acres adyacentes a la SR-60 y está aproximadamente a 7.5 millas del centro de Los Ángeles. Está rodeado de viviendas unifamiliares en lotes de 5,000 pies cuadrados. El campo es de propiedad pública y se encuentra en una única parcela fuera de la jurisdicción del condado.

La consideración de la viabilidad de un sitio alternativo puede incluir la evaluación de si el solicitante del Proyecto podría razonablemente adquirir, controlar o tener acceso de otro modo a un sitio alternativo. El terreno del campo de golf de Montebello no es propiedad ni está bajo el control del solicitante del Proyecto y es mucho más grande que el sitio propuesto para el Proyecto. Dado que el solicitante no posee ni tiene acceso a este ni a ningún otro sitio de emplazamiento, se rechazó el sitio alternativo a efectos del análisis de alternativas en este borrador del EIR.

El EIR también consideró una Alternativa de densidad máxima que incluiría la reurbanización del sitio del Proyecto (Áreas de planificación 1, 2, 3 y 5) con un total de 403 unidades residenciales, consistentes en 213 unidades residenciales unifamiliares, 93 dúplex y tríplex y 97 unidades adosadas (incluidas 81 unidades asequibles). Las Áreas de planificación 4 y 6 incluirían espacios abiertos y un sistema de senderos. Se ha evaluado la Alternativa de máxima densidad, pero se ha descartado, ya que aumentaría el impacto debido al incremento de efectos derivados de la construcción y el funcionamiento de los servicios públicos asociados a un total de 403 unidades residenciales, lo que supone 43 unidades adicionales en comparación con las 360 unidades propuestas en el Proyecto.

Alternativa superadora en términos ambientales

De acuerdo con la Sección 15126.6 de las Directrices Estatales de la CEQA, una de las alternativas debe identificarse como Alternativa superadora en términos ambientales. Esta alternativa es la que tendría el menor impacto ambiental o el menos significativo. Si la Alternativa superadora en términos ambientales es la Alternativa sin proyecto (Sin proyecto/Sin desarrollo), que es el caso para este Proyecto, tal como se explica en el Capítulo 5 (*Alternativas*) de este Borrador del EIR, entonces debe seleccionarse la Alternativa superadora en términos ambientales entre las alternativas restantes.

La Alternativa 3 reduciría el impacto significativo e inevitable de las VMT (millas recorridas) y reduciría las emisiones de gases de efecto invernadero (GEI), pero los impactos de los GEI y el ruido temporal de la construcción seguirían siendo significativos e inevitables. Las Alternativas 2 y 4 tendrían impactos significativos e inevitables en cuanto a GEI, ruido y VMT. La Alternativa 3 no cumpliría todos los objetivos del Proyecto, ya que no se incluirían espacios abiertos ni un sistema de senderos para fomentar el ocio al aire libre y no se distribuiría unidades con costo inferior al del mercado por todo el sitio. Además, con la Alternativa 3, se ofrecerían muchas menos unidades y una gama más reducida de tipos, tamaños y precios de vivienda en comparación con el Proyecto, ya que no se incluirían opciones de dúplex o tríplex. Las Alternativas 2 y 4 cumplirían la mayoría de los objetivos del Proyecto con la excepción de que ninguna de ellas distribuiría unidades con costo por debajo del precio de mercado por todo el sitio y ambas proporcionarían menos cantidad y diversidad de viviendas porque incluirían menos unidades totales y no incluirían dúplex ni tríplex. (Consulte la Tabla 5-1, *Capacidad de las alternativas para cumplir los objetivos del Proyecto*, en el Capítulo 5, *Alternativas*, de este Borrador del EIR). Como resultado, debido a la eliminación de impactos significativos e inevitables asociados con las VMT, la Alternativa 3, Zonificación existente, es la que se considera la Alternativa superadora en términos ambientales.

RE.6 Áreas de controversia

De conformidad con la Sección 15123(b)(2) de las Directrices Estatales de la CEQA, la agencia principal debe incluir en el resumen del EIR las áreas de controversia planteadas por las agencias y el público. Se han identificado áreas de controversia para el Proyecto propuesto según los comentarios realizados durante el período de revisión pública de 60 días en respuesta a la información publicada en la Notificación de Preparación (NOP). Las áreas de controversia incluían preocupaciones sobre los impactos sobre los recursos biológicos debido al desarrollo de espacios abiertos privados, impactos sobre la calidad del aire debido a la construcción, impactos sobre la salud y la seguridad debido a la construcción, impactos sobre la hidrología debido a las inundaciones, impactos por ruido debido a la construcción e impactos sobre el tránsito debido a la introducción de nuevas viviendas residenciales.

RE.7 Resumen de los impactos

La **Tabla RE-2** presenta un resumen de los impactos, las medidas de mitigación y las características de diseño del Proyecto identificadas por el EIR, como se analiza con mayor detalle en el Capítulo 4. El nivel de importancia de cada impacto se determinó utilizando criterios de

importancia (umbrales) desarrollados para cada categoría de impactos; estos criterios se describen en las secciones correspondientes del Capítulo 4. Los impactos significativos son aquellos impactos ambientales adversos que alcanzan o superan los umbrales de importancia; los impactos no significativos son aquellos que no superan los umbrales. La Tabla RE-2 indica las medidas de mitigación que evitarán, minimizarán o reducirán de otro modo los impactos significativos para que alcancen un nivel no significativo.

Efectos ambientales significativos e inevitables

Tal como exige la Sección 15126.2(c) de las Directrices Estatales de la CEQA, un EIR debe describir cualquier impacto significativo que no pueda evitarse, incluidos los impactos que puedan mitigarse pero no reducirse a un nivel no significativo. Cuando existan impactos que no puedan mitigarse sin requerir un diseño alternativo, deberán describirse sus consecuencias y las razones por las que se propone el proyecto a pesar de su efecto. A continuación, se resumen los impactos asociados al Proyecto que se clasificaron como significativos e inevitables.

Emisiones de gases de efecto invernadero: Como se indica en la Sección 4.8, *Emisiones de gases de efecto invernadero*, de este Borrador del EIR, el Proyecto generaría emisiones de gases de efecto invernadero, ya sea directa o indirectamente, que tendrían un impacto significativo e inevitable en el medioambiente. El Proyecto propuesto generaría emisiones de gases de efecto invernadero que excederían el umbral neto cero, por lo que sería inconsistente con algunos planes aplicables para reducir los GEI. Con la aplicación de las medidas de mitigación TR-1, TR-2, CDP GEI-1 y CDP GEI-2, se reducirían las emisiones, pero los impactos en cuanto a GEI seguirían siendo significativos e inevitables.

Ruido: Como se indica en la Sección 4.13, *Ruido*, de este Borrador del EIR, la actividad de construcción del Proyecto provocaría aumentos de los niveles de ruido ambiental superiores a 10 dBA en todas las ubicaciones de receptores sensibles analizadas en las inmediaciones del Proyecto, y los impactos se mantendrían en todas las ubicaciones de receptores excepto una después de la mitigación. Por lo tanto, los impactos ambientales relacionados con el aumento temporal o periódico de los niveles de ruido ambiental durante la construcción temporal del Proyecto propuesto seguirían siendo significativos e inevitables después de la implementación de todas las medidas de mitigación y características de diseño del Proyecto (medidas de mitigación RUI-1 a RUI-4 y CDP RUI-1).

Transporte: Como se indica en la Sección 4.17, *Transporte*, de este Borrador del EIR, al comparar las VMT del Proyecto con los umbrales de importancia aplicables, los impactos de las VMT del Proyecto seguirían siendo significativos e inevitables incluso si se aplicaran las medidas para reducirlas. Las VMT per cápita del Proyecto excederían el umbral del sur del condado de 10.0 por 6.2 VMT per cápita para TAZ-1 (Áreas de planificación 1, 2 y 3) y por 11.0 VMT per cápita para TAZ-2 (Área de planificación 5). Con la implementación de las medidas de mitigación TR-1 y TR-2, los impactos de las VMT se reducirían, pero seguirían siendo significativos e inevitables.

Cambios ambientales significativos e irreversibles

Las Secciones 15126(c) y 15126.2(d) de las Directrices Estatales de la CEQA exigen que el EIR analice en qué medida los efectos primarios y secundarios de un proyecto afectarían el medioambiente y comprometerían recursos no renovables para usos que las generaciones futuras no podrían revertir. Los "cambios ambientales significativos e irreversibles" incluyen el uso de recursos naturales no renovables durante las fases inicial y de construcción del proyecto, en caso de que este uso genere que estos recursos no estén disponibles en el futuro. Asimismo, pueden producirse daños irreversibles como consecuencia de accidentes ambientales relacionados con el proyecto. Los compromisos de recursos irrecuperables deben evaluarse en un EIR para garantizar que dicho consumo está justificado.

Como se describe en la Sección 6.2, *Cambios ambientales significativos e irreversibles*, de este Borrador del EIR, el Proyecto consumiría una cantidad limitada de recursos lentamente renovables y recursos no renovables. Este consumo se produciría durante la fase de construcción del Proyecto y continuaría a lo largo de su vida operativa. El desarrollo del Proyecto requeriría un compromiso de recursos que incluiría: (1) materiales de construcción, (2) agua, y (3) recursos energéticos, incluidos aquellos asociados con el transporte de bienes y personas hacia y desde el sitio del Proyecto. La construcción del proyecto requeriría el consumo de recursos que no son renovables o que se renuevan tan lentamente que se consideran no renovables. Estos recursos incluirían los siguientes insumos de construcción: ciertos tipos de madera y otros productos forestales; materiales agregados utilizados en el hormigón y el asfalto como arena, grava y piedra; metales como acero, cobre y plomo; materiales de construcción petroquímicos como plásticos, y agua. Además, se consumirían combustibles fósiles no renovables como gasolina y petróleo en el uso de vehículos y equipos de construcción, así como en el transporte de bienes y personas hacia y desde el sitio del Proyecto.

Durante su funcionamiento, el Proyecto seguiría gastando recursos no renovables que se consumen actualmente en el condado. Entre ellos, se incluyen recursos energéticos como los combustibles derivados del petróleo necesarios para los desplazamientos en vehículo, los combustibles fósiles y el agua. Los combustibles fósiles representarían la principal fuente de energía asociada tanto con la construcción como con el funcionamiento continuo del Proyecto, y los suministros existentes y finitos de estos recursos naturales se reducirían de forma incremental.

El uso continuado de recursos no renovables por parte del Proyecto se llevaría a cabo a una escala relativamente pequeña y compatible con las previsiones de crecimiento regional y local en la zona, así como con los objetivos estatales y locales de reducción del consumo de dichos recursos. El sitio del Proyecto no contiene recursos energéticos cuyo uso futuro quedaría inhabilitado debido a la ejecución del Proyecto. El Proyecto proporciona una amplia gama de nuevas viviendas, al tiempo que reduce la dependencia de los recursos no renovables mediante la eliminación del uso de gas natural, ya que brindaría residencias totalmente eléctricas y la oportunidad de que los residentes tengan acceso a un servicio de energía renovable a través de Clean Power Alliance. Por lo tanto, los cambios irreversibles del Proyecto en el medioambiente relacionados con el consumo de recursos no renovables no serían significativos.

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Aspectos estéticos			
Impacto EST-1: El Proyecto propuesto no tendría un efecto adverso sustancial en cuanto al paisaje.	No aplica	No aplica	No es significativo
Impacto EST-2: El Proyecto propuesto no sería visible ni obstruiría las vistas desde senderos regionales de equitación, senderismo o multiuso.	No aplica	No aplica	No genera impacto
Impacto EST-3: El Proyecto propuesto no dañaría sustancialmente los recursos paisajísticos, incluidos, entre otros, árboles, afloramientos rocosos y edificios históricos observables desde la carretera estatal con vista panorámica.	No aplica	No aplica	No genera impacto
Impacto EST-4: El Proyecto propuesto no degradaría sustancialmente el carácter visual existente o la calidad de las vistas públicas del sitio y sus alrededores debido a la altura, volumen, patrón, escala, carácter u otras características o conflictos con la zonificación aplicable y otras regulaciones que rigen la calidad paisajística. (Las vistas públicas son las que se observan desde una ubicación accesible al público).	No aplica	**CDP EST-1- Iluminación del Proyecto** Todas las fuentes de luz relacionadas con el Proyecto estarían protegidas o inclinadas de forma tal que no se produjera iluminación fuera de los límites del sitio del Proyecto. La iluminación se diseñaría para mejorar la seguridad y añadir interés visual al sitio del Proyecto, por ejemplo, con la acentuación de elementos paisajísticos y arquitectónicos clave. Además, el alumbrado de las calles se protegería o colocaría en ángulo para iluminar las calles, promover cielos oscuros e inhibir cualquier iluminación o resplandor nocturno innecesario.	No es significativo
Impacto EST-5: El Proyecto propuesto no crearía una nueva fuente de sombras, luz o resplandor sustanciales que afectaran negativamente las vistas diurnas o nocturnas de la zona.	No aplica	**Aplicar las CDP EST-1**	No es significativo
Recursos agrícolas y forestales			
Impacto AG-1: ¿Convertiría el Proyecto tierras de cultivo de primera calidad, tierras de cultivo únicas o tierras de cultivo de importancia estatal (tierras de cultivo), como se muestra en los mapas elaborados de conformidad con el Programa de Cartografía y Monitoreo de Tierras de Cultivo de la Agencia de Recursos de California, en tierras de uso no agrícola?	No aplica	No aplica	No genera impacto
Impacto AG-2: ¿Entraría el Proyecto en conflicto con la zonificación existente para uso agrícola o con un contrato bajo la Ley Williamson?	No aplica	No aplica	No es significativo
Impacto AG-3: ¿Entraría el Proyecto en conflicto con la zonificación existente o provocaría la rezonificación de tierras forestales (tal como se definen en la Sección 12220(g) del Código de Recursos Públicos), con tierras madereras (tal como se definen en la Sección 4526 del Código de Recursos Públicos) o con tierras madereras clasificadas como de producción maderera (tal como se definen en la Sección 51104(g) del Código de Gobierno)?	No aplica	No aplica	No genera impacto
Impacto AG-4: ¿Provocaría el Proyecto la pérdida de tierras forestales o la conversión de tierras forestales a tierras de uso no forestal?	No aplica	No aplica	No genera impacto
Impacto AG-5: ¿Implicaría el Proyecto otros cambios en el entorno existente que, debido a su ubicación o naturaleza, podrían dar lugar a la conversión de tierras agrícolas en tierras de uso no agrícola o a la conversión de tierras forestales en tierras de uso no forestal?	No aplica	No aplica	No genera impacto

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Calidad del aire			
Impacto AIR-1: La construcción y las operaciones del Proyecto no entrarían en conflicto con la implementación de los planes de calidad del aire aplicables de South Coast AQMD (SCAQMD).	**CI-1:** El contratista de construcción deberá exigir que todos los equipos diésel todoterreno de más de 50 caballos de fuerza (hp) utilizados durante el desarrollo del Proyecto estén registrados en la CARB y cumplan con los estándares finales de emisiones de vehículos todoterreno nivel 4 de la CARB. Dichos vehículos estarán equipados con dispositivos de la mejor tecnología de control disponible (BACT), incluido un filtro de partículas diésel de nivel 3 certificado por la Junta de Recursos del Aire de California. Con el fin de garantizar el cumplimiento de esta medida, todos los contratistas que utilicen equipos diésel todoterreno de más de 50 caballos de fuerza deberán participar del sistema DOORS de la CARB, que es la herramienta en línea del estado para la presentación de informes sobre vehículos todoterreno diésel, y deberán presentar una copia del informe al Departamento de Planificación del Condado de LA antes de obtener el permiso de nivelación. La documentación sobre los estándares de emisiones de equipos o la certificación nivel 4 también estará disponible físicamente en el sitio en todo momento durante las actividades de construcción.	**CDP CI-1 (Operaciones)** El Proyecto incorporará las siguientes características de ahorro de energía y emisiones como características de diseño del proyecto: • Las 360 viviendas dispondrán de paneles solares en el tejado, los cuales pueden permitir el ahorro de energía mediante la producción de energía solar y ofrecer crédito por el exceso de energía solar producida. • Cada garaje estará preparado para la carga de vehículos eléctricos. • El revestimiento de los tejados con una barrera radiante mejorará la eficiencia energética de la refrigeración. • Las ventanas de doble acristalamiento y baja emisividad bloquearán el 95% de los rayos UV y reducirán la acumulación de calor en un 64% en comparación con ventanas de vidrio común. • La mejora de las técnicas de aislamiento contribuirá a minimizar las separaciones y a mejorar las propiedades térmicas (valor R) para incrementar la eficiencia energética. • Un sistema de conductos diseñado y sellado correctamente mejorará el confort y la eficiencia. • Se incluirán termostatos programables para regular la temperatura del hogar durante todo el año. • Los calentadores de agua, refrigeradores y lavavajillas de alta eficiencia de ENERGY STAR® ayudarán a producir un ahorro de dinero al permitir un menor consumo de energía. • Toda la iluminación del sitio del Proyecto se hará con tecnología de diodos emisores de luz (LED). • El Proyecto incluirá espacios abiertos de amortiguación adyacentes a la mayoría de los usos residenciales del suelo, dentro de los cuales se incluirán senderos públicos para facilitar la circulación de peatones y ciclistas dentro del sitio.	No es significativo con mitigación
Impacto AIR-2: La construcción del Proyecto no contribuiría a un aumento neto acumulativo considerable de ningún contaminante registrado de modo que la región del Proyecto incumpla algún estándar federal o estatal aplicable de calidad del aire ambiente.	**Aplicar la medida de mitigación CI-1**	Aplicar las CDP CI-1	No es significativo con mitigación

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Impacto AIR-3: El Proyecto propuesto no expondría a los receptores sensibles a concentraciones sustanciales de agentes contaminantes.	**CI-2:** Durante las fases de construcción que impliquen cualquier alteración del suelo, el/los contratista(s) de construcción deberá(n) cumplir con el Plan de Gestión de la Coccidioidomicosis (Fiebre del Valle) del Condado de Los Ángeles de 2019: Directrices para Empleadores, así como las siguientes medidas, según sea factible, para reducir los posibles impactos de la fiebre del valle. El cumplimiento del Plan de Gestión de la Fiebre del Valle del Condado de Los Ángeles de 2019 reduciría los impactos de la fiebre del valle para los trabajadores en el lugar, así como para las comunidades vecinas fuera del sitio del Proyecto. • Los equipos, vehículos y otros elementos se limpiarán a fondo para quitar todo el polvo antes de trasladarlos fuera del sitio hacia otros lugares de trabajo. • Siempre que sea posible, los trabajos de nivelación y excavación de zanjas se programarán de forma tal que los equipos de traslado de tierra se usen mucho más adelante o a contraviento de donde se encuentren los trabajadores sobre el terreno y de los espacios sensibles cercanos. • La zona situada inmediatamente detrás de los equipos de nivelación o excavación de zanjas se rociará con agua antes de que los trabajadores se desplacen al área para evitar que se disperse polvo fuera del sitio. • En la medida de lo posible, los vehículos pesados de traslado de tierra serán de cabina cerrada y estarán equipados con un sistema de aire filtrado por partículas de alta eficiencia (HEP). • Los trabajadores recibirán capacitación sobre los procedimientos para reducir al mínimo las actividades que puedan dar lugar a la liberación de esporas de *Coccidioides immitis* en el aire dentro y fuera del sitio y para reconocer los síntomas de la fiebre del valle, y se les instruirá para que informen inmediatamente a un supervisor de los posibles síntomas de fiebre del valle relacionados con el trabajo que perciban. Las pruebas de la capacitación deberán facilitarse al Departamento de Planificación del Condado de LA en un plazo de 5 días a partir de la sesión de capacitación. • Se proporcionará un folleto informativo sobre la fiebre del valle a todo el personal de construcción en el lugar, así como a los usos sensibles vecinos fuera del sitio en un radio de 100 pies. El folleto deberá, como mínimo, proporcionar información sobre los síntomas, los efectos sobre la salud, las medidas preventivas y el tratamiento. • El personal en el lugar deberá recibir capacitación sobre el uso adecuado del equipo de protección personal, incluido el equipo respiratorio. Se proporcionarán respiradores aprobados por el Instituto Nacional de Seguridad y Salud Laboral al personal en el sitio que lo solicite. Cuando la exposición al polvo sea inevitable, se proporcionará protección respiratoria adecuada aprobada por el Instituto Nacional de Seguridad y Salud Laboral a los trabajadores afectados y a los receptores fuera del sitio. Si se considera necesaria la protección respiratoria, los empleadores deben desarrollar e implementar un programa de protección respiratoria de acuerdo con la norma de Protección Respiratoria de Cal/OSHA (Sección 5144, Título 8 del CCR).	No aplica	No es significativo con mitigación
Impacto AIR-4: La construcción y el funcionamiento del Proyecto no darían lugar a otras emisiones como las que producen malos olores que afecten negativamente a un número considerable de personas.	No aplica	No aplica	No es significativo
Recursos biológicos			
Impacto BIO-1: El Proyecto propuesto podría tener un efecto adverso sustancial, ya sea directamente o a través de modificaciones del hábitat, sobre cualquier especie identificada como candidata a estar en peligro de extinción, sensible o de estatus especial.	**BIO-1:** Las actividades de construcción y de mantenimiento de árboles relacionadas con el Proyecto deberán realizarse, en la medida de lo posible, fuera de la temporada general de reproducción de aves (del 1 de febrero al 31 de agosto). Si las actividades de construcción y de mantenimiento de árboles relacionadas con el Proyecto no pueden realizarse fuera de la temporada general de reproducción de aves, se realizará un estudio de aves nidificantes antes del inicio de las actividades mencionadas, en un plazo máximo de 7 días antes del comienzo. El estudio será realizado por un biólogo calificado y se llevará a cabo en todos los hábitats de nidificación adecuados situados en la zona de actividad, lo que incluye una zona de amortiguación de estudio de 300 pies alrededor del lugar de la actividad para tener en cuenta todas las aves potencialmente nidificantes en el sitio y en las inmediaciones. Si no se encuentran aves nidificantes, las actividades relacionadas con el Proyecto pueden comenzar sin impactos potenciales para las aves nidificantes. Si durante el estudio previo a la actividad se observan nidos activos o indicios de actividad de nidificación (p. ej., transporte de material de nidificación o alimentos), se establecerá una distancia de seguridad adecuada alrededor del nido, determinada por un biólogo calificado, para garantizar que no se produzca ningún impacto directo o indirecto en el nido. Muchas especies de aves que anidarían en la zona están acostumbradas a los entornos urbanos y a las actividades humanas, por lo que la distancia de seguridad se determinará en función de la ubicación del nido y de la tolerancia de la especie a la presencia humana. Un biólogo calificado supervisará la actividad de nidificación una vez delimitada la zona de amortiguación y durante los ruidos típicos relacionados con el Proyecto para comprobar que la zona de amortiguación esté situada adecuadamente y confirmar que la reproducción no se vea comprometida por el Proyecto. Cualquier ruido o iluminación excesivos que pudieran afectar el nido se alejarán de él lo máximo posible. La zona de amortiguación se mantendrá intacta en tanto el nido esté activo, según lo determine un biólogo calificado.	No aplica	No es significativo con mitigación

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Impacto BIO-2: El Proyecto propuesto no tendría un efecto adverso sustancial sobre ningún hábitat ribereño u otra comunidad natural sensible.	**BIO-2:** Hábitat ribereño/Recursos jurisdiccionales: Antes de expedir cualquier permiso de nivelación para impactos permanentes en las zonas designadas como características jurisdiccionales (zanja de desagüe en tierra) o hábitat ribereño, el promotor del Proyecto deberá obtener un permiso de la Sección 404 de la CWA del USACE, un certificado de la Sección 401 de la CWA de la RWQCB y un permiso de acuerdo de alteración del lecho del arroyo en virtud de la Sección 1602 del Código de Pesca y Caza de California del CDFW, cuando el proyecto lo requiera. Se incorporaría lo siguiente a la concesión de permisos, previa aprobación de los organismos reguladores: • Restauración y/o mejora dentro y/o fuera de las “aguas jurisdiccionales de los EE. UU.”/“aguas del Estado” y los humedales del USACE/RWQCB en una proporción no inferior a 1:1 para los impactos permanentes y, para los impactos temporales, restauración de la zona de impacto a las condiciones anteriores al proyecto (es decir, revegetación con especies autóctonas, cuando proceda). La restauración y/o mejora fuera del sitio en una proporción no inferior a 1:1 puede incluir la compra de créditos de mitigación en un banco de mitigación fuera del sitio aprobado por el organismo correspondiente o en un programa de cuotas de mitigación (por ejemplo, el Banco de Mitigación del Cañón de Soquel). • Restauración y/o mejora dentro y/o fuera del emplazamiento del lecho del arroyo jurisdiccional del CDFW y del hábitat ribereño asociado en una proporción no inferior a 1:1 para los impactos permanentes y, para los impactos temporales, restauración de la zona de impacto a las condiciones anteriores al proyecto (es decir, revegetación con especies autóctonas, cuando proceda). La restauración y/o mejora fuera del sitio en una proporción no inferior a 1:1 puede incluir la compra de créditos de mitigación en un banco de mitigación fuera del sitio aprobado por el organismo correspondiente o en un programa de cuotas de mitigación (por ejemplo, el Banco de Mitigación del Cañón de Soquel).	No aplica	No es significativo con mitigación
Impacto BIO-3: El Proyecto propuesto no tendría un efecto adverso sustancial sobre los humedales protegidos a nivel estatal o federal.	**Aplicar la medida de mitigación BIO-2**	No aplica	No es significativo con mitigación
Impacto BIO-4: El Proyecto propuesto no interferiría sustancialmente con el movimiento de ninguna especie nativa residente o migratoria de peces o fauna o con corredores establecidos de vida silvestre nativa residente o migratoria, ni impediría el uso de sitios de cría de fauna nativa.	**Aplicar la medida de mitigación BIO-1**	No aplica	No es significativo con mitigación
Impacto BIO-5: El Proyecto propuesto no entraría en conflicto con las políticas u ordenanzas locales que protegen los recursos biológicos, como una política u ordenanza de preservación de árboles.	No aplica	No aplica	No genera impacto
Impacto BIO-6: El Proyecto propuesto no entraría en conflicto con las disposiciones de un Plan de Conservación de Hábitats, un Plan de Conservación de Comunidades Naturales u otro plan de conservación de hábitats local, regional o estatal aprobado.	No aplica	No aplica	No genera impacto
Recursos culturales			
Impacto CUL-1: El Proyecto propuesto no causaría un cambio sustancial adverso en la importancia de algún recurso histórico de conformidad con la Sección 15064.5 de las Directrices Estatales de la CEQA.	No aplica	No aplica	No genera impacto

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Impacto CUL-2: El Proyecto propuesto no causaría un cambio sustancial adverso en la importancia de algún recurso arqueológico de conformidad con la Sección 15064.5.	**CUL-1:** Antes del inicio de las actividades que alterarán el suelo, se contratará a un arqueólogo calificado (definido como aquel que cumple los Estándares de Calificación Profesional de la Secretaría del Interior en el ámbito de la arqueología) en caso de producirse un hallazgo arqueológico y para que lleve a cabo una concientización con respecto a los recursos culturales para todo el personal de construcción. Se informará al personal de construcción sobre los tipos de recursos arqueológicos que pueden encontrarse, los procedimientos adecuados que deben respetarse en caso de un hallazgo involuntario de recursos arqueológicos o restos humanos, y las precauciones de seguridad que deben tomarse al trabajar con supervisores arqueológicos. El condado se asegurará de que el personal de construcción esté disponible para la capacitación y asista a ella, y conservará la documentación que demuestre la asistencia. Antes de la aprobación del plan de nivelación, se proporcionará una copia del contrato al Departamento de Planificación del Condado de Los Ángeles. **CUL-2:** En caso de que se descubran recursos arqueológicos históricos (p. ej., botellas, cimientos, vertederos de deshechos/letrinas, vías férreas, etc.) o prehistóricos (p. ej., chimeneas, elementos fúnebres, herramientas de piedra, restos de conchas y huesos de fauna, etc.), se detendrán las actividades de alteración del suelo en las proximidades del hallazgo y se notificará a un arqueólogo calificado. El arqueólogo calificado establecerá una zona de amortiguación adecuada alrededor del hallazgo, donde no se permitirá continuar con las actividades de construcción hasta que se hayan recuperado los elementos descubiertos. Se permitirá que las obras continúen fuera de la zona de amortiguación. Todos los recursos arqueológicos desenterrados por las actividades de construcción del Proyecto serán evaluados por el arqueólogo calificado. El condado consultará a los representantes de los pueblos indígenas para determinar el tratamiento de los elementos prehistóricos u originarios con el fin de garantizar que se tengan en cuenta los valores culturales atribuidos al elemento, más allá de su valor a nivel científico. Si el arqueólogo calificado determina que un elemento constituye un “recurso histórico” de conformidad con la Sección 15064.5(a) de las Directrices Estatales de la CEQA o un “recurso arqueológico único” de conformidad con la Sección 21083.2(g) del Código de Recursos Públicos, el arqueólogo coordinará con el promotor y el condado el desarrollo de un plan de tratamiento formal que sirva para reducir los impactos sobre los elementos. El plan de tratamiento establecido para los elementos se ajustará a la Sección 15064.5(f) de las Directrices Estatales de la CEQA para los recursos históricos y a la Sección 21083.2(b) del Código de Recursos Públicos para los recursos arqueológicos únicos. Si la conservación in situ no es factible, el tratamiento puede incluir la realización de excavaciones de recuperación de datos arqueológicos para extraer el elemento, además de su posterior procesamiento y análisis en laboratorio. El plan de tratamiento incluirá medidas relativas a la conservación de los elementos recuperados que pueden incluir la conservación en una institución pública, acreditada, sin fines de lucro y con interés en la investigación de los materiales, como el Museo de Historia Natural de Los Ángeles, en caso de que dicha institución esté de acuerdo en recibir el material. Si ninguna institución acreditada acepta los materiales, pueden donarse a una escuela local o a una sociedad histórica de la zona con fines educativos. El arqueólogo calificado determinará la necesidad de realizar un seguimiento arqueológico de la construcción en las proximidades del hallazgo a partir de ese momento. Este profesional también redactará un informe final y completará los formularios correspondientes del Departamento de Parques y Recreación de California que tienen que ver con sitios de desarrollo una vez concluido el tratamiento o cualquier monitoreo arqueológico de la construcción. El informe incluirá una descripción de los elementos desenterrados (en caso de haber alguno), el tratamiento de los elementos, los resultados del procesamiento de los artefactos, el análisis y la investigación, y la evaluación de los elementos en consonancia con el Registro de Recursos Históricos de California. El informe y los formularios serán presentados por el promotor al condado, al Centro de Información Costera del Centro Sur y a los representantes de otros organismos relevantes o interesados para señalar la finalización satisfactoria del proyecto y de las medidas de mitigación requeridas.	No aplica	No es significativo con mitigación
Impacto CUL-3: El Proyecto propuesto no alteraría ningún resto humano, incluidos aquellos enterrados fuera de espacios designados como cementerios.	**CUL-3:** Si se encuentran restos humanos durante el desarrollo del Proyecto, de acuerdo con la Sección 7050.5 del Código de Salud y Seguridad del Estado, no se realizarán más alteraciones hasta que el forense del condado haya realizado las investigaciones necesarias sobre el origen y la disposición de los hallazgos de acuerdo con la Sección 5097.98 del Código de Recursos Públicos. Si se descubren restos humanos durante las actividades de excavación, se seguirá el siguiente procedimiento: • Detener inmediatamente la actividad y ponerse en contacto con el forense del condado. • Si se determina que los restos son de ascendencia indígena, el forense dispondrá de 24 horas para notificarlo a la NAHC. • La NAHC notificará inmediatamente a la persona que crea que es el descendiente más probable (MLD) de la persona indígena fallecida. • El MLD dispondrá de 48 horas para hacer recomendaciones al propietario del Proyecto, o a su representante, para el tratamiento o la manipulación, con la debida dignidad, de los restos humanos y el ajuar funerario. • Si el propietario no acepta las recomendaciones del MLD, el propietario o el MLD pueden solicitar la mediación de la NAHC.	No aplica	No es significativo con mitigación

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Energía			
Impacto ENE-1: El Proyecto propuesto no causaría derroche, ineficiencia o consumo innecesario de energía durante la construcción o la operación.	No aplica	No aplica	No es significativo
Impacto ENE-2: El Proyecto propuesto no entraría en conflicto ni obstaculizaría un plan estatal o local de energías renovables o eficiencia energética.	No aplica	No aplica	No es significativo
Geología y suelos			
Impacto GEO-1: El Proyecto propuesto no causaría directa o indirectamente posibles efectos adversos sustanciales, incluido el riesgo de pérdida, lesión o muerte como consecuencia de lo siguiente: i Profundización de una falla sísmica conocida, tal como se indica en el Mapa de Zonificación de Fallas Sísmicas de Alquist-Priolo más reciente emitido por el geólogo del estado para la zona en cuestión o basado en otras pruebas sustanciales de una falla conocida (ver la Publicación Especial 42 de la División de Minas y Geología) ii. Fuertes temblores sísmicos del suelo iii. Fallas del terreno relacionadas con los seísmos, incluida la licuefacción iv. Derrumbes	**GEO-1:** Antes de la emisión de un permiso de nivelación, el promotor preparará y obtendrá la aprobación por parte del Departamento de Obras Públicas del Condado de Los Ángeles (LACDPW) de un Informe final de investigación de ingeniería geotécnica basado en el diseño final del Proyecto y los planos de nivelación a escala 40 para abordar el diseño específico de los cimientos del Proyecto. Es posible que se requiera trabajo de campo específico, recomendaciones geotécnicas adicionales o modificadas y pruebas de laboratorio en relación con la preparación del Informe final de investigación de ingeniería geotécnica, a fin de cumplir con las recomendaciones contenidas en el Resumen actualizado de la evaluación geotécnica y estudio de factibilidad, Desarrollo residencial propuesto, Porciones del campo de golf Royal Vista, Rowland Heights, California (26 de julio de 2021), del Informe adicional geotécnico y respuesta a los comentarios de la revisión geotécnica con respecto al Desarrollo residencial propuesto, Porciones del campo de golf Royal Vista, Rowland Heights, condado de Los Ángeles, California (1 de mayo de 2023), y de la Respuesta a los comentarios de la revisión geotécnica con fecha del 31 de mayo de 2023 relacionada con el Desarrollo residencial propuesto, Porciones del campo de golf Royal Vista, Rowland Heights, California (7 de julio de 2023). El promotor deberá cumplir con las condiciones contenidas en la Carta de aprobación del informe de geología y suelos del LACDPW para el Proyecto, y las posteriores enmiendas o modificaciones realizadas por el LACDPW. Además, los planos finales de nivelación, drenaje y control de erosión del Proyecto deben ser revisados y aprobados por el LACDPW antes de la emisión de un permiso de nivelación.	No aplica	No es significativo con mitigación
Impacto GEO-2: El Proyecto propuesto no provocaría una erosión sustancial del suelo ni la pérdida de la capa superior del suelo.	No aplica	No aplica	No es significativo
Impacto GEO-3: El Proyecto propuesto no se ubicaría en una unidad geológica o porción de suelo inestable, o suelo que se volvería inestable como resultado del Proyecto, y no causaría potencialmente un deslizamiento de tierra dentro o fuera del sitio, una expansión lateral, un hundimiento, una licuefacción o un colapso.	**Aplicar la medida de mitigación GEO-1**	No aplica	No es significativo con mitigación
Impacto GEO-4: El Proyecto propuesto no se ubicaría en suelo expansivo, según se define en la Tabla 18-1-B del Código Uniforme de la Construcción (1994), con lo que no crearía riesgos sustanciales directos o indirectos para la vida o la propiedad.	**Aplicar la medida de mitigación GEO-1**	No aplica	No es significativo con mitigación
Impacto GEO-5: El Proyecto propuesto no tendría suelos incapaces de soportar adecuadamente el uso de sistemas de tratamiento de aguas residuales donde no hay alcantarillado disponible para la eliminación de aguas residuales.	No aplica	No aplica	No genera impacto
Impacto GEO-6: El Proyecto propuesto no destruiría directa ni indirectamente un recurso o yacimiento paleontológico único o una formación geológica única.	**GEO-2:** Antes de la emisión del permiso de nivelación, el promotor deberá contratar a un paleontólogo que cumpla los requisitos de la definición de paleontólogo profesional calificado de la Sociedad de Paleontología de Vertebrados (SVP, 2010) para llevar a cabo todas las medidas de mitigación relacionadas con los recursos paleontológicos y proporcionar una copia del contrato ante el Departamento de Planificación del Condado de LA. Antes del inicio de las actividades de alteración del suelo, el paleontólogo calificado o la persona que este designe impartirá una capacitación sobre concientización con respecto a los recursos paleontológicos para todo el personal de construcción. Se informará al personal de construcción sobre cómo identificar los tipos de recursos paleontológicos que pueden encontrarse, los procedimientos adecuados que deben respetarse en caso de un hallazgo involuntario de recursos paleontológicos y las precauciones de seguridad que deben tomarse al trabajar con supervisores paleontológicos. El promotor se asegurará de que el personal de construcción esté disponible para la capacitación y asista a ella, y conservará la documentación que demuestre la asistencia. **GEO-3:** Un supervisor paleontológico calificado (SVP, 2010), que trabaje bajo la supervisión directa del paleontólogo calificado, realizará un seguimiento paleontológico de las tres formaciones de acuerdo con las siguientes pautas: Durante todas las actividades de alteración del suelo del aluvión del Cuaternario hechas por debajo de los 5 pies de profundidad; a todas las profundidades en el miembro Yorba de la formación Puente; y en las excavaciones iniciales en el miembro de arenisca Soquel de la formación Monterrey. El monitoreo dentro del miembro de arenisca Soquel de la formación Monterey puede interrumpirse o ampliarse en función de las condiciones geológicas en la superficie en profundidad. El monitoreo consistirá en inspeccionar visualmente las exposiciones frescas de roca en busca de restos	No aplica	No es significativo con mitigación

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
	fósiles más grandes y, cuando corresponda, recolectar muestras de sedimento para realizar un cribado en húmedo o en seco a fin de analizar la perspectiva del hallazgo de restos fósiles más pequeños. Si el paleontólogo calificado determina que ya no se justifica continuar con un seguimiento a tiempo completo en función de las condiciones geológicas específicas de la superficie o de la profundidad, podrá recomendar que el monitoreo se reduzca a inspecciones puntuales periódicas o que cese por completo. **GEO-4:** Si se encuentra un elemento que se considere un potencial fósil, se permitirá al supervisor paleontológico desviar o redirigir temporalmente las actividades de nivelación y excavación en la zona del supuesto fósil expuesto para facilitar la evaluación del hallazgo. Se establecerá una zona de amortiguación adecuada alrededor del hallazgo en la que no se permitirá la continuación de las actividades de construcción. Se permitirá que las obras continúen fuera de la zona de amortiguación. A discreción del supervisor, y para reducir cualquier retraso en la construcción, el contratista de nivelación y excavación ayudará a retirar muestras de roca/sedimento para su procesamiento y evaluación iniciales. Si se determina que el fósil es significativo, el paleontólogo calificado pondrá en marcha un programa de recuperación paleontológica para retirar los elementos de donde están ubicados siguiendo las directrices del SVP (2010). Todos los fósiles encontrados y recuperados serán preparados hasta el punto de identificación, catalogados y conservados en una institución pública sin fines de lucro con un interés de investigación en el material y con un sistema de almacenamiento temporal, como el Museo de Historia Natural del Condado de Los Ángeles, si dicha institución está de acuerdo en aceptar los fósiles. Si ninguna institución acepta el almacenamiento de fósiles, estos se donarán a una escuela de la zona con fines educativos. Las notas, mapas y fotografías que los acompañen también se archivarán en el repositorio o en la escuela. Si el personal de construcción descubre algún potencial fósil durante la construcción mientras el supervisor paleontológico no está presente, independientemente de la profundidad del trabajo o la ubicación, el trabajo deberá cesar en un radio de 50 pies de la locación del hallazgo hasta que el paleontólogo calificado haya evaluado el descubrimiento y recomendado e implementado el tratamiento adecuado como se describe anteriormente en esta medida. **GEO- 5:** Al término de la supervisión paleontológica y antes de la emisión de la autorización de nivelación, el paleontólogo calificado preparará un informe en el que se resuman los resultados de las actividades de supervisión y recuperación, la metodología empleada en dichas actividades y una descripción de los fósiles recogidos y su importancia. El promotor presentará el informe al Departamento de Planificación del Condado de Los Ángeles y al Museo de Historia Natural del Condado de Los Ángeles.		
Emisiones de gases de efecto invernadero			
Impacto GEI-1: El Proyecto propuesto generaría emisiones de gases de efecto invernadero, directa o indirectamente, que podrían tener un impacto significativo en el medioambiente.	**Aplicar las medidas de mitigación TR-1 y TR-2**	**CPD GEI-1:** Medidas no cuantificables de reducción de GEI. Cada unidad habitable incorporará las siguientes características de diseño: • Las 360 viviendas dispondrán de paneles solares en el tejado, los cuales pueden permitir el ahorro de energía mediante la producción de energía solar y ofrecer crédito por el exceso de energía solar producida. • Cada garaje estará preparado para la carga de vehículos eléctricos. • El revestimiento de los tejados con una barrera radiante mejorará la eficiencia energética de la refrigeración. • Las ventanas de doble acristalamiento y baja emisividad bloquearán el 95 por ciento de los rayos UV. • Se mejorarán las técnicas de aislamiento para contribuir a minimizar las separaciones y a mejorar las propiedades térmicas (valor R) para incrementar la eficiencia energética. • Se incorporará un sistema de conductos diseñado y sellado correctamente para mejorar el confort y la eficiencia. • Se incluirán termostatos programables para regular la temperatura del hogar durante todo el año. • Se establecerán espacios abiertos de amortiguación adyacentes a la mayoría de las construcciones residenciales existentes, donde se incluirán senderos públicos para facilitar la circulación de peatones y ciclistas dentro del sitio del Proyecto, tal como se representa en el Plano preliminar de habilitación de subdivisión aprobado.	No aplica

TABLA RE-2
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IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
		• Para incorporar el teletrabajo, cada unidad residencial tendría el tamaño adecuado para alojar una oficina y estaría equipada con nuevos y eficientes sistemas de cableado para Internet y teléfono (medida de transporte T-4 del Manual sobre GEI de la CAPCOA, 2021). **CPD GEI-2:** Medidas cuantificables de reducción de GEI. El proyecto incorporará las siguientes características de diseño: • Cada unidad estará equipada con un calentador de agua, un refrigerador y un lavavajillas de alta eficiencia ENERGY STAR® (medida de energía E-2 del Manual sobre GEI de la CAPCOA, 2021). • Toda la iluminación del sitio del Proyecto se hará con tecnología de diodos emisores de luz (LED) (medida de energía E-2 del Manual sobre GEI de la CAPCOA, 2021). • El Proyecto propuesto no incluiría ninguna infraestructura de gas natural (medida de energía E-15 del Manual sobre GEI de la CAPCOA, 2021). • La electricidad sería suministrada por Clean Power Alliance y sería 100 por ciento renovable, a menos que los residentes opten por otro suministro (medida de energía E-11 del Manual sobre GEI de la CAPCOA, 2021). Grifos de agua de bajo flujo y paisaje natural (medida de agua A-5 del Manual sobre GEI de la CAPCOA, 2021).	
Impacto GEI-2: El Proyecto propuesto entraría en conflicto con cualquier plan, política, regulación o recomendación aplicable de un organismo competente adoptada con el propósito de reducir las emisiones de GEI.	**Aplicar las medidas de mitigación TR-1 y TR-2**	No aplica	No aplica
Riesgos y materiales peligrosos			
Impacto PEL-1: El Proyecto propuesto no crearía un peligro significativo para el público o el medioambiente a través del transporte, almacenamiento, producción, uso o eliminación rutinarios de materiales peligrosos, o a través de alteraciones y accidentes razonablemente previsibles que impliquen la liberación de materiales o residuos peligrosos en el medioambiente.	**PEL 1:** Plan de Gestión del Suelo. El promotor exigirá que su(s) contratista(s) elabore(n) y aplique(n) un Plan de Gestión del Suelo (PGS) para la gestión del suelo y del gas del suelo antes de realizar cualquier actividad de alteración del suelo en las proximidades de las instalaciones de mantenimiento. El PGS incluirá, como mínimo, lo siguiente: • Una descripción del sitio de emplazamiento, incluidos los materiales peligrosos que puedan encontrarse. • Las funciones y responsabilidades de los trabajadores que realicen sus tareas en el sitio y de los supervisores. • Una capacitación para los trabajadores centrada en el reconocimiento de materiales peligrosos y cómo se debe responder ante ellos. • Protocolos para las pruebas, manipulación, extracción, transporte y eliminación de todos los materiales excavados de forma segura, adecuada y legal. • En caso de que se encuentren materiales peligrosos, una notificación a la agencia reguladora local competente, en la que se documente que las actividades en el lugar se llevaron a cabo de acuerdo con el PGS. El PGS se presentará ante al Departamento de Obras Públicas del Condado de Los Ángeles para su revisión y aprobación antes de la expedición de un permiso de nivelación.	No aplica	No es significativo con mitigación
Impacto PEL-2: En el Proyecto propuesto, no se liberarían emisiones peligrosas ni se manejarían materiales, sustancias o desechos peligrosos o sumamente peligrosos a menos de un cuarto de milla de una escuela existente o planificada.	No aplica	No aplica	No es significativo
Impacto PEL-3: El Proyecto propuesto no se ubicaría en un sitio incluido en una lista de sitios con materiales peligrosos confeccionada de conformidad con la Sección 65962.5 del Código de Gobierno, por lo que no crearía un peligro significativo para el público o el medioambiente.	No aplica	No aplica	No genera impacto

TABLA RE-2
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IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Impacto PEL-4: El Proyecto propuesto no estará ubicado en un terreno con propósito aeroportuario ni, en caso en que tal plan no haya sido adoptado, dentro de un radio de dos millas alrededor de un aeropuerto público o un aeropuerto de uso público. El Proyecto no implicaría un peligro para la seguridad o ruido excesivo para las personas que residen o trabajan en el área.	No aplica	No aplica	No genera impacto
Impacto PEL-5: El Proyecto propuesto no perjudicaría la implementación ni interferiría físicamente con un plan de respuesta de emergencia adoptado o un plan de evacuación de emergencia.	**Aplicar la medida de mitigación TR-3**	No aplica	No es significativo con mitigación
Impacto PEL-6: El Proyecto propuesto no expondría a las personas o estructuras, ya sea directa o indirectamente, a un riesgo significativo de pérdida, lesión o muerte relacionado con incendios forestales.	No aplica	No aplica	No es significativo
Hidrología y calidad del agua			
Impacto HIDRO-1: El Proyecto propuesto no infringiría ninguna norma de calidad del agua ni los requisitos de vertido de residuos, ni degradaría sustancialmente de otro modo la calidad de las aguas superficiales o subterráneas.	**Aplicar la medida de mitigación PEL-1**	No aplica	No es significativo con mitigación
Impacto HIDRO-2: El Proyecto propuesto no agotaría sustancialmente los suministros de aguas subterráneas ni interferiría sustancialmente con la reposición de aguas subterráneas de manera que se impida la gestión sostenible de la cuenca.	No aplica	No aplica	No es significativo
Impacto HIDRO-3: El Proyecto propuesto no alteraría sustancialmente el patrón de drenaje existente del sitio o área, ni siquiera a través de la alteración del curso de un arroyo o río o a través de la adición de superficies impermeables, de manera tal que diera lugar a la erosión sustancial o sedimentación dentro o fuera del sitio, o a través del aumento de la velocidad o cantidad de escorrentía superficial, de manera tal que diera lugar a inundaciones dentro o fuera del sitio. El Proyecto propuesto no crearía ni aportaría agua de escorrentía que excediera la capacidad de los sistemas de drenaje de aguas pluviales existentes o previstos ni proporcionaría fuentes adicionales sustanciales de escorrentía contaminada. El Proyecto propuesto no obstaculizaría ni redirigiría los flujos de agua de inundación.	No aplica	No aplica	No es significativo
Impacto HIDRO-4: El Proyecto propuesto no supondría el riesgo de liberar contaminantes como resultado de una inundación o por estar ubicado dentro de una zona de riesgo de inundación, tsunami o seiche.	No aplica	No aplica	No es significativo
Impacto HIDRO-5: El Proyecto propuesto no entraría en conflicto ni obstaculizaría la aplicación de un plan de control de la calidad del agua o de un plan de gestión sostenible de las aguas subterráneas.	No aplica	No aplica	No genera impacto
Uso del suelo			
Impacto USS-1: El Proyecto propuesto no dividiría físicamente una comunidad establecida.	No aplica	No aplica	No es significativo
Impacto USS-2: El Proyecto propuesto no causaría un impacto ambiental significativo debido a un conflicto con algún plan, política o reglamento de uso del suelo adoptado con el fin de evitar o mitigar un efecto ambiental.	No aplica	No aplica	No es significativo

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Recursos minerales			
Impacto RM-1: El Proyecto propuesto no causaría la pérdida de disponibilidad de un recurso mineral conocido que constituya un valor para la región y los residentes del estado.	No aplica	No aplica	No es significativo
Impacto RM-2: El Proyecto propuesto no causaría la pérdida de disponibilidad de un sitio de extracción de recursos minerales de importancia local delineado en un plan general local, un plan específico u otro plan de uso del suelo.	No aplica	No aplica	No genera impacto
Ruido			
Impacto RUI-1: El Proyecto propuesto generaría un aumento sustancial temporal o permanente de los niveles de ruido ambiental en las proximidades del Proyecto por encima de los estándares establecidos en el Plan General del Condado o en la ordenanza sobre ruido (Código del Condado de Los Ángeles, Título 12, Capítulo 12.08), o por encima de los estándares aplicables de otros organismos durante las actividades de construcción o durante las operaciones.	**RUI-1:** Antes de la emisión de un permiso de nivelación, se erigirán barreras temporales contra el ruido de construcción a lo largo del límite del Proyecto para separar el área de construcción activa en el sitio y los receptores sensibles fuera del sitio dentro de un radio de 200 pies de distancia del límite del Proyecto. Dichas barreras acústicas tendrán una altura mínima de 10 pies sobre el suelo para bloquear la línea de visión directa del área de construcción activa en el lugar. Las barreras provisionales incluirán mantas acústicas con una clasificación mínima de clase de transmisión del sonido (STC) de 25 y un coeficiente de reducción del ruido (NRC) de 0.75. Las barreras acústicas temporales deberán lograr una reducción mínima de 12 dBA del ruido de la construcción. **RUI-2:** Antes de emitir los permisos de nivelación, el promotor del condado/Proyecto incorporará las siguientes medidas como nota en la portada del plano de nivelación: • Los equipos de construcción, ya sean fijos o móviles, deberán estar equipados con silenciadores de ruido que funcionen correctamente y se mantengan adecuadamente en consonancia con los estándares de fabricación y que sean capaces de reducir los niveles de ruido de los equipos al menos 3 dBA. • Durante la construcción del Proyecto, las zonas de obra deberán estar situadas a la mayor distancia posible de los usos sensibles fuera del sitio. • El contratista del Proyecto colocará todos los equipos de construcción estacionarios de modo tal que el ruido se emita en dirección opuesta a la de los receptores sensibles más cercanos al sitio del Proyecto, siempre que sea factible. **RUI-3:** Para las mejoras fuera del sitio relacionadas con la instalación de señales de tránsito, el contratista deberá instalar barreras acústicas temporales, antes de la expedición de los permisos de nivelación y construcción, entre la zona de construcción activa y los receptores sensibles al ruido fuera del sitio del Proyecto. Las barreras acústicas móviles deberán lograr reducciones del nivel sonoro de un mínimo de 10 dBA entre los lugares de construcción del Proyecto y la ubicación de los receptores sensibles. Estas barreras acústicas temporales se utilizarán para bloquear la línea de visión entre el motor de la grúa y los receptores sensibles al ruido a un nivel de elevación similar. Se debe poder reubicar las barreras con el fin de bloquear el ruido para el receptor sensible a medida que las actividades de construcción se desplacen a lo largo de los límites del Proyecto. No es necesario instalar una barrera acústica si ello supone un riesgo para la seguridad o impide de forma injustificada el acceso a la zona de construcción a juicio del jefe de obra, por ejemplo, en zonas con un espacio de maniobra o un acceso limitados para los equipos. Cualquier barrera capaz de una reducción superior a 12 dBA requeriría una mayor altura y un aislamiento acústico más pesado, lo que haría inviable la movilidad de la barrera y causaría problemas de seguridad relacionados con su estabilidad. Además, las barreras acústicas solo serán eficaces si bloquean la línea de visión de los receptores sensibles. El contratista proporcionará documentación que dé cuenta del cumplimiento de esta medida.	**CDP RUI-1:** Las actividades de construcción que se realicen como parte del Proyecto estarán sujetas a las limitaciones que establecen que las actividades de construcción pueden tener lugar entre las 7:00 a. m. y las 7:00 p. m. de lunes a sábados. No se permitirán actividades de construcción fuera de este horario o los domingos y feriados nacionales, a menos que la autoridad responsable de la construcción o su representante autorizado conceda una exención temporal.	No aplica
Impacto RUI-2: El Proyecto propuesto no daría lugar a la generación de niveles excesivos de vibración o ruido en el suelo.	**RUI-4:** Durante la construcción, no se utilizarán hincadores de pilotes vibratorios ni rodillos vibratorios a menos de 75 pies de edificios residenciales adyacentes al sitio del Proyecto.	**Aplicar las CDP RUI-1**	No es significativo con mitigación
Impacto RUI-3: El Proyecto propuesto no estará situado en las proximidades de una pista de aterrizaje privada o de un terreno con un propósito aeroportuario ni, en caso en que tal plan no haya sido adoptado, dentro de un radio de dos millas alrededor de un aeropuerto público o un aeropuerto de uso público; por lo tanto, no expondría a las personas que residen o trabajan en la zona del Proyecto a niveles de ruido excesivos.	No aplica	No aplica	No genera impacto
Población y vivienda			
Impacto POB-1: El Proyecto propuesto no induciría un crecimiento demográfico sustancial no planificado en una zona, ni directamente (por ejemplo, con nuevas viviendas y negocios) ni indirectamente (por ejemplo, mediante la ampliación de carreteras u otras infraestructuras).	No aplica	No aplica	No es significativo

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Impacto POB-2: El Proyecto propuesto no desplazaría a un número sustancial de personas o viviendas existentes, especialmente viviendas asequibles, de modo que se requiera la construcción de viviendas en otro lugar para sustituirlas.	No aplica	No aplica	No genera impacto
Servicios públicos			
Impacto SP-1: El Proyecto propuesto no generaría impactos físicos adversos sustanciales asociados con la provisión de instalaciones gubernamentales nuevas o físicamente alteradas, ni con la necesidad de alterar físicamente instalaciones gubernamentales o crear nuevas, cuya construcción podría causar impactos ambientales significativos, con el fin de mantener ratios de servicio aceptables, tiempos de respuesta aceptables u otros objetivos de rendimiento para la protección contra incendios.	Aplicar la medida de mitigación TR-3	No aplica	No es significativo con mitigación
Impacto SP-2: El Proyecto propuesto no generaría impactos físicos adversos sustanciales asociados con la provisión de instalaciones gubernamentales nuevas o físicamente alteradas, ni con la necesidad de alterar físicamente instalaciones gubernamentales o crear nuevas, cuya construcción podría causar impactos ambientales significativos, con el fin de mantener ratios de servicio aceptables, tiempos de respuesta aceptables u otros objetivos de rendimiento para la protección policial del condado.	Aplicar la medida de mitigación TR-3	No aplica	No es significativo con mitigación
Impacto SP-3: El Proyecto propuesto no generaría impactos físicos adversos sustanciales asociados con la provisión de instalaciones gubernamentales nuevas o físicamente alteradas, ni con la necesidad de alterar físicamente instalaciones gubernamentales o crear nuevas, cuya construcción podría causar impactos ambientales significativos, con el fin de mantener ratios de servicio aceptables, tiempos de respuesta aceptables u otros objetivos de rendimiento de las escuelas.	No aplica	No aplica	No es significativo
Impacto SP-4: El Proyecto propuesto no generaría impactos físicos adversos sustanciales asociados con la provisión de instalaciones gubernamentales nuevas o físicamente alteradas, ni con la necesidad de alterar físicamente instalaciones gubernamentales o crear nuevas, cuya construcción podría causar impactos ambientales significativos, con el fin de mantener ratios de servicio aceptables, tiempos de respuesta aceptables u otros objetivos de rendimiento de los parques.	No aplica	No aplica	No es significativo
Impacto SP-5: El Proyecto propuesto no generaría impactos físicos adversos sustanciales asociados con la provisión de instalaciones gubernamentales nuevas o físicamente alteradas, ni con la necesidad de alterar físicamente instalaciones gubernamentales o crear nuevas, cuya construcción podría causar impactos ambientales significativos, con el fin de mantener ratios de servicio aceptables, tiempos de respuesta aceptables u otros objetivos de rendimiento de las bibliotecas.	No aplica	No aplica	No es significativo
Recreación			
Impacto REC-1: El Proyecto propuesto no aumentaría el uso de los parques vecinales y regionales existentes ni de otras instalaciones recreativas de forma que se produjera o acelerara un deterioro físico sustancial de las instalaciones.	No aplica	No aplica	No es significativo

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Impacto REC-2: El Proyecto no incluiría instalaciones recreativas ni requeriría la construcción o ampliación de tales instalaciones de modo que pudiera producirse un efecto físico adverso sobre el medioambiente.	No aplica	No aplica	No es significativo
Transporte			
Impacto TR-1: El Proyecto no entraría en conflicto con un programa, plan, ordenanza o política que aborde el sistema de circulación, incluidas las instalaciones para el tránsito, las carreteras, las bicicletas y los peatones.	No aplica	No aplica	No es significativo
Impacto TR-2: El Proyecto entraría en conflicto o sería incompatible con la Sección 15064.3, Subdivisión (b) de las Directrices Estatales de la CEQA.	**TR 1:** Implementar un programa de transporte subsidiado o con descuento Con el fin de fomentar el uso del sistema ferroviario de cercanías Metrolink y reducir las VMT relacionadas con los desplazamientos en la región, el promotor/la Asociación de Propietarios (HOA) proporcionará una subvención de reembolso de hasta el 50 por ciento del costo de un pase mensual Metrolink por unidad residencial durante cinco (5) años (el promotor administrará y financiará el programa de subvención de reembolso durante los primeros tres [3] años, momento en el que la HOA se hará cargo de la administración y la financiación). En consonancia con las directrices proporcionadas en el Manual de 2021, que establece que los proyectos pueden estar ubicados a un máximo de dos (2) millas de distancia de un servicio de transporte de alta calidad cuando el acceso se realiza en bicicleta, el promotor también proporcionará una bicicleta eléctrica con la compra de cada unidad habitable con el fin de respaldar la eficacia de esta medida. Cabe señalar que los pases mensuales para el sistema Metrolink se venden en función de las estaciones específicas de origen y destino, tanto a efectos de costo como de emisión de pasajes (por ejemplo, un pase mensual de Industry Station a L.A. Union Station cuesta aproximadamente $238.00, mientras que un pase mensual de Industry Station a Riverside – Downtown Station cuesta aproximadamente $259.00). Dado que las estaciones de destino de los futuros residentes no pueden determinarse de antemano, no es factible que el promotor compre y distribuya pases por adelantado junto con la compra de cada unidad habitable. En su lugar, el promotor/la HOA anunciará el programa de subsidios a los futuros residentes en el momento de la compra y una vez al año durante los años restantes del programa de subsidios. Dado que el costo total de los pases de transporte no puede determinarse de antemano, el costo total anual del reembolso del subsidio al propietario por los pases Metrolink no superará los $20,250.00 para el promotor/la HOA. El Proyecto también cuenta con transporte público de autobuses. Como se describe en la Sección 3.2, el servicio de transporte público de autobuses en las inmediaciones es brindado por Foothill Transit. Hay paradas de autobús público en las intersecciones de Fairway Drive-Brea Canyon Cutoff Road/Colima Road y Lake Canyon Drive/Colima Road, con un servicio aproximadamente cada 20 o 30 minutos durante las horas de mayor circulación. Por lo tanto, además de los subsidios de Metrolink, el promotor/la HOA también proporcionará un subsidio de reembolso de hasta el 50 por ciento del costo de un pase mensual de autobús de Foothill Transit por unidad residencial durante cinco (5) años (el promotor del proyecto administrará y financiará el programa de subsidio de reembolso durante los primeros tres [3] años, momento en el cual la HOA se hará cargo de la administración y financiación) con el fin de fomentar el uso del transporte en autobús y reducir las VMT residenciales en la región. Un pase de autobús de 31 días de Foothill Transit cuesta aproximadamente $60.00. El promotor/la HOA anunciará el programa de subsidios a los futuros residentes en el momento de la compra y una vez al año durante los años restantes del programa de subsidios. Dado que el costo total de los pases de transporte no puede determinarse de antemano, el costo total anual del reembolso del subsidio al propietario por los pases de autobús de Foothill Transit no superará los $24,750.00 para el promotor/la HOA. El total anual de subsidios de reembolso de transporte (Metrolink y Foothill Transit) cubiertos por el promotor/la HOA no excederá los $45,000 por año durante el período de cinco (5) años. El promotor/la HOA redactará un informe que presentará ante los Departamentos de Obras Públicas y Planificación del Condado de Los Ángeles seis (6) meses antes del final del quinto año, en el que detallará el uso del programa de subsidios al transporte. El condado determinará, en un plazo de 90 días, si el programa de subsidios al transporte debe continuar implementándose durante cinco (5) años más o no. En ningún caso el programa de subsidios al transporte público estará vigente más de 10 años en total. Para asegurar la transferencia del programa de subsidio de tránsito, el subdivisor deberá proporcionar en los CC&R un método para el mantenimiento, administración y operación continua del fondo durante el período especificado, a satisfacción del Director de Planificación. **TR-2:** Bicicletas eléctricas. El promotor proporcionará una bicicleta eléctrica junto con la compra de cada unidad habitable al cierre de la plica. Se espera que el suministro de bicicletas eléctricas respalde la aplicación del programa de subsidios al transporte público al proporcionar una conexión alternativa de último tramo con la estación Industry de Metrolink, que se encuentra cerca.	**CPD T-1**. Aumentar la densidad residencial Esta medida tiene en cuenta la reducción de las VMT lograda por un proyecto diseñado con una mayor densidad (densidad residencial de 2.72 viviendas por acre) de unidades habitables en comparación con la densidad residencial media del país. Cuando las reducciones se calculan a partir de una línea de base derivada de un modelo de demanda de viajes, se usa la densidad residencial de la TAZ pertinente para la comparación. El aumento de la densidad tiene un impacto en la distancia que recorren las personas y ofrece mayores opciones en cuanto al modo de desplazamiento que eligen. El aumento de la densidad residencial se traduce en desplazamientos más cortos y menos frecuentes en vehículos de un solo ocupante y, por lo tanto, en una reducción de las VMT. Las VMT generadas por el Proyecto se derivan de la Herramienta de VMT del condado, que se basa en los datos del modelo de demanda de viajes de la SCAG. En consecuencia, la reducción potencial de las VMT del Proyecto se determina comparando la densidad residencial sin y con el desarrollo residencial propuesto por el Proyecto para las Áreas de planificación 1, 2 y 3, y comparando la densidad residencial de las TAZ sin y con el desarrollo residencial propuesto para el Área de planificación 5. La densidad residencial de cada TAZ se determinó a partir de los datos de parcela obtenidos de la Oficina del Tasador del Condado de Los Ángeles, que informa del tipo de desarrollo residencial (p. ej., unifamiliar, dúplex, multifamiliar), el número de unidades y la superficie en acres de cada parcela. **CPD T-2.** Ubicar el proyecto cerca de una bicisenda/carril exclusivo para bicicletas Esta medida exige que los proyectos se sitúen a una distancia máxima de 0.5 millas de una bicisenda o carril exclusivo para bicicletas existente de clase I o clase II. Los proyectos diseñados en torno a una instalación para bicicletas existente o prevista fomentan la sustentabilidad. El diseño del proyecto debe incluir una red comparable que conecte los espacios de uso del proyecto con las instalaciones existentes fuera del sitio que lo unen con los destinos de trabajo/comerciales. El sitio del Proyecto propuesto se encuentra a una distancia de 0.5 millas de las bicisendas de clase I existentes a lo largo de Fairway Drive y Golden Springs Road. Como se indica en la Sección 3.1.2, se han planificado futuras bicisendas para Colima Road y Brea Canyon Cutoff Road en las inmediaciones del sitio del Proyecto, que se conectarían con las bicisendas existentes al oeste y al sur del sitio. Tras la instalación de las bicisendas previstas, el sitio del Proyecto contaría con instalaciones para bicicletas regionales que se conectarían con los destinos de trabajo/comerciales y facilitarían los desplazamientos en bicicleta.	No aplica

TABLA RE-2
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IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
		El Proyecto propuesto está planificado de modo tal que se establezcan senderos recreativos de usos múltiples dentro del sitio, los cuales se espera que permitan la circulación a pie, en bicicleta y en otros vehículos no motorizados. El sistema de senderos multiuso se conectará con las carreteras internas del Proyecto, así como con las aceras y carreteras públicas en varios lugares, incluso a lo largo de Colima Road. Por lo tanto, el sitio del Proyecto está planificado para proporcionar conexiones convenientes a las futuras bicisendas para los residentes, así como para el público en general. Se espera que proporcionar conexiones en todo el sitio del Proyecto hacia las instalaciones regionales para bicicletas tenga como resultado un incremento del desplazamiento en bicicleta y una reducción del desplazamiento en vehículo. El Proyecto está bien ubicado y diseñado para lograr mayores reducciones de las VMT en el futuro cuando se construyan las instalaciones para bicicletas previstas.	
Impacto TR-3: El Proyecto no aumentaría sustancialmente los peligros debido a una característica de diseño geométrico (p. ej., curvas cerradas o intersecciones peligrosas) o debido a usos incompatibles (p. ej., equipos agrícolas).	No aplica	**CPD T-3.** Rampas en dirección en Fairway Drive/SR-60 El carril exclusivo para girar a la derecha en dirección norte en la rampa de entrada en dirección este de la autopista SR-60 se redelimitaría para poder establecer un carril compartido de paso/giro a la derecha, y los demás carriles en dirección norte se redelimitarían para dar cabida a toda la fila prevista de vehículos que quieren girar a la izquierda en dirección norte. No se prevé que sea necesario ampliar la calzada para dar cabida a la configuración de carriles propuesta en Fairway Drive. Cabe señalar que la reconfiguración de los carriles en dirección norte en las intersecciones de la rampa de la autopista SR-60 requeriría la aprobación de Caltrans antes de ser implementada por el promotor del Proyecto. Si Caltrans no está de acuerdo con esta mejora, no será necesaria. **CPD T-4.** Fairway Drive/East Walnut Drive South El acceso en dirección oeste a lo largo de East Walnut Drive South tiene aproximadamente 20 pies de ancho y, actualmente, tiene delimitados un carril compartido de paso/giro a la izquierda de 10 pies de ancho y un carril de giro a la derecha de 10 pies de ancho. Con el fin de acomodar mejor las filas de vehículos que quieren girar a la derecha previstas, el carril de giro a la derecha en dirección oeste se ampliará para proporcionar 50 pies adicionales de espacio. La franja que delimita el carril terminará antes de la entrada existente del lado norte de la calzada para mantener el acceso completo a la parcela existente. El ancho de la calzada a lo largo del acceso en dirección oeste de East Walnut Drive South es adecuado para que los vehículos utilicen el carril lindante con la acera (es decir, un carril de giro de facto) en caso de que se requiera espacio vehicular adicional. **CPD T-5.** Fairway Drive-Brea Canyon Cutoff Road/Colima Road • Giro a la izquierda en dirección norte: Para acomodar mejor las filas de vehículos que quieren girar a la izquierda y mejorar la circulación general en la intersección, debe estrecharse la extensión mediana de la elevación de hormigón adyacente al carril de giro a la izquierda en dirección norte para que el carril de giro a la izquierda tenga una extensión de 60 pies. Con el fin de mantener el acceso completo a la parcela existente a lo largo del lado oeste de la calzada, la mediana no debe extenderse más hacia el sur.	No es significativo

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IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
		• Giro a la derecha en dirección norte: Para poder acomodar adecuadamente las filas previstas de vehículos que quieren girar a la derecha, se ampliaría el trazado del carril para proporcionar 10 pies adicionales de espacio vehicular para el carril de giro a la derecha en dirección norte. • Giro a la izquierda en dirección este: Para poder acomodar adecuadamente las filas de vehículos que quieren girar a la izquierda, debe modificarse la extensión mediana de la elevación de hormigón adyacente al carril de giro a la izquierda en dirección este para que el carril de giro a la izquierda tenga una extensión de 60 pies. • Giro a la izquierda en dirección oeste: Para poder acomodar adecuadamente las filas de vehículos que quieren girar a la izquierda, se modificará la extensión mediana de la elevación de hormigón adyacente al carril de giro a la izquierda en dirección oeste para que el carril de giro a la izquierda tenga una extensión de 105 pies. **CPD T-6.** Entrada del Proyecto – Walnut Leaf Drive/Colima Road El acceso a Walnut Leaf Drive será rediseñado para proporcionar un carril para el cruce al oeste hacia el carril de salida del proyecto, al norte de la entrada por un acceso exclusivo de mano izquierda, proporcionar un carril de salida s hacia el sur, así como un carril compartido para el cruce a la izquierda y un carril de 12 pies para girar a la derecha en el acceso hacia el norte. No se prevé que sea necesario ampliar la calzada para dar cabida a la configuración de carriles propuesta en Walnut Leaf Drive. **CPD T-7.** Tierra Luna – Carretera del Proyecto/Colima Road Con el Proyecto propuesto, se construiría una carretera en la intersección existente de Tierra Luna y Colima Road. La entrada del Proyecto se unirá a la intersección como el nuevo tramo sur de la intersección en “T” no señalizada existente. Se planea reubicar el cruce peatonal y de carros de golf señalizado existente con un signo de luz en Colima Road en la futura intersección de Tierra Luna y Colima Road para mantener el acceso peatonal por Colima Road. El sendero para carros de golf al sur de Colima Road se eliminará para dar cabida al espacio abierto en el Área de planificación 4 y las viviendas unifamiliares propuestas en el Área de planificación 5; por lo tanto, se planifica colocar los cruces peatonales de Colima Road en la intersección de Tierra Luna y Colima Road. Colima Road será rediseñado para acomodar el carril exclusivo de cuse izquierdo hacia el acceso del proyecto. **CPD T-8.** Lemon Avenue/Golden Springs Drive Se cambiará el semáforo para que haya una fase de superposición con un giro a la derecha en dirección oeste (es decir, los giros a la derecha en dirección oeste estarán indicados por una flecha verde simultáneamente con la fase protegida existente en dirección sur). Se prevé que esta mejora reduzca las filas de vehículos que quieran girar a la derecha en dirección oeste. Esta mejora requerirá la aprobación de la ciudad de Diamond Bar antes de su implementación. Si la ciudad no está de acuerdo con esta mejora, no será necesaria.	

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IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Impacto TR-4: El Proyecto no daría lugar a un acceso de emergencia inadecuado.	**TR 3:** Plan de etapas de construcción y gestión del tránsito. Antes de comenzar la construcción del Proyecto, el promotor deberá presentar un Plan detallado de gestión de tránsito y etapas de construcción (CSTMP) ante el LACDPW, los LACSD y el Departamento de Bomberos para su revisión y aprobación. El CSTMP incluirá información sobre el cierre de calles, carriles y aceras, un plan de desvíos, rutas de transporte, rutas de evacuación de emergencia y un plan de etapas. El CSTMP se basaría en la naturaleza y el calendario de las actividades de construcción específicas del Proyecto y tendría en cuenta otros proyectos en construcción en las inmediaciones del sitio, si los hubiera. También incluiría características tales como la notificación a los propietarios y habitantes adyacentes de las próximas actividades de construcción, la notificación previa sobre cualquier reubicación temporal de paradas de transporte y la limitación de los cierres de carriles de carretera a horas de menor circulación, en la medida de lo posible. En consecuencia, el CSTMP deberá, además de incluir otros elementos, cumplir con los siguientes puntos, según proceda: • Notificar con antelación a los propietarios y habitantes de las propiedades adyacentes, así como a las escuelas cercanas, de las próximas actividades de construcción, incluidos la duración y los horarios de construcción; Colocar un cartel en el sitio del Proyecto con información sobre la línea telefónica directa para que los propietarios adyacentes llamen y hagan sus consultas sobre cuestiones o actividades específicas que puedan causar problemas en lugares dentro y fuera del sitio; • Coordinar con el condado y los proveedores de servicios de emergencia para garantizar que se mantenga un acceso adecuado al sitio del Proyecto y a los negocios vecinos; • Coordinar con Foothill Transit para notificar anticipadamente cualquier reubicación temporal de paradas de transporte y por cuánto tiempo, y seguir todos los procedimientos de seguridad requeridos por la agencia de tránsito; • Limitar cualquier posible cierre de carriles de carretera a momentos de menor circulación, en la medida de lo posible; • Proporcionar control de tránsito para cualquier posible cierre de carriles de carretera, desvío u otra interrupción de la circulación; • En la medida de lo posible, almacenar los equipos de construcción del lado de adentro de la valla perimetral del sitio. En caso de que sea necesario, almacenar temporalmente los equipos de grandes dimensiones del lado de afuera de la valla perimetral (p. ej., dentro de una zona designada para el cierre de un carril), en un lugar que deberá cumplir con los planes de desvío/control del tránsito aprobados por el condado o el estado; • Proporcionar precauciones de seguridad para peatones y ciclistas mediante medidas como rutas alternativas y barreras de protección. En caso de que sea necesario el cierre temporal de una acera existente, se establecerán los desvíos peatonales adecuados y se señalizarán como tales para mantener la circulación peatonal pública. El promotor deberá presentar todas las solicitudes de permiso necesarias antes de comenzar las actividades de construcción que puedan interferir con el derecho de paso público; • Identificar las rutas que utilizarán los vehículos de construcción para la entrega de materiales de construcción (es decir, madera, baldosas, tuberías, ventanas, etc.), las rutas para acceder al sitio del Proyecto, los controles de tránsito y los desvíos, y el plan de fases de construcción propuesto para el Proyecto; • Requerir al promotor que mantenga todas las vías públicas adyacentes al sitio del Proyecto limpias y libres de escombros, lo cual incluye, entre otras cosas, grava y tierra que se trasladen como resultado de las actividades de construcción; • Programar, en la medida de lo posible, la entrega de materiales de construcción y el acarreo/transporte de cargas de gran tamaño en horarios en los que no se produzcan picos de circulación; • Obtener un permiso de transporte de Caltrans para el uso de vehículos de transporte de gran porte en las instalaciones de Caltrans (es decir, las autopistas de Orange y Pomona), si es necesario; • Establecer que los camiones de transporte que entren o salgan de la vía pública cedan el paso al tránsito público en todo momento; • En la medida de lo posible, estacionar los vehículos relacionados con la construcción en el sitio; • Coordinar las entregas para reducir la posibilidad de que los camiones tengan que esperar mucho tiempo para realizar la descarga; • Prohibir el estacionamiento de los trabajadores de construcción en las calles cercanas y dirigirlos a las áreas de estacionamiento disponibles/designadas dentro del sitio del Proyecto y adyacentes al lugar; y • Asegurar que los planes de control de tránsito de la zona de construcción detallados en el CSTMP cumplan con los estándares establecidos en el Manual de Dispositivos Uniformes de Control de Tránsito de California (MUTCD) vigente, así como los requisitos del condado de Los Ángeles. Los planes de control de tránsito deben ser elaborados por un ingeniero civil o ingeniero de tránsito licenciado por el estado de California.	No aplica	No es significativo con mitigación

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Recursos culturales tribales			
Impacto RCT-1: Causar un cambio sustancial adverso en la importancia de un elemento cultural tribal, definido en la Sección 21074 del Código de Recursos Públicos como un sitio, formación, lugar, paisaje cultural que está geográficamente definido en términos del tamaño y alcance del paisaje, lugar sagrado u objeto con valor cultural para una tribu indígena de California, y que está incluido o es elegible para incluirse en el Registro de Recursos Históricos de California o en un registro local de recursos históricos tal como se define en la Subdivisión 5020.1(k) del PRC.	**RCT 1:** Se contratará a un supervisor indígena calificado de la nación Gabrieleño Band of Mission Indians-Kizh, quien supervisará todas las actividades de nivelación dentro del sitio del Proyecto. Antes de las actividades de alteración del suelo, el promotor proporcionará evidencia de un acuerdo de supervisión ejecutado por separado con la nación Gabrieleño Band of Mission Indians-Kizh para el monitoreo de todas las actividades de nivelación, a satisfacción de la agencia de monitoreo. En caso que se encuentren recursos arqueológicos durante la nivelación del Proyecto, se cesarán todas las actividades de alteración del suelo en las inmediaciones del hallazgo. Los supervisores indígenas evaluarán y registrarán todos los elementos culturales tribales hallados. También mantendrán un registro diario de monitoreo que contenga descripciones de las actividades diarias de construcción, ubicaciones con diagramas, suelos y documentación de los elementos culturales tribales identificados. El registro de monitoreo y la documentación fotográfica, acompañados de una clave explicativa, se presentarán ante el Departamento de Planificación del Condado de Los Ángeles una vez finalizada la actividad de nivelación. **RCT-2:** Si el supervisor indígena determina que los elementos hallados no son recursos culturales tribales, se notificará el hallazgo a un arqueólogo calificado y se tomarán las medidas establecidas en la medida de mitigación CUL-2.	No aplica	No es significativo con mitigación
Impacto RCT-2: Causar un cambio sustancial adverso en la importancia de un elemento cultural tribal, definido en la Sección 21074 del Código de Recursos Públicos como un sitio, formación, lugar, paisaje cultural que se define geográficamente en términos del tamaño y el alcance del paisaje, lugar sagrado u objeto con valor cultural para una tribu indígena de California y que es un recurso que, a discreción de la agencia principal y con el respaldo de pruebas sustanciales, se considere significativo de conformidad con los criterios establecidos en la Subdivisión (c) de la Sección 5024.1 del PRC. Al aplicar los criterios establecidos en la Subdivisión (c) de la Sección 5024.1 del PRC, la agencia principal deberá considerar la importancia del elemento hallado para las tribus indígenas de California.	**Aplicar RCT-1 y RCT-2**	No aplica	No es significativo con mitigación
Servicios públicos y sistemas de servicios			
Impacto SER-1: El Proyecto propuesto no requeriría ni generaría la reubicación o construcción de instalaciones nuevas o ampliadas de agua, tratamiento de aguas residuales o desagüe de aguas pluviales, ni de energía eléctrica, gas natural o telecomunicaciones, cuya construcción o reubicación podría causar efectos ambientales significativos.	Aplicar TR-3	No aplica	No es significativo con mitigación
Impacto SER-2: El Proyecto propuesto tendría suficientes suministros de agua disponibles para abastecerse y abastecer al desarrollo futuro razonablemente previsible durante años normales, años de clima seco y múltiples años de clima seco.	No aplica	No aplica	No es significativo
Impacto SER-3: El Proyecto propuesto tendría por resultado una determinación por parte del proveedor de tratamiento de aguas residuales que abastezca o pueda abastecer el Proyecto de que tiene la capacidad adecuada para abastecer la demanda prevista del Proyecto propuesto además de los compromisos existentes del proveedor.	No aplica	No aplica	No es significativo
Impacto SER-4: El Proyecto propuesto no generaría residuos sólidos en cantidades que excedan las dispuestas en estándares estatales o locales o que excedan la capacidad de la infraestructura local.	No aplica	No aplica	No es significativo
Impacto SER-5: El Proyecto propuesto cumpliría con los estatutos y reglamentos federales, estatales y locales de gestión y reducción de residuos sólidos.	No aplica	No aplica	No es significativo

TABLA RE-2
RESUMEN DE LOS IMPACTOS

IMPACTO AMBIENTAL	MEDIDA DE MITIGACIÓN	CARACTERÍSTICAS DE DISEÑO DEL PROYECTO (CDP)	DETERMINACIÓN DE LA IMPORTANCIA LUEGO DE LA MITIGACIÓN
Incendios forestales			
Impacto INF-1: ¿Perjudicaría el Proyecto propuesto sustancialmente un plan de respuesta ante emergencias o un plan de evacuación de emergencia adoptado?	Aplicar la medida de mitigación TR-3	No aplica	No es significativo con mitigación
Impacto INF-2: ¿Podría el Proyecto propuesto, debido a la pendiente, los vientos dominantes y otros factores, exacerbar los riesgos de incendios forestales y, por lo tanto, exponer a los habitantes del Proyecto a concentraciones contaminantes procedentes de un incendio forestal o a la propagación incontrolada de un incendio forestal?	No aplica	No aplica	No es significativo
Impacto INF-3: ¿Requeriría el Proyecto propuesto la instalación o el mantenimiento de infraestructuras asociadas (como carreteras, cortafuegos, fuentes de agua de emergencia, líneas eléctricas u otros servicios públicos) que pudieran exacerbar el riesgo de incendio o que pudieran provocar impactos temporales o permanentes en el medioambiente?	No aplica	No aplica	No es significativo
Impacto INF-4: ¿Expondría el Proyecto propuesto a personas o estructuras a riesgos significativos, incluidas inundaciones corriente abajo o deslizamientos de tierras ladera abajo, como resultado de la escorrentía, la inestabilidad de las laderas tras un incendio o los cambios en el drenaje?	No aplica	No aplica	No es significativo
Impacto INF-5: ¿Expondría el Proyecto propuesto a personas o estructuras, directa o indirectamente, a un riesgo significativo de pérdidas, lesiones o muerte a causa de incendios forestales?	No aplica	No aplica	No es significativo

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CHAPTER 1
Introduction

1.1 Purpose of the Draft EIR

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the potential direct and indirect physical impacts to the environment as a result of the Royal Vista Residential Project (Project). This Draft EIR has been prepared pursuant to the applicable provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.), its implementing guidelines, known as the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387), and the applicable rules and regulations of regional and local entities. The County of Los Angeles (County) is the "public agency which has the principal responsibility for carrying out or approving the project" and is the "Lead Agency" for the Project and this Draft EIR pursuant to State CEQA Guidelines Section 15367. The County, as Lead Agency, has caused this Draft EIR to be prepared and will review and consider this Draft EIR prior to the ultimate decision to approve, disapprove, or modify the Project.

This Draft EIR evaluates impacts that could result from implementation of the Project as compared to the existing conditions. CEQA requires that before a decision can be made to approve a proposed project with potentially significantly environmental impacts, a Draft EIR must be prepared that fully describes the environmental impacts of the proposed project and identifies feasible mitigation measures to reduce potentially significant effects of the proposed project. The Draft EIR is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental consequences of a proposed project, to recommend mitigation measures to lessen or eliminate adverse impacts, and to examine feasible alternatives to the proposed project.

In accordance with State CEQA Guidelines Section 15121(a), the purpose of a Draft EIR is to serve as an informational document that will generally inform public agency decision makers and the public of the significant environmental effects of a proposed project, and possible ways to minimize those significant effects. State CEQA Guidelines Section 15151 contains the following standards for Draft EIR adequacy:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts*

> *have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

The purpose of this Draft EIR is to provide an objective, full-disclosure document to inform agency decision makers and the general public of the direct and indirect environmental impacts of the Project, and related actions. This Draft EIR is prepared in conformance with State CEQA Guidelines Section 15151. The primary purpose of this Draft EIR is to:

- Identify and evaluate potential environmental consequences of the Project.
- Assess cumulative impacts of the Project in conjunction with related past, present, and reasonably foreseeable future projects within the area.
- Indicate the manner in which those environmental consequences can be mitigated or avoided.
- Identify and evaluate a reasonable range of alternatives that have the potential to reduce or eliminate potentially significant impacts associated with the Project while feasibly accomplishing most of the Project's objectives.
- Identify impacts, if any, which even with the implementation of mitigation measures would be unavoidable and adverse.
- Provide documentation supporting these determinations.

1.1.1 Intended Use of the EIR

An EIR is an informational document that is intended to inform regulatory agency decision makers and the public of the significant adverse environmental effects of a proposed project and any feasible mitigation measures that may substantially reduce or avoid the significant impacts. It also discusses alternatives to the project that could accomplish most of the primary objectives while substantially reducing or avoiding significant environmental impacts.

This Draft EIR is prepared under the direction of the County for the following purposes:

- To satisfy the requirements of CEQA (California Public Resources Code, Sections 21000–21178) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 14, Sections 15000–15387).
- To inform the public, local community, and responsible or interested public agencies of the scope of the proposed Project and to describe the potential significant environmental impacts; mitigation measures to avoid or reduce the effects; and alternatives to the Project.
- To enable the County to consider environmental impacts when deciding whether to approve, modify or deny the Project.
- To serve as a source document for responsible agencies to issue permits and approvals, as required, for implementation of the Project.

As described in the State CEQA Guidelines, Lead Agencies are charged with the duty to avoid or substantially lessen the significant environmental impacts and also to consider project alternatives for their project(s). Where mitigation measures or project alternatives are not feasible, the impact is considered significant and unavoidable.

In accordance with Section 15125 of the State CEQA Guidelines, an EIR must include a description of the physical environmental conditions in the vicinity of the proposed Project. This environmental setting will normally constitute the baseline physical conditions against which a lead agency evaluates whether an impact is significant. The environmental analyses contained in Chapter 4 of this Draft EIR uses the Notice of Preparation (NOP) date (discussed below) as the baseline for the description of the physical conditions that might be affected by the Project.

The purpose of an EIR is not to recommend approval or denial of a proposed project. Rather, an EIR is required to identify the significant adverse environmental effects of a proposed project to the physical environment, and to identify measures that avoid or mitigate those impacts to the extent feasible. When environmental impacts are identified as significant and unavoidable in the sense that no feasible mitigation measures or alternatives have been identified that would reduce the impact to a less than significant level, the County may still approve the Project after adopting all feasible mitigation measures and alternatives if, through the adoption of a statement of overriding considerations, it finds that social, economic, legal, technological, or other benefits outweigh these impacts.

1.2 CEQA Process

1.2.1 Notice of Preparation

In accordance with State CEQA Guidelines Section 15082, on October 7, 2022, the County issued an NOP, which was sent to the State Clearinghouse, Office of Planning and Research, and to responsible agencies, trustee agencies and other interested parties, including parties who requested a copy of the EIR in accordance with California Public Resources Code Section 21092.2 The NOP comment period began on October 13, 2022, and ended on December 12, 2022, which included a 14-day extension. The NOP was also available for review on the County website at https://case.planning.lacounty.gov/case/view/prj2021-002011. The circulated NOP requested those agencies with regulatory authority over any aspect of the Project to review the issues that would be addressed within the Draft EIR and to identify any additional relevant environmental issues that should be addressed. A copy of the NOP and comment letters received in response thereto are included in this EIR in **Appendix A**. Ninety-two comment letters and verbal comments were received in response to the NOP and public scoping meeting. **Table 1-1,** *Summary of NOP Comments,* provides a list of commenters and a general summary of comments raised during the public review period for the NOP and during the two scoping meetings.

1.2.2 Scoping Meeting

Two public scoping meetings were held to provide additional opportunities for the public to provide input on the scope and content of the EIR and to generally describe the Project and the CEQA process for the EIR. The notification of the scoping meeting was included within the NOP and advertised in two local newspapers, the La Opinion and the Daily Journal. In addition, the notice was also posted at the Project Site. The first public scoping meeting was held virtually on November 1, 2022, from 6 p.m. to 8 p.m. Fourteen verbal comments were submitted during the first scoping meeting, and included concerns about impacts to biological resources, air quality,

TABLE 1-1
SUMMARY OF NOP COMMENTS

Commenter/Date	Summary of Environmental Issues Raised in Comment Letter
Notice of Preparation – October 13, 2022, through December 12, 2022	
Agencies	
1. Erinn Wilson-Olgin-CDFW,11/21/22	Ponds; streams; birds; biological baseline concerns
2. Miya Edmonson-Caltrans,11/21/22	VMT; TDM; queuing on SR-57 concerns
3. Skye Patrick-County Library, 10/27/22	Projected library costs and fee offsets concerns
4. Tracey Jue-County Sheriff, 11/30/22	Population increase; cumulative impacts; crime prevention principles; construction traffic management concerns
5. Jui Ing Chien-County Parks and Recreation, 12/12/22	Park obligation (Quimby) and underserved area concerns
6. Sheryl L. Shaw-Walnut Valley Water District, 11/2/22	Water supply assessment not required; recycled water available concerns
7. Mandy Huffman-LA County Sanitation Districts, 12/6/22	Outside district; sewer line maintenance; treatment capacity concerns
8. Sam Wang-SCAQMD, 12/12/22	Air quality and mitigation measures concerns
9. Greg Gubman-City of Diamond Bar, 12/12/22	Blight; land use and public safety; traffic concerns
Organizations	
10. Matt Vespa and Rebecca Barker-Earth Justice,10/13/22	Electrification of project/greenhouse gas emissions concerns
11. Bradley D. Pierce-Pierce Law Firm/Royal Vista Open Space, 11/1/22	Restrictive covenant concerns
12. Royal Vista Open Space,12/10/22	Aesthetics; grading; cultural resources; traffic; public services; loss of trees concerns
13. Save Our Open Space,12/2/22	Flooding concerns
Individuals	
14. Edmundo and Edna Asuncion,12/12/22	Traffic; noise; wildlife concerns
15. Marianna Breton,12/12/22	Traffic; noise; wildlife concerns
16. Peter Butzloff,12/11,22	Open space; fire safety; recreation concerns
17. Victor Chen,10/17/22 and 11/15/22	Air quality, noise and traffic concerns
18. James Chu,12/11/22	Construction air quality; traffic; public utilities concerns
19. Barbara Donley,12/11/22	Traffic; open space concerns;
20. Nat Apihunpunyakij, 10/16/22	Diversity of housing; low income housing; size of Project
21. Nina Espinoza,12/12/22	Noise; traffic; biological resources; public services concerns
22. Lauren Ewing,12/12/22	Flooding and hydrology concerns
23. Wanda Ewing,10/16/22 and 11/14/22	More time to comment; In-person scoping meeting, biological resources; air quality and GHG; hydrology; wildfire; aesthetics concerns
24. Vincent Ferrara,12/11/22	Traffic; public safety; biological resources concerns
25. Sue Fitch,12/11/22	Traffic concerns
26. George Funk12/11/22	Zoning and open space concerns
27. Jose Galvey,12/11/22	Traffic; biological resources; open/green space; fire protection; valley fever concerns
28. Coleen Garcia,12/11/22	Flooding concerns

TABLE 1-1
SUMMARY OF NOP COMMENTS

Commenter/Date	Summary of Environmental Issues Raised in Comment Letter
29. Shelley Gentry,10/31/22	Restrictive covenant; traffic; public trails; pedestrian safety; park design and safety concerns
30. Marilyn Hewlett, 12/12/22	Traffic concerns
31. T.J. Hewlett, 12/12/22	Traffic; open space concerns
32. Linda Himes, 12/12/22	Aesthetics; air quality; geology and soils; GHG; hydrology; land use; traffic; utilities; wildlife; and wildfire concerns
33. Jerry Hsieh,12/11/22	Traffic, noise, crime, pollution; open space; valley fever; SEA; climate change concerns
34. Todd Hsu,12/12/22	Traffic; public utilities concerns
35. Christina Jo, 12/12/22	Traffic; noise; air quality concerns
36. Linda Kuo, 10/16/22 and 12/9/22	Scoping meeting prior to complete application; public meeting mailing requirements, Valley fever and hydrology concerns
37. Lan La, 12/12/22	Traffic concerns
38. Caroline Lam, 12/7/22	Open space concerns
39. Bea Lau, 12/11/22	Aesthetics; air quality; biological resources; cultural resources; energy; noise; traffic; public services; land use; recreation concerns
40. Jason Luo,12/11/22	Traffic, noise, public safety; open space; air quality; SEA concerns
41. Monique Marcelo, 10/31/22 and 12/6/22	Open space; wildlife; traffic; local climate; air emissions; and water supply concerns
42. Melissa Michelson,12/4/22	Population & Housing; increase open space concerns
43. Beverly Pekar,12/11/22	Traffic; water supply; air quality; open space concerns
44. Bradley D. Pierce,10/17/22 and 11/1/22	Complaint about notification and restrictive covenant concerns
45. Mike Popovec, 12/11/22	Zone change; water supply; traffic; building setbacks concerns
46. Mary Price, 12/12/22	Soil stability; valley fever concerns
47. Thomas Prince, 12/11/22	Traffic concerns
48. Jerry Ramos, 12/11/22	Open space; traffic; noise; public safety; air quality concerns
49. Naveen Reddy, 12/11/22	Traffic; noise; public safety; air quality; wildfire; SEA concerns
50. Hung Shih, 12/6/22	Wildlife; climate change concerns
51. Susan Trautz, 10/16/22 and 12/12/22	Library without NOP; no NOP materials on the County project website; map of planning areas and public safety; project maintenance concerns
52. Lisa Valladares, 12/12/22	Public safety; traffic; noise; air quality; wildfire; open/green space concerns
53. Linda White, 12/1/22	Valley fever and public health concerns
54. Michael Vildasola, 12/12/22	Traffic; construction air quality; open space (SEA); water supply; climate change concerns
55. Johnny and Tin-Mei Wong, 12/12/22	Air quality concerns
56. Zhaoliang (Charlie) Xia, 12/11/22	Traffic; noise; public safety; air quality; SEA concerns
57. Jack Yao, 12/12/22	Traffic; construction air quality; open space (SEA); water supply; climate change concerns
November 1, 2022, Scoping Meeting	
58. Thomas Prince	Additional cars, traffic congestion, air quality, pollution, health concerns
59. Adele Prince	Open space, hydrology and flood, urban heat island, traffic, economics concerns

TABLE 1-1
SUMMARY OF NOP COMMENTS

Commenter/Date	Summary of Environmental Issues Raised in Comment Letter
60. Beverly Pekar	Traffic, air pollution, police and fire services, water supply, open space and biology concerns
61. Wanda Ewing	Zoning, biological resources, hydrology, wildfire, flooding, views, crime, air quality, open space concerns
62. Lauren Ewing	Biological resources, air quality, open space concerns
63. Susan Trautz	Wildfire, fire hazards concerns
64. James Chu	Utility services, sewer services, open space, aesthetics, agricultural resources, air quality, biological resources, noise traffic, energy and notification concerns
65. Roy Humphreys	Housing needs, population concerns, traffic concerns
66. Eric Cheng	Traffic, parking, open space concerns
67. Shelley Gentry	Safety, privacy, crime, traffic concerns
68. Linda Kuo	Grading quantities, construction schedule, valley fever concerns.
69. Michelle Coppel	House value concerns
December 6, 2022, Scoping Meeting	
70. Mike Popovec	Traffic, recycled water, land use, and blight concerns
71. Mary Price	Blight concerns
72. Shelley Gentry	Traffic and safety concerns
73. Adele Prince	Biological resources, water concerns, safety, decrease home value and traffic concerns
74. C.C. Weng Kuo	Aesthetics, biology, excavation, and health concerns
75. Victor Chen	Noise, dust, and air quality issues associated with construction concerns
76. Natalie Moreno	Air Quality, biology, economic, traffic concerns
77. Hung Shih	Local climate change due to reduction in open space concerns
78. Linda Himes	Loss of open space and traffic concerns
79. Linda Kuo	Grading quantities, construction schedule, valley fever, groundwater, hydrology, and landslide concerns.
80. Wanda Ewing	Hydrology, golf course drainage and biological resource concerns
81. Ren Ewing	GHG and biology concerns
82. Mary Anne	Solid waste, loss of open space, emergency services, GHG and biology concerns
83. Jack Yao	Economic, land use density and aesthetics concerns
84. Susan Trautz	Affordable housing next to 605, evacuation plan for emergency, safety, traffic, maintenance of land and walls concerns
85. Jerry Sorenson	Merit of the project concerns
86. Lin	Requested an extension of NOP comment period

health and safety, noise, and traffic. A second scoping meeting was held in person on December 6, 2022, from 6 p.m. to 8 p.m. at the Rowland Heights Community Center 18150 Pathfinder Road, Rowland Heights, CA 91748. Sixteen verbal comments and one written comment were submitted during the second scoping meeting, and included concerns about

impacts to biological resources, air quality, health and safety, hydrology, noise, and traffic. The verbal comments received at both scoping meetings were transcribed and are included in the scoping comments set forth in Appendix A. Individuals who attended both scoping meetings were directed to submit written comments to the County during the NOP public review period.

1.2.3 Public Review of the Draft EIR

The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with State CEQA Guidelines Sections 15087 and 15105. During the 45-day review period, the Draft EIR, as well as appendices and all supporting materials and references, can be found at the Los Angeles County Planning's Project website: bit.ly/Royal-Vista-EIR, and the following locations during normal business hours.

County of Los Angeles
Department of Public Works
La Puente Building & Safety Office
16005 Central Avenue
La Puente, CA 91744
213.974.6433
mpavlovic@planning.lacounty.gov
Open 8 a.m. to 4:30 p.m. (M–F)

Rowland Heights Library
1850 Nogales Street
Rowland Heights, CA 91748
626.912.5348
Open 11 a.m. to 6 p.m. (M, W–F)
Open 1 p.m. to 8 p.m. (Tu)

Diamond Bar Public Library
21800 Copley Drive
Diamond Bar, 91765
909.861.4978
Open 10 a.m. to 6 p.m. (M–Sat)

Walnut Library
21155 La Puente Road
Walnut, CA 91789
909.595.0757
Open 12 p.m. to 8 p.m. (Tu–W)
Open 10 a.m. to 6 p.m. (Th–Sat)

Interested parties may provide written comments on the Draft EIR and direct inquiries to:

Marie Pavlovic
County of Los Angeles Department of Regional Planning
Subdivisions Section
320 West Temple Street, Room 170
Los Angeles, CA 90012
Tel: 213.974.6433
Email: mpavlovic@planning.lacounty.gov

Comments on the Draft EIR must be received by close of business on the last day of the 45-day review period. All substantive written and oral comments received on the Draft EIR will be responded to and included in the Final EIR. The Final EIR, Draft EIR and Appendices will be available at the County of Los Angeles, Department of Regional Planning at the address identified above.

1.2.4 Final EIR

Upon completion of the 45-day review period, written responses to all comments on the environmental issues discussed in the Draft EIR will be prepared and incorporated into a Final EIR. These comments, and their responses, will be included in the Final EIR for consideration by the County, as well as other responsible agencies under CEQA. The Final EIR may also contain

corrections and additions to the Draft EIR and other information relevant to the environmental issues associated with the Project. The Final EIR will be available for public review prior to its certification by the County. Furthermore, written responses to comments received from any State agencies will be made available to those agencies at least ten days prior to the public hearing at which the certification of the Final EIR will be considered.

1.2.5 Mitigation Monitoring and Reporting Program

CEQA requires lead agencies to adopt a mitigation monitoring and reporting program for the changes to the Project which it has adopted or made a condition of Project approval in order to mitigate or avoid significant effects on the environment (State CEQA Guidelines Section 21081.6, State CEQA Guidelines Section 15097). The Mitigation Monitoring and Reporting Program will be available to the public at the same time as the Final EIR.

1.3 Organization of the Draft EIR

This Draft EIR is organized into chapters, as identified and briefly described below. Chapters are further divided into sections (e.g., Chapter 4, *Environmental Analysis*, and Section 4.3, *Air Quality*).

- **Executive Summary**: This chapter presents a summary of the Project and the potential environmental impacts. It identifies the mitigation measures that would be implemented and level of significance after mitigation (as fully described in Chapter 4). It also provides a summary of alternatives to the Project and a summary of known controversial issues.
- **Chapter 1, "Introduction"**: This chapter presents a discussion of the purpose and use of this Draft EIR.
- **Chapter 2, "Project Description"**: This chapter provides a detailed description of the Project. It defines the Project location and setting, Project background, Project objectives, a description of the Project design, implementation and operation and, the requested entitlements and intended use of the EIR.
- **Chapter 3, "Environmental Setting":** This section presents an overview of the Project's environmental setting, including on-site conditions and surrounding land uses. This section also provides a list and mapped locations of past, present, and probable future projects considered in the analysis of potential Project contributions to cumulative impacts.
- **Chapter 4, "Environmental Analysis"**: For each environmental issue listed in Section 4.0.1, *Introduction to Analysis*, this chapter describes the existing environmental and regulatory setting, evaluates the potential environmental impacts associated with the Project, identifies mitigation for significant impacts, and discusses the level of significance after implementation of those mitigation measures. The analysis also evaluates the potential environmental effects when considered in combination with other cumulative development or growth and considers whether the Project's incremental impact is cumulatively considerable.
- **Chapter 5, "Alternatives"**: This chapter provides additional information regarding Project alternatives to be considered by decision makers in compliance with Section 15126.6 of the State CEQA Guidelines. This alternatives analysis evaluates a reasonable range of potential alternatives that may reduce environmental impacts associated with implementation of the proposed Project. In addition, this chapter summarizes the alternatives that were rejected from further consideration because they did not meet Project goals and objectives or were determined to be impractical or infeasible.

- **Chapter 6, "Other CEQA Considerations"**: This chapter identifies those areas where environmental impacts are considered significant and unavoidable. The growth inducing effects of the Project are also considered in this chapter.
- **Chapter 7, "References"**: This chapter sets forth a comprehensive listing of all sources of information used in the preparation of this Draft EIR. This includes organizations and persons that were contacted during the preparation of this Draft EIR.
- **Chapter 8, "List of Preparers"**: This chapter identifies the lead agency personnel and consultants involved with preparation of this Draft EIR.
- **Chapter 9, "Acronyms and Abbreviations"**: This chapter provides a list of acronyms that are used throughout the Draft EIR.
- **Appendices**: This Draft EIR includes several appendices that provide either background information or additional technical support for the analysis.

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CHAPTER 2
Project Description

The Royal Vista Residential Project (Project) proposes to redevelop an approximately 76-acre site, which currently comprises a portion of the existing Royal Vista Golf Club golf course, with residential and open space. The Project would develop a total of 360 residential units, consisting of 200 detached single-family homes, 88 attached residential condominium units (58 duplex units, 30 triplex units) and 72 townhomes. All 72 townhomes and ten triplex units would be set aside for sale to middle- and moderate-income households. The Project would also set aside approximately 28 acres of open space areas.

The Project would establish six planning areas, consisting of four residential planning areas (Planning Areas 1, 2, 3, and 5) and two recreational/open space planning areas (Planning Areas 4 and 6). Residential Planning Areas 1, 2, and 5 would include the 200 detached single-family residential (SFR) homes, the 88 duplex and triplex units, of which 10 triplex units will be set aside for sale to middle- and moderate-income households. Residential Planning Area 3 would include the 72 townhouse units, all of which would be set aside for sale to middle- and moderate-income households. With 72 townhome units and 10 triplex units set aside for sale to middle- and moderate-income households, there will be a total of 82 units set aside for sale to middle- and moderate-income households which equals 22.7 percent of the Project's 360 units.

Planning Areas 4 and 6 would consist of open space. Each residential planning area (Planning Areas 1, 2, 3 and 5) would include open space buffers with public-use recreational trails to facilitate pedestrian and bicycle circulation/connections between the Project's residential components, proposed open space, existing adjacent sidewalks, and the adjacent existing residential neighborhoods.

2.1 Project Location and Setting

2.1.1 Project Location

The Project is located in the unincorporated community of Rowland Heights in the County of Los Angeles (County). The Project would be developed on a 75.65-acre site consisting of six contiguous parcels located both north and south of Colima Road, consisting of Assessor Parcel Numbers (APNs) 8762-022-002, 8762-023-001, 8762-023-002, 8762-027-039, 8764-002-005, and 8764-002-006 (Los Angeles County Office of the Assessor 2021), and located in the 20100 block of Colima Road, Rowland Heights, California 91789 (Project Site). The Project Site generally comprises 13 holes and the driving range of the existing 27-hole Royal Vista Golf Club. The Project Site is bisected by Colima Road, with four parcels comprising approximately

53 acres located north of Colima Road, and two parcels comprising approximately 23 acres located south of Colima Road (**Figure 2-1,** *Regional Location Map*).

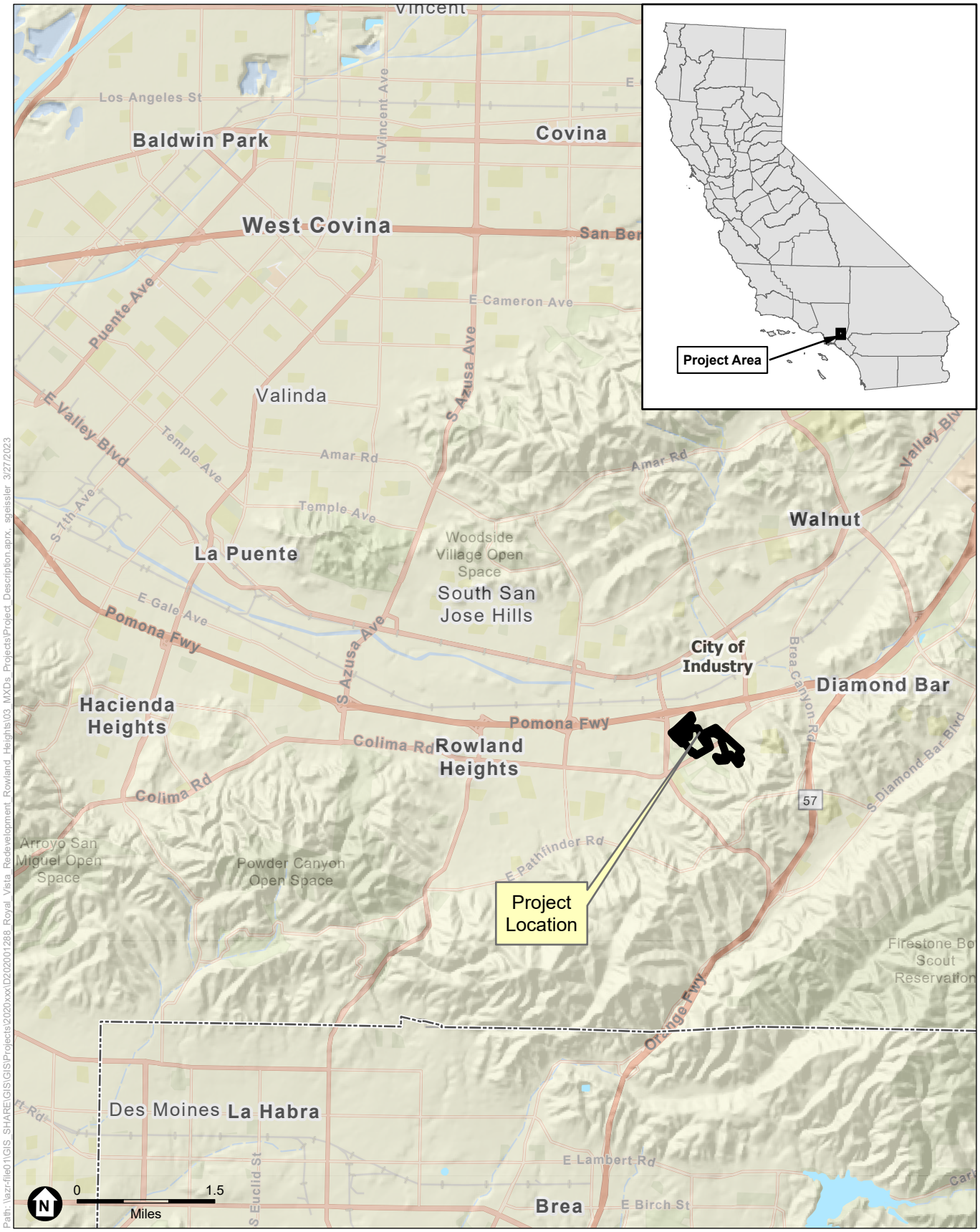
The Project Site is bounded by East Walnut Drive South on the north, Fairway Drive on the west, residential neighborhoods along Chapel Hill Drive and Morning Sun Avenue to the south, and residential neighborhoods along Tierra Luna, Calbourne Drive, and Fairlance Drive to the east within unincorporated community of Rowland Heights in the County and the City of Diamond Bar. The City of Diamond Bar is located immediately east of the Project Site, sharing a common boundary with the east sides of Planning Areas 4 and 5. The City of Walnut is further north of the Project Site, across State Route 60 (SR-60, or the Pomona Freeway).

The Project Site is near four major freeways. It is approximately 0.15 miles south of SR-60, approximately 1 mile west of State Route 57 Freeway (SR-57, or Orange Freeway), approximately 5 miles south of U.S. Interstate 10 (I-10), and approximately 10 miles east of U.S. Interstate 605 (I-605, or San Gabriel River Freeway). Regional access to the Project Site is from SR-60 and SR-57, with interchanges at Fairway Drive and Golden Springs Drive (see Figure 2-1). Major arterial access to the Project Site is provided by Valley Boulevard from the north and Grand Avenue to the east. Primary arterial access is provided from Colima Drive, via Fairview Drive, which extends south of Colima Road as Brea Canyon Cutoff Road. East Walnut Drive South is the northern boundary of the Project Site (**Figure 2-2,** *Local Vicinity Map*).

The Project Site is served by existing bus transit service operated by Foothill Transit, governed by a Joint Powers Authority of 22 San Gabriel and Pomona Valleys member cities and the County of Los Angeles. Foothill Transit lines 482 and 493 run east and west along Colima Road and Golden Springs Drive. Line 482 serves the cities of Pomona, Diamond Bar, Walnut, Baldwin Park, and Industry. Line 493 serves Downtown Los Angeles, the community of Rowland Heights, and the City of Industry. In addition, the County provides the community of Rowland Heights with the Rowland Heights Hopper Shuttle (Heights Hopper) that runs Monday through Saturday.

2.1.2 Surrounding Uses

The Project Site is located within a developed and urbanized area. Single-family residential uses and portions of an existing golf course are immediately adjacent and surround the Project Site on all sides except the north, where commercial and hotel uses are located along East Walnut Drive South, including a hotel, warehouse/office space, self-storage facility, LA County Public Works facility, religious facility, and associated surface parking lot uses. South of Colima Road are the existing golf course, landscaping, and residential uses surrounding the southwestern most edge of the Project Site. Land uses further north of the Project Site, north of SR-60, include business parks and commercial uses such as, car wash, restaurants, dance studio, gas station, storage facilities, and several retail stores (see Figure 2-2). The remaining portions of the existing Royal Vista Golf Club golf course not included as part of the Project Site are separately owned and operated and are not within the control of the Applicant and are not part of the proposed Project. Any future land use changes to the portions of the Royal Vista Golf Club that are not included in the Project Site would be speculative and are not addressed in this Draft EIR.

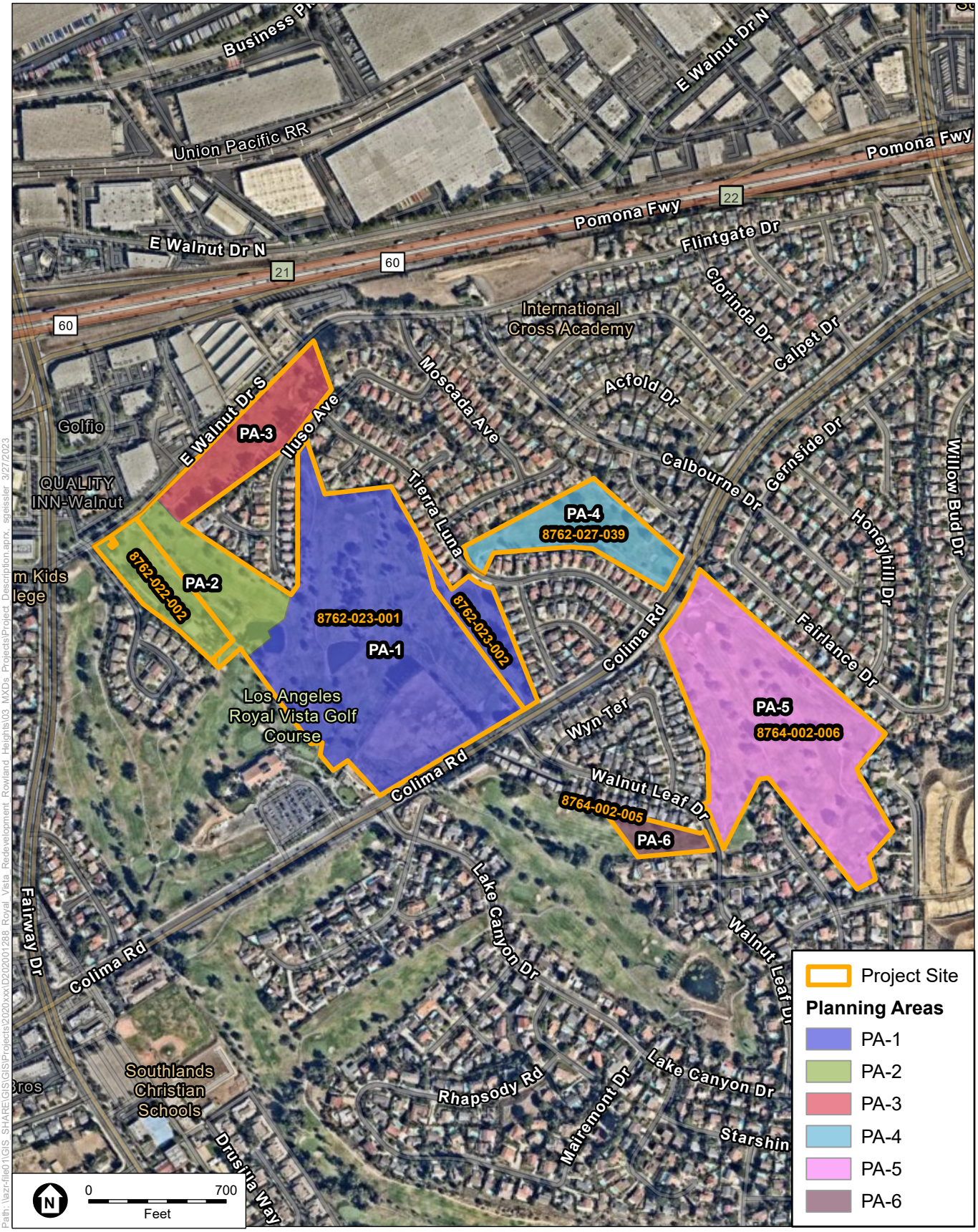


SOURCE: ESRI

Royal Vista Residential Project

Figure 2-1
Regional Location Map

ESA



SOURCE: Mapbox, 2020.

Royal Vista Residential Project

Figure 2-2
Local Vicinity Map

ESA

Proposed Planning Area 1 is bordered on the south by Colima Road, by residential single-family uses to the north and to the east, and the Royal Vista Golf Club clubhouse and surface parking lot to the west. Proposed Planning Area 2 is bordered by East Walnut Drive South on the north, residential single-family uses to the east and west, proposed Planning Area 1 to the southeast, and the existing golf course to the southwest. Proposed Planning Area 3 is bordered by East Walnut Drive South on the north, proposed Planning Area 2 to the west, single-family residential uses and Iluso Avenue to the south and single-family residential uses to the east. Proposed Planning Area 4 is bordered by Colima Road to the south, and single-family residential uses to the north, east, and west. Proposed Planning Area 5 is bordered on the north by Colima Road, by single-family residential uses to the west, east and south. Proposed Planning Area 6 is bordered by residential single-family homes on the north and south, Walnut Leaf Drive to the east, and the existing golf course to the west (Figure 2-2 and **Figure 2-3**, *Conceptual Site Plan*).

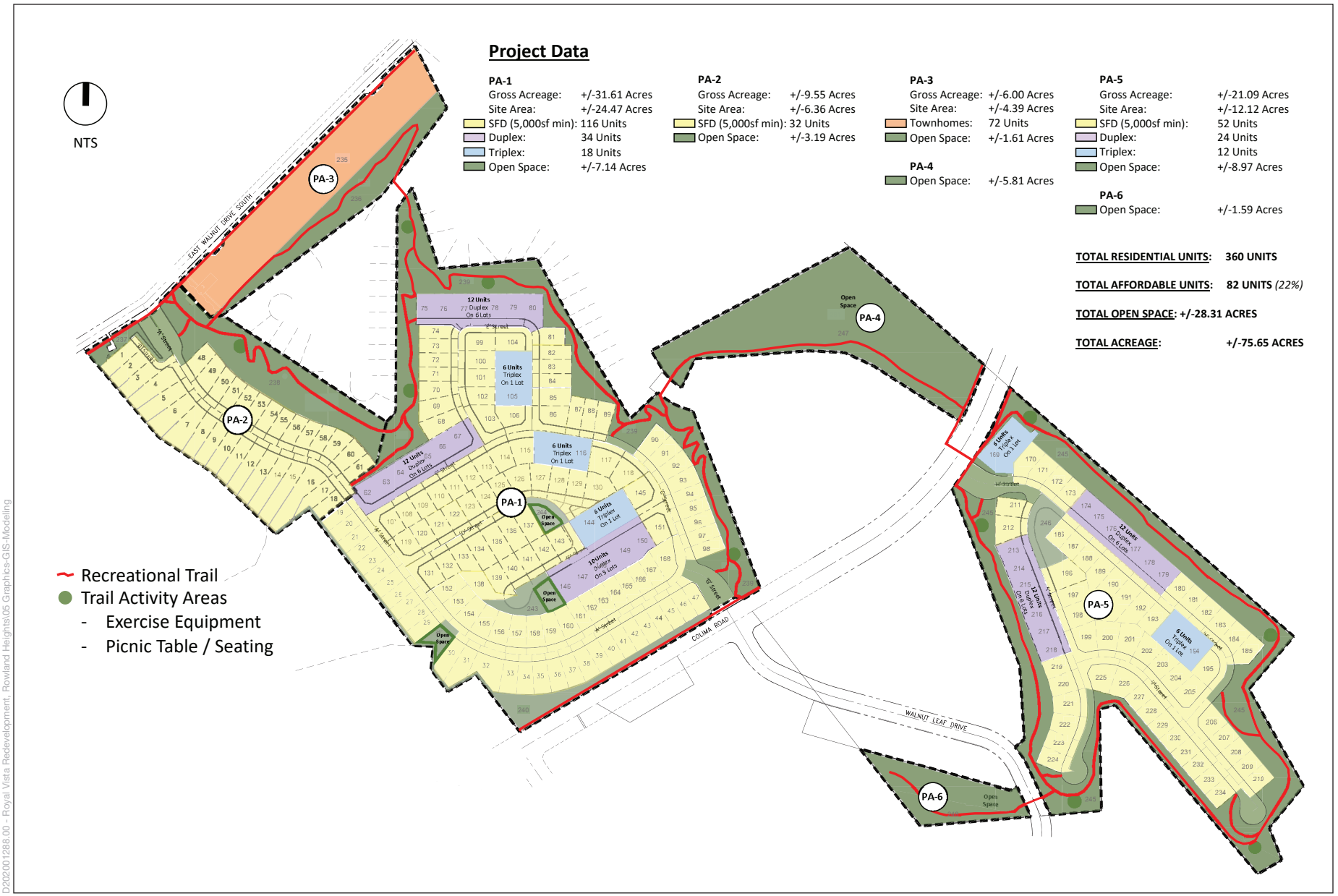
2.2 Existing Conditions

As noted above, the Project Site consists of six irregularly shaped parcels, as depicted in Figure 2-2, comprising portions of the existing Royal Vista Golf Club, which was established in 1962. The Project Site generally comprises 13 holes, tees, greens, fairways, water hazards, sand traps and the driving range of the existing 27-hole golf course. The only existing building within the Project Site is the golf course maintenance facility building located on Assessor's Parcel Number (APN) 8762-022-002, which would be removed in connection with the Project. The maintenance facility building is an approximately 2,000-square-foot two-story building that may have been constructed as early as 1928. The Project Site is not accessible to the general public except for golf course patrons. Fencing forms a perimeter around the existing golf course. A tall driving range safety fence and driving range lighting exist along the north side of Colima Road and other security lighting fixtures are also present on the Project Site.

2.2.1 Existing Land Use and Zoning

The Project Site is designated as Open Space in the Rowland Heights Community Plan. Allowable uses within the Open Space designation are recreation (with no more than 10 percent of a site covered by structures), hiking and equestrian trails, agriculture, scientific study, utility easements, and mineral extraction.

The Project Site is currently zoned A-1-1 (Light Agricultural, one-acre minimum lot area) and A-1-10,000 (Light Agricultural, 10,000 square feet [sf] minimum lot area). The Agricultural Zones [Zones A-1 (Light Agricultural) and A-2 (Heavy Agricultural)] are established to permit a comprehensive range of agricultural uses in areas particularly suited for agricultural activities. Permitted uses are intended to encourage agricultural activities and other such uses required for, or desired by, the inhabitants of the community. An area so zoned may also provide the land necessary to permit low-density single-family residential development, outdoor recreational uses, and public and institutional facilities.



D2020012880.00 - Royal Vista Redevelopment. Rowland Heights\05 Graphics-GIS-Modeling

SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure 2-3
Conceptual Site Plan

ESA

The Project Site is also located within the Rowland Heights Community Standards District (CSD). The Rowland Heights CSD was established to implement the Rowland Heights Community Plan, which was adopted by the Board of Supervisors on September 1, 1981, and to address the needs of residential property owners who are unable to comply with the restrictions contained in Los Angeles County Code (LACC) Section 22.112.040.C (Residential and Agricultural Zones) in the keeping or parking of recreational vehicles on their lots, due to the prevailing size, shape, topography, and development of residential lots in the area. This CSD is established to (1) ensure that new development retains the residential character of the area; (2) impose development standards and review processes to ensure that commercial development, signs in commercial areas, landscaping, and setbacks, are appropriate for the community and are implemented to protect the community's health, safety, and welfare; and (3) allow for the keeping and parking of recreational vehicles on residentially and agriculturally zoned lots in a manner that protects the health, safety, and general welfare of the entire community (LACC Section 22.332.010). The Project is required to conform to the Community-Wide Development Standards (LACC Section 22.332.060) that require properties to be neatly maintained and Zone-Specific Development Standards that regulate front yard landscaping and screening (LACC Section 22.332.070).

2.3 Project Objectives

Section 15124(b) of the State CEQA Guidelines requires that a project description shall contain "a statement of the objectives sought by the proposed project." In addition, Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project."

The proposed Project would redevelop a portion of a golf course to provide market-rate and middle- and moderate-income housing opportunities as well as open space areas and recreational resources. The proposed Project is designed to avoid or minimize adverse impacts on neighboring residential uses through incorporation of open space buffers that include recreational trails. The following objectives are important to achieving the Project's land use purpose:

- **Provision of New Housing.** Provide needed new housing within infill locations in unincorporated Los Angeles County.
- **Provide a Diverse Variety of Housing Types and Affordability**. Provide a diverse mix of for-sale housing product type, price and home size to support physical, social, and economic diversity, including both market and below-market options for middle- and moderate-income households that are distributed throughout the development.
- **Create a Healthy Community**. Create a dynamic community with opportunities for outdoor passive and active recreational opportunities.
- **Integrate Environmentally Responsible Practices**. Conserve natural resources and open space for a sustainable community. Minimize impact and use of natural resources, emphasizing healthy, safe, and responsible environments to balance community development with environmental considerations.
- **Create Connectivity**. Encourage community participation and interaction by providing a trail system to existing recreational amenities and open spaces.

2.4 Description of the Proposed Project

2.4.1 Proposed Project

The Project proposes to redevelop the Project Site with 360 residential units in four residential planning areas (Planning Areas 1, 2, 3, and 5) and recreational/open space planning areas (Planning Areas 4 and 6) (see Figure 2-3). Planning Area 1 would consist of a 31.6-acre area north of Colima Road; Planning Area 2 would consist of a 9.55-acre area north of Colima Road and south of East Walnut Drive South; Planning Area 3 would consist of a 6-acre area south of East Walnut Drive South; Planning Area 4 would consist of a 5.81-acre area north of Colima Road, east of Tierra Luna; Planning Area 5 would consist of a 21.09-acre area south of Colima Road; and Planning Area 6 would consist of a 1.59-acre area south of Colima Road and west of Walnut Leaf Drive, for a total of 75.65 acres.

The residential units will be located in the four Residential Planning Areas. Residential Planning Areas 1, 2 and 5 will include a total of 200 detached single-family homes, 58 duplex units and 30 triplex units. Residential Planning Area 3 will include 72 townhouse units. Each of the 200 detached single-family homes will be developed on an individual lot with a minimum net lot size of 5,000 sf, with a few exceptions including two lots with utility easements and one lot with a curved front side yard to accommodate the entrance of the residential development. The single-family lots will be configured as either 60 feet x 84 feet or 47 feet x 107 feet in area. Single-family residential structures on the 60’ x 84’ lots will range in size from 2,800 sf to 3,200 sf, with 5 to 6 bedrooms plus bonus room and 3.5 to 4.5 bathrooms. Single-family residential structures on the 47’ x 107’ lots will range in size from 2,600 sf to 3,000 sf, with 4 to 5 bedrooms plus bonus room and 3 to 4.5 bathrooms. The two-story single-family residences in Planning Areas 1, 2, and 5 would have a maximum height of 35 feet above grade level (excluding rooftop features) as required by Section 22.18.060, Maximum Height, of the LACC. The units within the 29 duplex residential structures will range in size from 1,575 sf to 1,895 sf, with 3 to 4 bedrooms plus loft and 2 to 2.5 bathrooms. The units within the 10 triplex residential structures will range in size from 1,125 sf to 1,555 sf, with 2 to 3 bedrooms and 2 to 2.5 bathrooms. The duplex and triplex buildings in Planning Areas 1 and 5 will be two–stories and would have a maximum height of 35 feet above grade (excluding rooftop features) as required by Section 22.18.060, Maximum Height, of the LACC.

The proposed townhouse units would be contained in 14 buildings in Planning Area 3. Individual townhouse units would range in size from approximately 1,100 square feet to approximately 1,600 sf. Townhouse units would range from 2 to 4 bedrooms and 2 to 3.5 bathrooms. The townhome buildings would be three stories in height and 38 feet tall above grade, exceeding 35 feet in height; however, as allowed by LACC Section 22.18.060, Development Standards and Regulations for Zone RPD, a Conditional Use Permit is proposed to allow the exceedance of height standards.

Planning Area 4 would include 5.81-acres of open space area for walking, with no formal recreation activities, and Planning Area 6 would remain as a 1.59-acre open space area. Planning Areas 4 and 6 would be owned by the homeowner’s association (HOA) and would be accessible

to the public from the proposed trail system. As shown in **Table 2-1**, *Proposed Development Summary*, below, the Project's residential component would comprise 47.34 net acres and would develop 360 residential units (200 detached single-family units, 58 duplex units, 30 triplex units and 72 townhomes). The Project would also include approximately 28 acres of onsite retained open space which is made up of open space buffers between Planning Areas, trail system and open space on Planning Area 4 and 6. In addition, trees will be planted along trails for shade, in Planning Area 4 and Planning Area 6 open space areas, as a condition of the Project. The Project will include the planting of approximately 990 new trees including oaks, sycamores, cedar, acacia, olives, peppers, crepe myrtle, ash, pines, sweet bay, and jacaranda throughout the Project Site.

TABLE 2-1
PROPOSED DEVELOPMENT SUMMARY

Planning Area	Gross Size (Acres)	Residential Development (Acres)	Number of Residential Units	Unit Type	Affordable Units	Open Space (Acres)
1	31.61	19.76 SFR 4.71 Duplex/Triplex	168	SFR (116) Duplex (34)/Triplex (18)	6 Units	7.14
2	9.55	6.36	32	SFR	0 Units	3.19
3	6.0	4.39	72	Townhouse	72 Units	1.61
4	5.81	—	0	Open Space	0 Units	5.81
5	21.09	9.12 SFR 3.0 Duplex/Triplex	88	SFR (52) Duplex (24)/Triplex (12)	4 Units	8.97
6	1.59	—	0	Open Space	0 Units	1.59
Total	**75.65**	**47.34**	**360**		**82 Units**	**28.31**

SOURCE: KTGY Architecture and Planning, 2023.

The County's inclusionary housing ordinance would require 81 middle- and moderate-income units, 20 percent of the maximum number of residential units possible, which is 403. The Project will exceed the County's inclusionary housing ordinance requirements, with a total of 82 units set aside for sale to middle- and moderate-income households, which equals approximately 22.7 percent of the Project's 360 units. The 82 units set aside for middle- and moderate-income households will consist of 72 townhome units (in Planning Area 3) and 10 triplex units (6 units in Planning Area 1 and 4 units in Planning Area 5). The affordable units in Planning Areas 1 and 5 will be distributed within each of the triplex buildings (one unit in each of the 10 triplex buildings).

The proposed Project would include roadways, curbs and gutters, sidewalks, fire hydrants, streetlights, landscaping, and irrigation for the Project Site. The proposed Project would also include the widening of East Walnut Drive South by approximately 12 feet and other street improvements to include a parkway and sidewalk on the south side of East Walnut Drive South. All activities associated with the proposed Project would occur within the Project Site, except for off-site road improvements. Building demolition of existing structures, infrastructure construction, and remedial grading would occur within the Project Site.

Project grading will require approximately 387,100 cubic yards of cut and approximately 253,400 cubic yards of fill, with a net export of approximately 133,700 cubic yards for the Project Site. Over excavation and re-compaction of up to 1,544,500 cubic yards each is anticipated. The maximum depth of excavation within the Project Site would be approximately 25 feet in areas where fill was deposited during the construction of the golf course. During Project excavation the 1,544,500 cubic yards would be temporarily stockpiled on site and when the site is ready for re-compaction, the 1,544,500 cubic yards soil would be redistributed on site and compacted to create roadways and the residential lots (Project grading plus over-excavation, re-compaction and export totals approximately 3,863,200 cubic yards).[1] Export materials will be hauled to the closest landfill, which is expected to be the Olinda Landfill in the City of Brea. The haul route is expected to be the SR-60 Freeway East from the Project Site using Colima Road and Fairway Avenue, to the SR-57 Freeway South, and then exiting at Lambert Road (approximately 10 miles away).

Estimated start of construction is the Fourth Quarter of 2024 with the estimated completion in the Fourth Quarter of 2027.

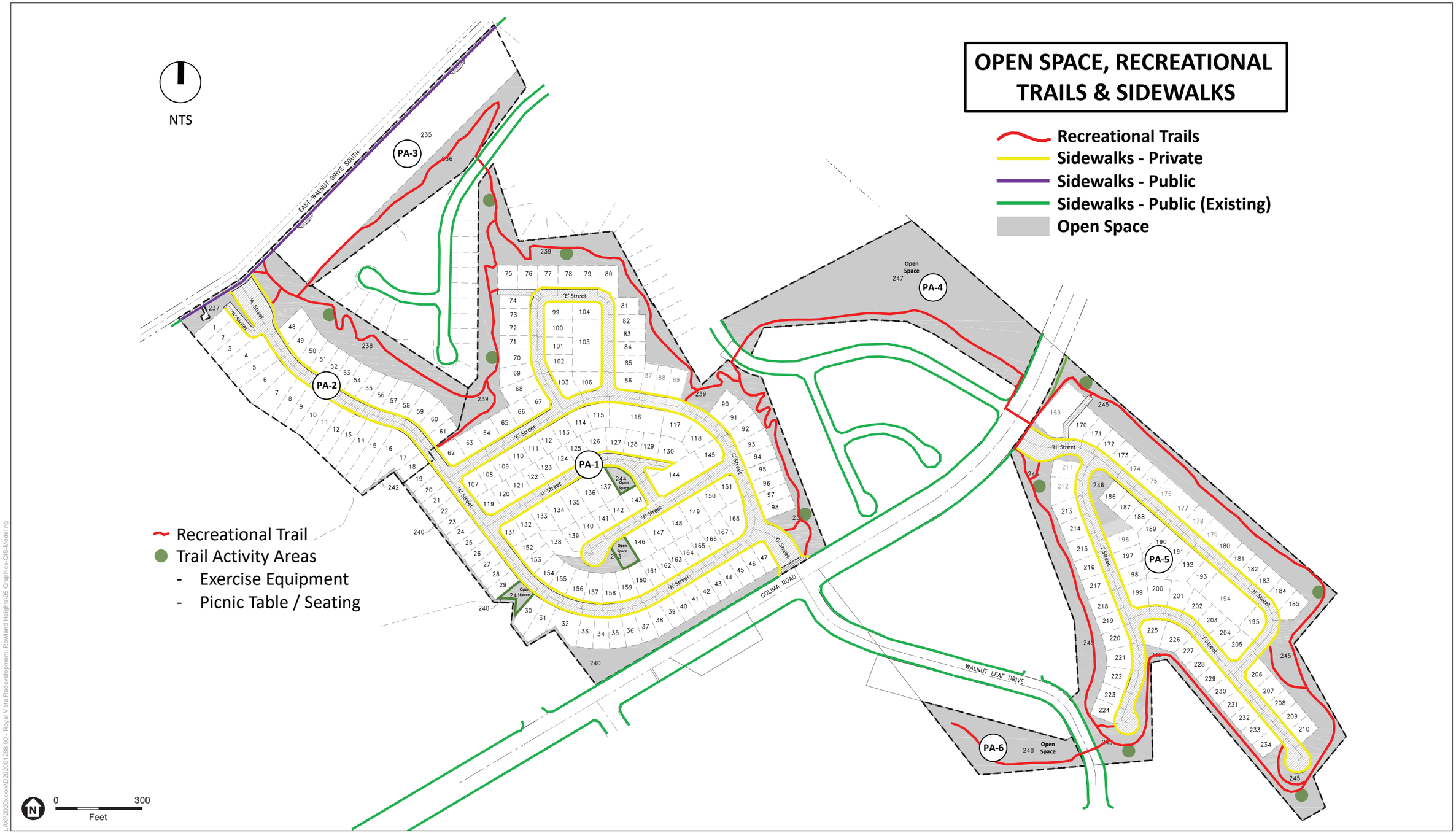
2.4.2 Open Space

The Project would include approximately 28 acres of open space that would buffer new residential land uses from most existing adjacent residential land uses. Open spaces areas would contain paved public-use trails, over 2 miles in length, to facilitate pedestrian and bicycle circulation/connections between the Project's residential components, and the adjacent existing residential neighborhoods (**Table 2-2**, *Proposed Open Space Summary*, and **Figure 2-4**, *Open Space, Recreational Trails, and Sidewalks within the Project Site*). The proposed trails system, available to the public, would also include exercise stations to encourage physical fitness. The open space areas would be owned and maintained by the HOA.

TABLE 2-2
PROPOSED OPEN SPACE SUMMARY

Planning Area	Net Size (Acres)	Trail Length (Feet)	Open Space (Acres)
1	31.61	3,570	7.14
2	9.55	1,105	3.19
3	6.0	1,080	1.61
4	5.81	1,060	5.81
5	21.09	4,985	8.97
6	1.59	500	1.59
Total	**75.65**	**12,300**	**28.31 (37%)**

[1] Cut and fill, over-excavation and export grading quantities are rounded up and may differ slightly from quantities used for the tentative tract map review and air quality modeling assumptions.



SOURCE: SMP Environmental Design, 2023

Royal Vista Residential Project

Figure 2-4
Proposed Open Space, Recreational Trails, and Sidewalks within the Project Site

ESA

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2.4.3 Lighting and Security Features

All lighting on the Project Site would be light-emitting diode (LED). In addition, Project design would include general principles of Crime Prevention Thru Environmental Design (CPTED) as recommended by the Walnut-Diamond Bar Sheriff Station, where applicable. The CPTED reduces opportunities for criminal activities by employing physical design features that discourage anti-social behavior, while encouraging legitimate use of the site (LASD 2021). The overall design features that would incorporate CPTED for the Project include defensible space, lighting, and landscaping. The Project HOA will maintain the open space areas, landscaping and lighting throughout the Project Site to minimize overgrown vegetation and prevent dark hiding places, void of light.

2.4.4 Access and Circulation

Access

Project vehicular access would be provided via East Walnut Drive South and Colima Road. A traffic signal at the Colima Road/Tierra Luna Intersection is proposed and the existing Colima Road golf cart crossing signal east of Tierra Luna would be removed. Driveway entrance/exits would be located at each of the single-family residential neighborhood access points: one would be provided on East Walnut Drive South (Planning Area 2 access), one would be provided on the north side of Colima (Planning Area 1 access), and one would be provided on the south side of Colima (Planning Area 5 access). Two driveway entrance/exits would be located on the south side of East Walnut Drive South (Planning Area 3 townhome access).

Internal circulation would include a new private street between East Walnut Drive South and Colima Road. The neighborhoods in Planning Areas 1, 2 and 5 would have private streets maintained by the Project HOA.

Roadway Improvements

The southern half of the East Walnut Drive South right-of-way between Bellavista Drive and the east end of the Project Site would be widened approximately 12 feet to meet County standards and curb, gutter and sidewalk infrastructure would be installed, which currently does not exist. This would connect the existing sidewalk located to the west of the Project Site with the existing sidewalk located to the east of the Project Site.

Parking

LACC Section 22.18.060 requires automobile parking for a planned residential development in an amount adequate to prevent traffic congestion and excessive on-street parking; provided that in no event shall the development provide less than one covered parking space per dwelling unit, or less than 50 percent of the required number of parking spaces for public assembly or recreational uses. Detached single-family units, duplexes, triplexes, and the townhome units will all have two-car attached garages. The townhome development includes 63 guest parking spaces. Additional uncovered parking for guests and residents would be located adjacent to and in the surrounding area of the units.

Bicycle Amenities

Bicycle parking would be provided for the townhouses in Planning Area 3. Eighteen shared short-term bicycle parking spaces would be provided outside of the townhome buildings in three locations (6 spaces each location), and each of the 72 townhomes would have bicycle parking located within the unit's attached 2-car garage. This complies with the County's requirements for multifamily residential uses (townhouses) to provide 1 short-term space for every 10 attached dwelling units and 1 long-term space for every 2 attached dwelling units (LACC 22.112.100). In addition, each of the 200 single family detached homes, 58 duplex homes and 30 triplex homes would have bicycle parking located within each unit's attached garage.

Home Office Amenities

The proposed residential units are planned and sized appropriately to provide dedicated home office spaces (e.g., through the inclusion of home office rooms, home office lofts, and home office nooks), and the proposed development is planned to provide high-speed fiber internet connections to each residential unit as well as high speed internet and wi-fi network infrastructure within each unit. The residential units will also feature additional data connections, power outlets, and USB charging outlets which will facilitate the use of teleworking equipment, along with smart home technology such as smart thermostats, locks, and video doorbells. In addition, the project Applicant will provide modern internet routers with the purchase of each home in order to facilitate and enhance future residents' ability to telework. The residential units will also promote healthy indoor environments for teleworking residents by providing all electric appliances, advanced technology HVAC air filters, and low VOC interior finishes. The units will also include energy efficient features such as solar panels, low E glass, smart thermostats, Energy-Star appliances, LED lighting, and tankless water heaters, which will reduce future residents' energy demands.

2.4.5 Utility and Infrastructure Improvements

As part of Project construction, all of the existing infrastructure within the Project Site (water, sewer, electrical, telephone, etc.) would be inspected and replaced, if needed, as part of the proposed Project. The Project would include the installation of new roadways, curbs and gutters, sidewalks, fire hydrants, streetlights, landscaping, and irrigation to serve the Project.

Water

Walnut Valley Water District is the water purveyor for the Project Site. The Project would provide new water distribution lines within the Project Site for both domestic and reclaimed water. In addition, existing water distribution lines would be inspected and replaced, if needed, as part of the proposed Project as a result of converting the site from an existing golf course to a residential development.

Stormwater System

The Project would retain the existing stormwater management system within the Project Site, which serves the surrounding existing residential areas. The Project would also add a new stormwater system within the Project Site that would serve the new proposed residential development. These two stormwater systems would be maintained and managed separately.

2.4.6 Proposed Land Use Plan Amendment and Zone Change

The Project proposes to amend the Rowland Height Community Plan and Los Angeles County General Plan land use designation for portions of the Project Site, as shown on Figure 2-8. Portions of Planning Areas 1 (19.76 acres), 2 (6.36 acres), and 5 (9.12 acres) would be changed from the current Open Space (OS) land use designation to Urban 2 (U2) (3.3 to 6.0 dwelling units per acre). Portions of Planning Areas 1 (4.71 acres) and 5 (3 acres) would be changed from the current Open Space (OS) land use designation to Urban 3 (U3) (6.1 to 12.0 dwelling units per acre). A portion of Planning Area 3 would be changed from the current Open Space (OS) land use designation to Urban 4 (U4) (12.1 to 22.0 dwelling units per acre). The remaining portions of Planning Areas 1, 2, 3 and 5 would retain their existing Open Space (OS) land use designation. Planning Areas 4 and 6 would retain their existing Open Space (OS) land use designation (**Figure 2-5** and **Figure 2-6**).

The Project proposes a Zone Change from the current A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000 -6U and -12U (Residential Planned Development) for the 62.25 acres of proposed single-family homes, duplexes, and triplexes, with an affordable housing component and open space within Planning Areas 1 (31.61 acres), 2 (9.55 acres), and 5 (21.09 acres), and to RPD-5000-17U for the 6.0 acres of townhomes with an affordable housing component and open space within Planning Area 3 (see Figure 2-5 and Figure 2-6). Planning Areas 4 and 6 will retain their existing Light Agricultural zoning.

2.4.7 Proposed Project Design Features

Aesthetics

The following Project Design Features would be implemented for the proposed Project and will help to reduce Project-related light impacts:

PDF AES-1: Project Lighting

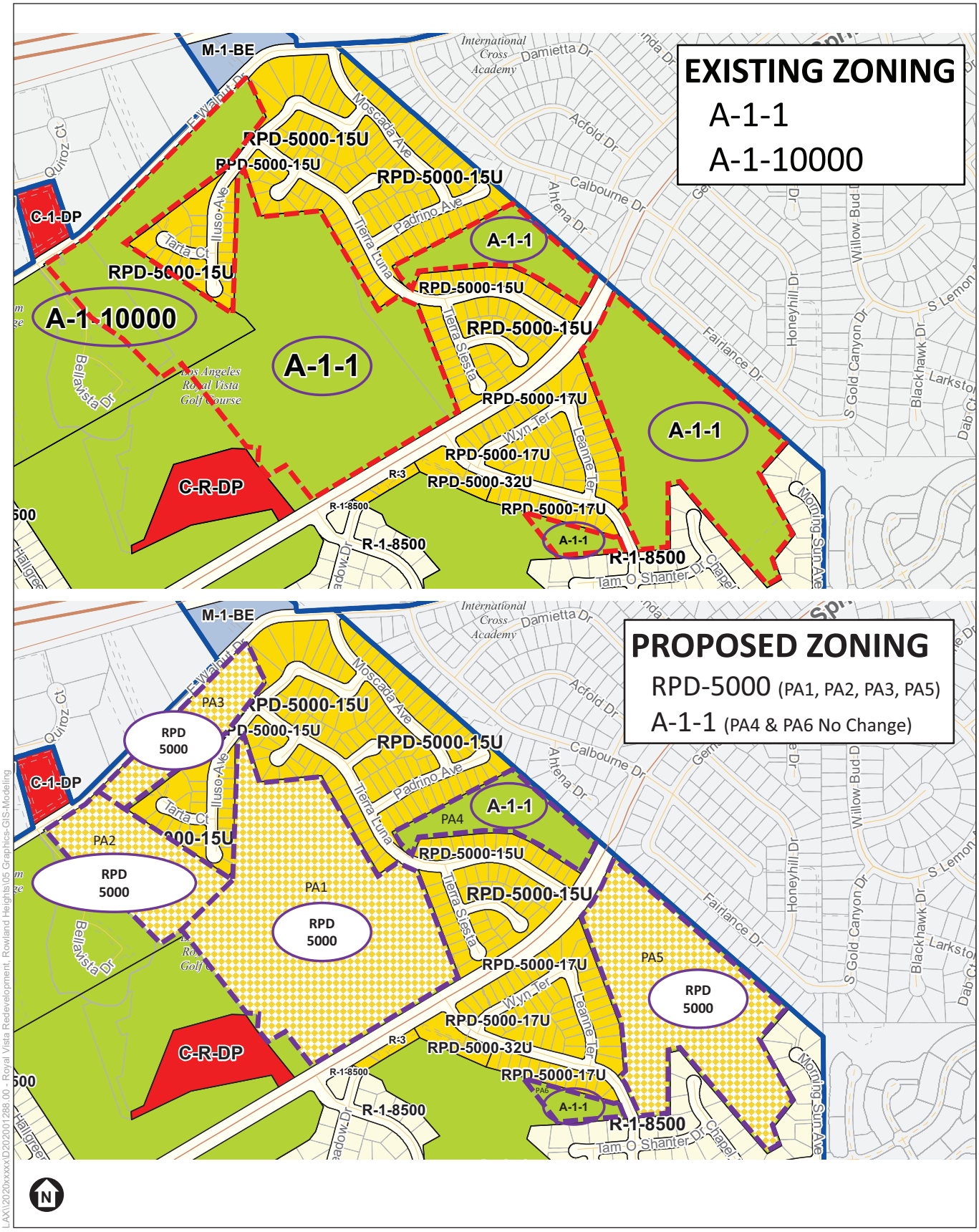
All light sources associated with the Project would be shielded and/or aimed so that no illumination would spill outside of the Project Site boundary. Lighting would be designed to improve safety and to add visual interest to the Project Site, including accentuating key landscape and architectural features. Additionally, street lighting would be shielded to illuminate the streets, promote dark skies, and inhibit any unnecessary nighttime lighting or glare.

SOURCE: ESA, 2016

Royal Vista Residential Project

Figure 2-5
Existing and Proposed Land Use

ESA



SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure 2-6
Existing and Proposed Zoning

ESA

Air Quality

The following Project Design Features measures would be implemented for the proposed Project and will help to reduce Project-related air quality impacts:

PDF AQ-1: Operations

The Project will incorporate the following energy and emission saving features as project design features (to the extent feasible, these measures have been assumed in the impacts analysis, as discussed in Section 4.3, *Air Quality*):

- The 360 dwelling units will be wired for solar roof panels which can save energy by producing solar electricity and offer credit for excess solar electricity produced.
- Each garage will be wired for EV car charging.
- Radiant barrier roof sheathing to improve cooling energy efficiency.
- Low-E, dual pane windows block 95 percent of UV rays will reduce window heat gain by 64 percent compared to ordinary glass.
- Improved insulation techniques will help to minimize gaps and higher thermal properties (R-value) add to energy efficiency.
- Designed and properly sealed duct system will improve comfort and efficiency.
- Programmable thermostats will be included to regulate home temperatures year-round.
- High efficiency ENERGY STAR® rated water heater, refrigerator, and dishwashers will help save money by using less power.
- All lighting on the Project Site would be light-emitting diode (LED).
- The Project would include open space buffers adjacent to most existing adjacent residential land uses, within which public trails will be included to facilitate pedestrian and bicycle circulation within the Project Site.

GHG

The following Project Design Features would be implemented for the proposed Project and will help to reduce Project-related GHG impacts.

PDF GHG-1: Non-quantifiable GHG Reduction Measures

- The 360 dwelling units will be wired for solar roof panels which can save energy by producing solar electricity and offer credit for excess solar electricity produced.
- Each garage will be wired for EV car charging.
- Radiant barrier roof sheathing to improve cooling energy efficiency.
- Low-E, dual pane windows block 95 percent of UV rays.
- Improved insulation techniques to help to minimize gaps and higher thermal properties (R-value) add to energy efficiency.
- Designed and properly sealed duct system to improve comfort and efficiency.

- Programmable thermostats will be included to regulate home temperatures year-round.
- Open space buffers adjacent to most existing adjacent residential land uses that include public trails to facilitate pedestrian and bicycle circulation within the Project Site as depicted on the approved Vesting Tentative Tract Map.
- To incorporate teleworking, each residential unit would be sized to accommodate home offices and be equipped with new and efficient internet and phone cable systems. (2021 GHG Handbook Measure Transportation T-4)

PDF GHG-2: Quantifiable GHG Reduction Measures

- Each unit shall be equipped with high-efficiency ENERGY STAR® rated water heater, refrigerator, and dishwashers. (2021 CAPCOA GHG Handbook Measure Energy E-2)
- All lighting on the Project Site would be light-emitting diode (LED). (2021 CAPCOA GHG Handbook Measure Energy E-2)
- The proposed Project would not include any natural gas infrastructure. (2021 CAPCOA GHG Handbook Measure Energy E-15)
- Electricity would be provided by the Clean Power Alliance and would be 100 percent renewable, unless the resident(s) opt-out. (2021 CAPCOA GHG Handbook Measure Energy E-11)
- Low-flow water fixtures and native landscaping. (2021 CAPCOA GHG Handbook Measure Water W-5)

Noise

The following Project Design Features would be implemented for the proposed Project and will help to reduce Project-related noise impacts:

PDF NOI-1

Construction activities occurring as part of the Project shall be subject to the limitations, which state that construction activities may occur between 7 a.m. and 7 p.m. Mondays through Saturdays. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays unless a temporary waiver is granted by the Chief Building Official or his or her authorized representative.

Transportation

The following Project Design Features would be implemented for the proposed Project and will help to reduce Project-related transportation related impacts:

PDF T-1

This measure accounts for the VMT reduction achieved by a project that is designed with a higher density (residential density of 2.72 dwelling units per acre) of dwelling units

compared to the average residential density in the country.[2] When reductions are being calculated from a baseline derived from a travel demand model, the residential density of the relevant TAZ is used for the comparison instead. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in VMT.

The Project-generated VMT is derived from the County's VMT Tool, which is based on SCAG travel demand model data. Therefore, the Project's potential VMT reduction is determined by comparing the residential density without and with the Project's proposed residential development proposed for Planning Areas 1, 2 and 3, and comparing the residential density TAZ without and with the residential development proposed for Planning Area 5. The residential density of each TAZ was determined based on parcel-level data obtained from the Los Angeles County Office of the Assessor, which reports the type of residential development (e.g., single family, duplex, multi-family), the number of units, and the acreage of each parcel.

PDF T-2

This measure requires projects to be located within a 0.5-mile bicycling distance from an existing Class I bike path or Class II bike lane. A project that is designed around an existing or planned bicycle facility encourages sustainable mode use. The project design should include a comparable network that connects the project uses to the existing off-site facilities that connect to work/retail destinations.

The proposed Project Site is located within a 0.5-mile distance of the existing Class I bicycle lanes along Fairway Drive and along Golden Springs Road. Future bicycle lanes are planned for Colima Road and Brea Canyon Cutoff Road in the immediate vicinity of the Project Site, which would provide connections to the existing bicycle lanes west and south of the site. Upon installation of the planned bicycle lanes, the Project Site would be served by regional-serving bicycle facilities that connect to work/retail destinations and facilitate bicycle commuting.

The proposed Project is planned to provide recreational multi-use trails within the Project Site which are expected to accommodate pedestrians, bicycles, and other non-motorized modes of travel. The multi-use trail system will connect to the internal project roadways as well as public sidewalks and roadways at various places, including along Colima Road. Therefore, the Project Site is planned to provide convenient connections to the future bicycle lanes for residents of the Project Site as well as the general public. It is expected that providing connections throughout the Project Site to regional bicycle facilities will result in greater substitution of bicycle trips for vehicle trips. Therefore, the

[2] Residential density refers to the number of households within a geographic area. The residential/housing density of the United States is 0.06 households per acre (40.8 households per square mile), based on current number of houses, https://fred.stlouisfed.org/series/ETOTALUSQ176N. The housing density for Los Angeles County is 1.38 households per acre (881 households per square mile), https://www.towncharts.com/California/Housing/Los-Angeles-County-CA-Housing-data.html.

Project is well-located and designed to attain expanded VMT reductions in the future when the planned bicycle facilities are installed.[3]

PDF T-3

The exclusive northbound right-turn lane at the SR-60 Freeway EB on-ramp would be restriped to accommodate a shared through/right-turn lane, and the other northbound lanes would be restriped to accommodate the full extent of the forecast northbound left-turn queue. It is not anticipated that any roadway widening would be required in order to accommodate the proposed lane configuration on Fairway Drive. It should be noted that the reconfiguration of the northbound lanes at the SR-60 Freeway ramp intersections would require approval from Caltrans prior to being implemented by the Project Subdivider.[4] If the Caltrans does not concur with this improvement, this improvement will not be required

PDF T-4

The westbound approach along East Walnut Drive South is approximately 20 feet wide and is currently striped to provide one 10-foot-wide shared through/left-turn lane and one 10-foot-wide right turn lane. In order to better accommodate the forecast right-turn queues, the westbound right-turn lane striping shall be extended to provide an additional 50 feet of storage space. The lane striping will terminate prior to the existing driveway along the north side of the roadway in order to maintain full access to the existing parcel. The roadway width along the westbound approach of East Walnut Drive South is adequate for vehicles to utilize the curb lane (i.e., a de facto turn lane) should additional storage space be required.

PDF T-5

Northbound Left-Turn: To better accommodate the left-turn queues and improve overall operations at the intersection, the raised concrete median adjacent to the northbound left-turn lane shall be modified and narrowed in order to accommodate the extension of the left-turn lane by 60 feet. In order to maintain full access to the existing parcel along the west side of the roadway, the median should not extended further to the south.

Northbound Right-Turn: In order to adequately accommodate the forecast right-turn queues, the lane striping would be extended to provide an additional 10 feet of storage space for the northbound right-turn lane.

Eastbound Left-Turn: In order to adequately accommodate the left-turn queues, the raised concrete median adjacent to the eastbound left-turn lane would be modified to accommodate the extension left-turn lane by 60 feet.

[3] T-32, Locate Project near Bike Path/Bike Lane, would also be applicable as a Project Design Feature due to the Project Site's location near existing bicycle lanes along Fairway Drive and Golden Springs Road, and planned bicycle lanes on Colima Road and Brea Canyon Cutoff Road. While the Project's location near existing and future bicycle lanes may enhance the Project's proposed VMT reduction measures (see Mitigation Measures TR-2 and TR-3, below), it is a non-quantified measure and, therefore, is not discussed further.

[4] The analysis in this DEIR does not assume or rely upon PDF T-3 to reduce potential impacts, and if it were not to be constructed the analysis of Project impacts would not be affected.

Westbound Left-Turn: In order to adequately accommodate the left-turn queues, the raised concrete median adjacent to the westbound left-turn lane will be modified to accommodate the extension left-turn lane by 105 feet.

PDF T-6

The Walnut Leaf Drive approach would be restriped to accommodate eastbound left-turns into the project driveway, located at north approach by an exclusive left-turn lane, restriped to provide one southbound departure lane, as well as one shared left-through lane and one right-turn lane on the northbound approach. It is not anticipated that any roadway widening would be required in order to accommodate the proposed lane configuration on Walnut Leaf Drive.

PDF T-7

The proposed Project would construct a driveway at the existing Tierra Luna/Colima Road intersection. The Project driveway will tie-in to the intersection as the new south leg of the existing unsignalized "T"-intersection. The existing signalized pedestrian and golf cart crossing across Colima Road is planned to be relocated with a traffic signal at the future Tierra Luna/Colima Road intersection in order to maintain pedestrian access across Colima Road. The golf cart path south of Colima Road will be removed in order to accommodate the open space on Planning Area 4 and the proposed single-family homes on Planning Area 5; therefore, pedestrian crossings across Colima Road are planned to be accommodated at the Tierra Luna/Colima Road intersection instead. Colima Road shall be restriped to accommodate exclusive westbound left turns into the project driveway.

PDF T-8

The traffic signal shall be modified to provide a westbound right-turn overlap phase (i.e., the westbound right-turns would receive a green arrow concurrent with the existing protected southbound phase). The improvement is anticipated to result in a reduction in the westbound right-turn queues. This improvement will require approval from the City of Diamond Bar prior to implementing this improvement. If the City does not concur with this improvement, this improvement will not be required.

2.5 Construction

Construction of the proposed Project would occur in the following phases: (1) demolition and removal of the golf course improvements, including the maintenance facility building and driving range on the Project Site; (2) site grading; (3) roadway, utilities, landscaping improvements; and (4) home construction. Estimated start of construction is the Fourth Quarter of 2024 with estimated completion in the Fourth Quarter of 2027.

2.6 Project Entitlements

The Project will require the following entitlements:

- General Plan and Community Plan Amendments (Rowland Heights Community Plan): OS (Open Space) to Urban 2 ((U2); 3.3 to 6.0 dwelling units per acre) for portions of Planning Areas 1, 2 and 5; to Urban 3 ((U3); 6.1 to 12.0 dwelling units per acre) for portions of

Planning Areas 1 and 5; and to Urban 4 ((U4); 12.1 to 22.0 dwelling units per acre) for a portion of Planning Area 3.

- Zone Change from A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000-6U and RPD-5000-12U (Residential Planned Development-5000 Square Feet Minimum Lot Area-6 Dwelling Units Per Acre and 12 Dwelling Units Per Acre, respectively) for the 62.25 acres of proposed single-family homes, duplexes, triplexes, with an affordable housing component and open space for Planning Areas 1, 2, and 5 and to RPD-5000-17U (Residential Planned Development-5000 Square Feet Minimum Lot Area-17 Dwelling Units Per Acre) for the 6.0 acres of townhomes with an affordable housing component and open space for proposed Planning Area 3.
- Vesting Tentative Tract Map: Subdivision of six (6) existing parcels into 248 lots, consisting of 200 single family lots, 29 residential condominium lots with a total of 58 duplex units, 5 residential condo lots with a total of 30 triplex units, 1 residential condo lot with 72 attached townhomes, 13 open space lots to be privately owned and maintained by the HOA but accessible to the public, and a street frontage waiver for the private driveway and firelane system.
- Conditional Use Permit (CUP): For grading in excess of 100,000 cubic yards, and a Residential Development Program, walls over 6 feet in height, buildings over 35 feet in height, setback reduction for townhomes (front) and triplexes (front and rear) yards, and residential lot widths less than 50 feet.
- Housing Permit to reserve 22.7 percent (82 units) of subdivision units for sale to middle- and moderate-income households and to allow single-family lots smaller than 5,000 square feet and waive the parkway requirement along private driveways within Planning Areas 1, 2, 3, and 5. Single-family Lots #18, #47, and #155 are slightly less than 5,000 sf in size (net size). Lot #18 is undersized due to a side yard utility easement, Lot #47 is a corner lot with a curved front side yard to accommodate the entrance of the residential development, and Lot #155 is undersized due to utility easement.

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CHAPTER 3
Environmental Setting

3.1 Overview of Environmental Setting

This section provides a general overview of the Project Site's regional and local setting. Additional details of the environmental setting as it relates to each of the analyzed environmental issues are included in the individual existing condition discussions contained within Chapter 4, *Environmental Analysis*, of this Draft EIR.

3.1.1 Location and Boundaries

The Project Site consists of approximately 76-acres of land and encompasses six non-contiguous parcels located both north and south of Colima Road, identified as Assessor Parcel Numbers (APNs) 8762-022-002, 8762-023-001, 8762-023-002, 8762-027-039, 8764-002-005, and 8764-002-006 (Los Angeles County Office of the Assessor 2021), within Rowland Heights, California 91789 (Project Site). The Project Site parcels generally constitute 13 holes and the driving range of the existing 27-hole Royal Vista Golf Club on Colima Road. The Project Site is bisected by Colima Road, with four parcels comprising of approximately 53 acres located north of Colima Road, and two parcels comprising 22.68 acres located south of Colima Road. The Project Site Is bounded by East Walnut Drive South on the north, the Royal Vista Golf Club and residential neighborhoods along Walnut Leaf Drive and Fairway Drive on the west, residential neighborhoods along Chapel Hill Drive and Morning Sun Avenue to the south, and residential neighborhoods along Tierra Luna, Calbourne Drive, and Fairlance Drive to the east. The City of Diamond Bar is located immediately east of the Project Site and the City of Industry is located immediately north of the Project Site. The City of Walnut is further north of the Project Site, across State Route 60 (SR-60, or the Pomona Freeway) (see Figures 2-1 and 2-2).

3.1.2 Regional Setting

The Project Site is located in the eastern San Gabriel Valley portion of the County of Los Angeles, within the Rowland Heights Community Planning Area (Community Plan Area), northeast of the Peter F. Schabarum Regional Park. The Community Plan Area boundaries extend from the City of Industry and Walnut Creek Drive South on the north to Orange County on the south; the City of Diamond Bar forms the eastern boundary while the western boundary is established by the unincorporated community of Hacienda Heights. Rowland Heights is a predominantly suburban residential community. The limited commercial development in the community has been designed to serve residents of the immediate area and is clustered along Colima Road.

The Project Site is located near two major freeways, SR-60, and SR 57 Freeway (Orange Freeway). Regional access to the Project Site is from SR-60 and SR-57, with freeway exits at Fairway Drive (SR-60) and Diamond Bar Boulevard (SR-57). Primary arterial access is provided from Colima Drive, via Fairway Drive, which extends south of Colima Road as Brea Canyon Cutoff Road. East Walnut Drive South is the northern boundary of the Project Site. Major arterial access to the Project Site is provided by Valley Boulevard in the City of Industry from the north and Grand Avenue in the City of Diamond Bar from the east. Regional public transportation serving the Project Site and surrounding areas include Foothill Transit Lines 482 and 493, which travel east and west along Colima Road and Golden Springs Drive. These transportation lines provide access within the community of Rowland Heights as well as to the cities of Pomona, Diamond Bar, Walnut, Baldwin Park, Industry, and Los Angeles. In addition, the County provides the community of Rowland Heights with the Rowland Heights Hopper Shuttle (Heights Hopper) that runs Monday through Saturday. These lines provide access to commercial, industrial, institutional, residential, and recreational land uses within the region.

3.1.3 Local Setting

As shown in Figure 2-2, Local Vicinity Map, the Project Site is bordered by commercial and hotel uses to the north, along East Walnut Drive South, including a hotel, warehouse / office space, self-storage facility, LA County Public Works facility, religious facility, and associated surface parking lots. To the north of the immediate commercial uses, SR-60 traverses east to west and creates a physical division between the Rowland Heights Community south of SR-60 and the City of Industry. Uses to the north within the City of Industry include business parks and commercial uses such as, car wash, restaurants, dance studio, gas station, storage facilities, and several retail stores.

The portion of the Project Site located north of Colima Road contains APNs 8762-022-002, 8762-023-001, 8762-023-002, and 8762-027-039, and comprise the proposed Planning Areas 1, 2, 3, and 4. Proposed Planning Area 1 is bordered on the south by Colima Road, by the proposed Planning Area 2 to the north, the single-family residential neighborhoods along Tierra Luna to the east, and the Royal Vista Golf Club clubhouse and surface parking lot to the west. Proposed Planning Area 2 is bordered by East Walnut Drive South on the north, the Harvard Estates residential uses to the west, a single-family residential neighborhood along Iluso Avenue to the east, and the proposed Planning Area 1 to the south. Proposed Planning Area 3 is the northernmost lot contained within the Project Site boundaries and is bordered by East Walnut Drive South on the north, proposed Planning Area 2 to the west, residential uses and Iluso Avenue to the south and a single-family home to the east. Proposed Planning Area 4 is located east of Planning Area 1, and is bordered by Colima Road to the south, and residential uses along Padrino Avenue to the north, Calbourne Drive to the east, and Tierra Luna to the west. The residential uses surrounding Planning Areas 1, 2, 3 and 4 primarily include single-family developments, scaling one- to two-stories in height.

Land uses north of Colima Road and to the west of the Project Site are additional residential uses and commercial uses west of Fairway Drive. The Ybarra Academy of Arts and Technology,

which is one of three K-8 schools in the Rowland Unified School District, is located west of Fairway Drive within the Rowland Heights community.

The portion of the Project Site located south of Colima Road contains APNs 8764-002-005 and 8764-002-006 and comprise the proposed Planning Areas 5 and 6. Proposed Planning Area 5 is bordered on the north by Colima Road, by residential uses to the west, east and south. South Pointe Middle School and Larkstone Park in the City of Diamond Bar are located east of the Project Site, approximately 0.25 mile away from the easternmost boundary of Planning Area 5. Planning Area 6 is also located south of Colima Road and is separated from Planning Area 5 by Walnut Leaf Drive, a local street which serves the surrounding residential development. Planning Area 6 is bounded by residential single-family homes on the north and south, Walnut Leaf Drive to the east, and portions of the Royal Vista Golf Club to the west.

3.1.4 Project Site

The Project Site is an approximately 76-acre property that is currently developed with 13 holes and the driving range of the existing 27-hole Royal Vista Golf Club. The Project Site includes the maintenance facility building on APN 8762-022-002. No other buildings are located on the Project Site. The remainder of the Royal Vista Golf Club, including the golf course clubhouse, are located outside of the Project Site. The Project Site is developed with golf course uses and consists of numerous golf holes and fairways of the existing course and the driving range, with sections of landscaped trees and shrubs, sand traps, and cart paths scattered throughout the Project Site. Turf and other non-native grasses in the golf course fairways and greens comprise the prevalent vegetation, and ornamental trees and shrubs are scattered along the fairways. The ornamental trees and shrubs include weeping willow (*Salix babylonica*), palm trees (*Washingtonia* species), sycamore (*Platanus racemosa*), various pine tree species (*Pinus* species), several eucalyptus species (*Eucalyptus globulus*, *E. camaldulensis*, and other species), araucaria (*Araucaria* species), and tobacco tree (*Nicotiana glauca*), among others. In addition, the Project Site contains two small ponds used for the golf course irrigation that were constructed during development of the existing golf course, as well as related golf course drainage features.

The Project Site is not accessible to the general public except for golf course patrons. A fence forms a perimeter around the existing golf course. A tall driving range safety fence exists along the north side of Colima Road and security lighting fixtures are also present on the Project Site. Photographs of the Project Site and vicinity are provided in Section 4.1, *Aesthetics* (Figures 4.1-1 through 4.1-8).

The elevation of the Project Site ranges from approximately 505 to 710 feet above mean sea level (AMSL), sloping slightly to the northwest. The highest area of the Project Site occurs along the southern portion of the Project Site near Walnut Leaf Drive. The lowest area of the Project Site is located along East Walnut Drive South in proposed Planning Area 2.

As discussed in Section 4.4, *Biological Resources*, up to five existing features on the Project Site could be subject to regulatory jurisdiction by the U.S. Army Corps of Engineers (USACE). Using the nomenclature of the Jurisdictional Determination prepared for the Project, Concrete Ditch 1, Basin/Pit, Eastern Earthen V-Ditch and Southern Concrete V-Ditch) could be considered waters

of the United States under USACE jurisdiction, while the Earthen Drainage Ditch meets the definition of a wetland and could be considered a Water of the United States under USACE jurisdiction (Figure 4.4-2A, *Corps Jurisdictional Delineation Map*). In addition, there are three features, East Walnut Drive Roadside Ditch, East Walnut Drive V-Ditch, and Central Concrete V-Ditch, that are considered waters of the state. Groundwater within the Project Site has been found as shallow as 2.5 feet below grade. Historic high groundwater is mapped in a relatively small portion of the Project Site adjacent to the intersection of East Walnut Drive South and Bellavista Drive at a depth of 0 to 30 feet below existing grade (Appendix J). However, the vast majority of the Project Site is not mapped as having a historic high groundwater table within 50 feet of the surface.

3.1.5 Potential Cumulative Projects

This section includes a list of the projects used as the basis for the discussions of cumulative impacts throughout Chapter 4, *Environmental Analysis*, of this Draft EIR. Sections 15126 and 15130 of the State CEQA Guidelines provide that EIRs consider the significant environmental effects of a project, as well as "cumulative impacts." Cumulative impacts are two or more individual effects that may not individually represent a significant impact, but which may, when considered together, be considerable or compound or increase other environmental impacts (State CEQA Guidelines Section 15355). In accordance with State CEQA Guidelines Section 15130, discussion of cumulative impacts should be guided by standards of practicality and reasonableness and could include any of the following:

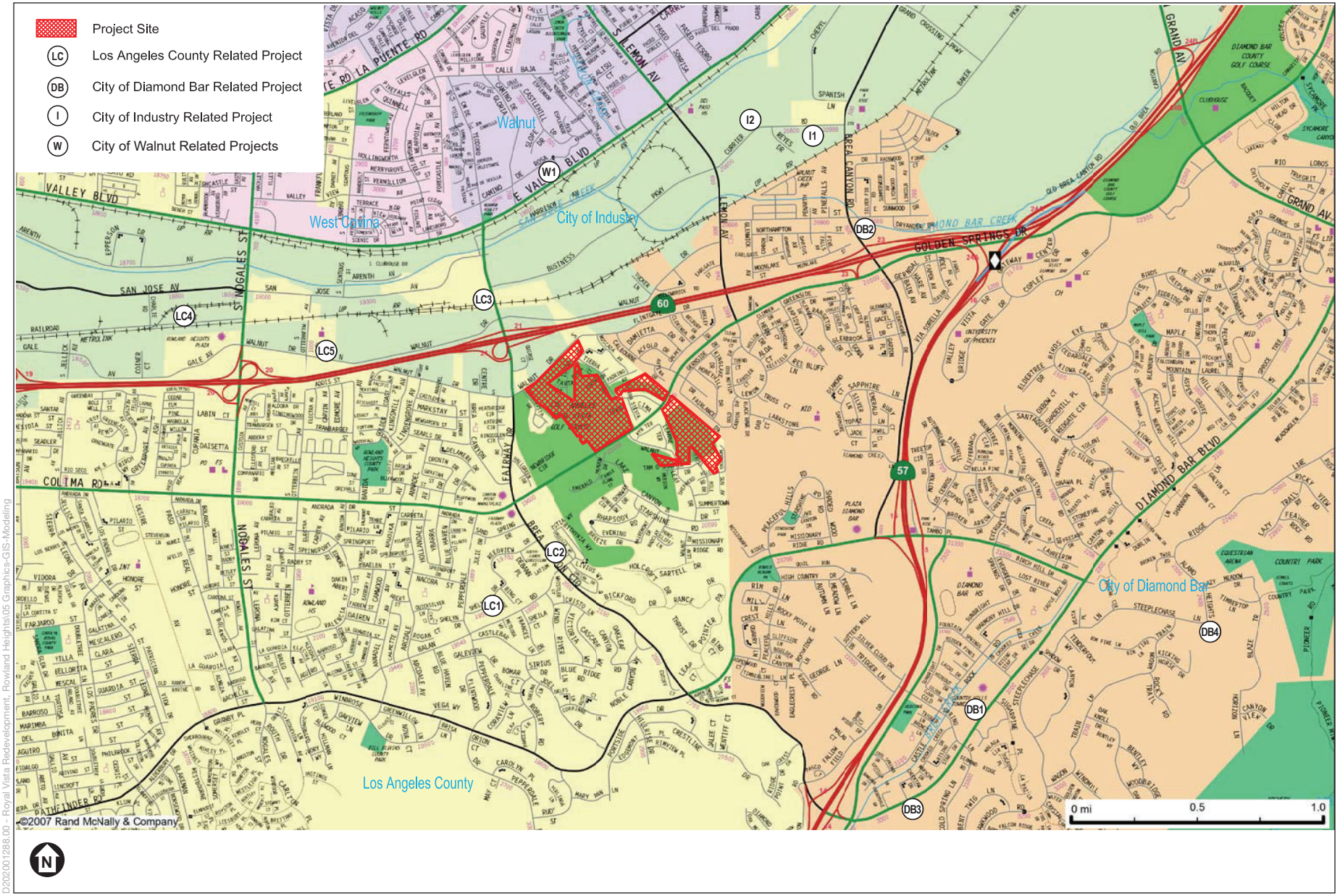
- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

For the purposes of the cumulative impacts analysis for the Project, the County has opted to use the list approach for evaluating cumulative effects. **Table 3-1**, *Cumulative Projects*, provides a list of projects identified as potentially relevant for study in this Draft EIR. This list includes 12 proposed, recently approved, under construction, and/or reasonably foreseeable projects that could combine to cause a cumulative impact on the local environment, and is based on information on file at the LA County Planning, as well as the Cities of Diamond Bar, Walnut, Industry and West Covina, consistent with the cumulative projects evaluated in the traffic impact analysis for the proposed Project. The projects in the list include a variety of land uses including commercial/retail, residential, office, warehouse, medical, educational, and industrial uses. A map showing the locations of these projects is presented in **Figure 3-1**, *Cumulative Projects*. An analysis of the cumulative impacts associated with these projects and the proposed Project is provided in the cumulative impact discussion under each individual impact category in Chapter 4, *Environmental Analysis*, of this Draft EIR.

TABLE 3-1
CUMULATIVE PROJECTS

Number on Figure	Project Name or Number Address/Location	Project Status	Land Use Data	
			Land Use	Size
Los Angeles County (LC)				
LC1	19606 Shelyn Drive	Proposed	Residential	7 Dwelling Units
LC2	1920 Brea Canyon Cutoff Road	Approved	Preschool	4,320 GSF
LC3	985 Fairway Drive	Approved	Mini-Warehouse	13,500 GSF
LC4	18800 Railroad Street	Approved	Shopping Center and Hotel	127,534 GSF
LC5	19237 East Walnut Drive North	Approved	Light Industrial	1,900 GSF
City of Diamond Bar (DB)				
DB1	2825 South Diamond Bar Boulevard	Approved	Fitness Center	21,440 GSF
DB2	850 Brea Canyon Road	Approved	Hotel, General Office, and Medical Office	109 Rooms, 47,642 GSF 8,900 GSF
DB3	Southern terminus Crooked Creek Drive APN 8714-028-003	Approved	Residential	7 Dwelling Units
DB4	End of Alamo Heights	Approved	Residential	53 Dwelling Units
City of Industry (I)				
I1	20922 Currier Road	Proposed	Light Industrial	139,593 GSF
I2	20701 Currier Road	Proposed	Light Industrial	107,555 GSF
City of Walnut (W)				
W1	19901 Valley Boulevard	Under Construction	Condominium Commercial	3 Dwelling Units 1,350 GSF

Source: LA County Planning, City of Diamond Bar Planning Division, City of Industry Department of Planning and City of Walnut Planning Department. Research was also conducted with the City of West Covina, but no development projects in that City were identified.



D2020012888.00 - Royal Vista Redevelopment, Rowland Heights\05 Graphics-GIS-Modeling

SOURCE: Linscott Law & Greenspan, Engineers, 2022

Royal Vista Residential Project

Figure 3-1
Cumulative Projects

ESA

CHAPTER 4
Environmental Analysis

4.0 Introduction to Analysis

This chapter of the Draft Environmental Impact Report (EIR) identifies and analyzes the significant environmental impacts of the proposed Royal Vista Residential Project (Project) and identifies feasible mitigation measures to reduce or avoid significant effects. It also informs decision makers and the public of the type and magnitude of the change to the existing environment that could result from the Project. The scope of the analysis contained within this Draft EIR is focused on the environmental resource areas that could be affected by proposed Project activities, as identified in the California Environmental Quality Act (CEQA) Guidelines. The Draft EIR therefore addresses the following environmental resource areas:

- Section 4.1. Aesthetics
- Section 4.2. Agriculture and Forestry Resources
- Section 4.3. Air Quality
- Section 4.4. Biological Resources
- Section 4.5. Cultural Resources
- Section 4.6. Energy
- Section 4.7. Geology and Soils
- Section 4.8. Greenhouse Gas Emissions
- Section 4.9. Hazards and Hazardous Materials
- Section 4.10. Hydrology and Water Quality
- Section 4.11. Land Use and Planning
- Section 4.12. Mineral Resources
- Section 4.13. Noise
- Section 4.14. Population and Housing
- Section 4.15. Public Services
- Section 4.16. Recreation
- Section 4.17. Transportation
- Section 4.18. Tribal Cultural Resources
- Section 4.19. Utilities and Service Systems
- Section 4.20. Wildfire

4.0.1 Format of the Environmental Analysis

The analysis of each environmental issue is organized under the following headings: Existing Conditions, Regulatory Framework, Analysis of Impacts (including Thresholds of Significance and Methodology), and Cumulative Effects. The following provides a brief description and overview of these six components of each environmental analysis.

Existing Conditions

This section identifies and describes the existing physical environmental conditions of the Project area and vicinity associated with each of the impact sections. According to Section 15125(a) of the State CEQA Guidelines, an EIR must include a description of the existing physical environmental conditions in the vicinity of the proposed Project to provide the "baseline condition" against which Project-related impacts are compared. Normally, the baseline condition is the physical condition that exists when the Notice of Preparation (NOP) is published.

Regulatory Framework

The Regulatory Framework provides an understanding of the regulatory environment that exists prior to the implementation of the proposed Project. The regulatory framework that was used in this Draft EIR included federal, state, regional, and local regulations, and policies applicable to the Project area.

Thresholds of Significance

In accordance with State CEQA Guidelines Appendix G and applicable County of Los Angeles criteria, significance criteria have been developed for each environmental issue and are defined at the beginning of each impact analysis section.

Methodology

This section describes the methodology and approach used to evaluate the potential environmental effects associated with the implementation of the Project.

Environmental Impact Analysis

This section describes environmental changes to the existing physical conditions that may occur if the proposed Project is implemented and evaluates these changes with respect to the significance criteria. This section includes a Project impact analysis and corresponding cumulative impact analysis. Mitigation measures are identified, if determined feasible, for significant Project impacts and for cumulative impacts where the Project's contribution was determined to be cumulatively considerable. The mitigation measures are those measures that could avoid, minimize, or reduce an environmental impact. This section also includes a significance determination after mitigation that describes the level of impact significance remaining after mitigation measures are implemented.

4.0.2 Definition of Terms Used in the EIR

This Draft EIR includes the following CEQA terminology to denote the significance of environmental impacts of the proposed Project:

- **Less than significant impact:** A less than significant impact does not result in a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (see CEQA Guidelines Section 15382). Impacts determined to be less than significant do not require mitigation measures.

- **Significant impact:** Public Resources Code Section 21068 defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in the environment." The thresholds of significance used to assess impacts in this Draft EIR are primarily based on the questions contained within Appendix G, informed by appropriate environmental standards, and uses the CEQA definition of "significant impact." Feasible mitigation measures or alternatives to the Project must be identified and adopted if they would avoid or substantially reduce the significant impact.
- **Significant and unavoidable impact:** A significant and unavoidable impact is a substantial adverse effect on the environment that cannot be mitigated to a less than significant level. A project with significant and unavoidable impacts could still proceed, if the County of Los Angeles prepares and adopts a statement of overriding considerations, pursuant to CEQA Guidelines Section 15093.

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4.1 Aesthetics

This section of the Environmental Impact Report (EIR) identifies and evaluates visual resources on the Project Site and surrounding area and analyzes the effects of the Project's impacts related to aesthetics. The section contains (1) a description of the existing aesthetic character of the Project Site and the surrounding areas; (2) a description of the public views of the Project Site; and (3) an analysis of the changes in aesthetics associated with the implementation of the Project.

The impacts to aesthetics are analyzed in accordance with methodology and regulations provided by the County of Los Angeles (County) General Plan (General Plan) adopted in 2015, the Rowland Heights Community (Community Plan); the Los Angeles County Code (LACC), the Rowland Heights Community District Development Standards (CSD); public information regarding the visual character of the proposed Project Site including light and glare; and site reconnaissance.

4.1.1 Existing Conditions

Overview of Visual Character of the Project Site

Historically, the Project Site was occupied by agricultural orchards and row crops from at least 1928 to 1962 when the construction of the existing Royal Vista Golf Club commenced. The Project Site comprises a portion of the existing Royal Vista Golf Club. Designed by Ted Robinson, ASGCA, the Royal Vista Golf Club opened in 1962 a 9-hole "East" course (3,304 yards of golf; longest tees for a par of 36), 9-hole "North" course (3,233 yards of golf; longest tees for a par of 35), and 9-hole "South" course (3,010 yards of golf; longest tees for a par of 36). The 156.4-acre Royal Vista Golf Club has a small maintenance building, clubhouse, banquet and special event facility, practice putting green, driving range, and a public 27-hole golf course layout that meanders between pockets of single-family residential development. The Royal Vista Golf Club is bordered by a shopping center, offices, a church, a business park, and a storage facility along East Walnut Drive South to the north in the City of Industry, and State Route 60 (SR-60, or the 60 Freeway) is between 350 and 1,000 feet to the north.

The proposed Project Site covers approximately 76 acres (13 Royal Vista Golf Club holes, the driving range and maintenance facility) of the larger 156.4-acre, 27-hole golf course. The Project Site is bisected by Colima Road and is comprised of approximately 53 acres on four parcels north of Colima Road, and approximately 23 acres on two parcels south of Colima Road. Colima Road is an 84-foot-wide major arterial roadway listed as a major County highway within the Community Plan.

Residential development within the City of Diamond Bar is located immediately east of the Project Site, north and south of Colima Road; by Fairway Drive, residential, a shopping center, and school along Brea Canyon Cut-Off Road to the west; and by residential uses to the south in Rowland Heights. Colima Road bisects the golf course. The City of Walnut is further north of the Project Site, across SR-60.

Topographically, the Project Site slopes slightly from the southeast to the northwest. Surface elevation of the Project Site ranges from approximately 710 feet above mean sea level (AMSL) on the southern area of the Project Site to 505 feet AMSL near East Walnut Drive South. The Project Site has been developed to include standard golf course features, such as rolling topography, water features, and sand traps. In addition, the Project Site is vegetated throughout with ornamental trees, shrubs, and natural turf.

Specific Visual Character of the Project Site

The proposed development, organized into six Planning Areas, for the Royal Vista Residential Project are depicted in Figure 2-3, *Conceptual Site Plan*. Planning Areas 2 and 3 are located in the north end of the Project Site. When approached from the northern end of the Project Site along the northern side of East Walnut Drive South, commercial and retail facilities, including a self-storage facility, a religious facility, LA County Public Works facility, a warehouse / office facility and a hotel face the street opposite of the Project Site (**Figure 4.1-1**, *View of Existing Uses 1*). East Walnut Drive South is lined with a sidewalk along the northern side, which supports the commercial and retail facilities. On the southern side of East Walnut Drive South the Project Site abuts the roadway without a curb or gutter. There is no sidewalk on the southern side of the roadway (see Figures 4.1-1 and 4.1-2). To the south of the street, the Project Site perimeter is surrounded with chain-link fencing to views of the North golf course fairway for Hole 3 (Planning Area 3). Existing single-family residences along Iluso Avenue and Tarta Court are slightly visible to the south of the fairway in the location of Planning Area 3; however, intervening topography prevents significant views to these residences (**Figure 4.1-2**, *View of Existing Uses 2*). In addition, large shade trees, shrubs, and landscaping are present along the boundaries of the existing golf course and these residences. Landscaping is also scattered throughout this portion of the Project Site.

Just east of the intersection of Bellavista Drive and East Walnut Drive South, the Project Site contains a strip of land which connects the northern fairways of the Royal Vista Golf Club (Planning Areas 2 and 3) to the existing southern portion of the Project Site. This portion of the Project Site is bounded by East Walnut Drive South to the north, followed by the existing Quality Inn and Suites hotel use to the northwest, the Harvard Estates residential condominium development to the west, and golf course uses to the east and south. Views looking south from East Walnut Drive South, the Project Site is characterized by gently rolling hills and large shade trees that serve as view screens within the existing Royal Vista Golf Club and where Planning Area 2 is located (**Figure 4.1-3**, *View of Existing Uses 3*). Views looking southeast from East Walnut Drive South, the Harvard Estates residential condominiums are slightly visible from the west boundary of the Project Site and Planning Area 2; however, a row of large shade trees of varying heights and species provide screening from the existing recreational uses of the adjacent golf course (**Figure 4.1-4**, *View of Existing Uses 4*).

Planning Area 1, located north of Colima Road, is the largest development area of the Project Site, and currently contains the driving range and multiple holes of both the North and East golf courses. There is one water feature/irrigation pond located along the western boundary of the Project Site and Planning Area 1, and a second smaller water feature/irrigation pond located within the center of the same Planning Area. Multiple paved and soft-surface golf cart paths

PHOTOGRAPH 1: View facing east from northwestern Project Site boundary towards commercial hotel use from East Walnut Drive South.

PHOTOGRAPH 2: View facing west from northeastern Project Site boundary towards institutional use from East Walnut Drive South.

PHOTOGRAPH 3: View facing west from center of Project Site boundary toward County maintenance yard from East Walnut Drive South.

PHOTOGRAPH 4: View facing east from center of Project Site boundary towards commercial uses.

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SOURCE: Google Maps, 2020 – 2021

Royal Vista Residential Project

Figure 4.1-1
Views of Existing Uses 1

ESA

PHOTOGRAPH 5: View facing golf course fairway from northeast corner of Project Site and Planning Area Lot 3 on East Walnut Drive South.

PHOTOGRAPH 6: View facing golf course green and sand trap from northeast corner of Project Site on East Walnut Drive South.

PHOTOGRAPH 7: View facing golf course fairway from north central portion of Project Site on East Walnut Drive South.

PHOTOGRAPH 8: View facing golf course maintenance entrance from northwest corner of Project Site.

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SOURCE: Google Maps, 2020 – 2021

Royal Vista Residential Project

Figure 4.1-2
Views of Existing Uses 2

ESA

PHOTOGRAPH 9: View facing south toward Planning Area Lot 2 from East Walnut Drive South.

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SOURCE: Google Maps, 2020 – 2021

Royal Vista Residential Project

Figure 4.1-3
Views of Existing Uses 3

ESA

PHOTOGRAPH 10: Views facing southeast toward Harvard Estates on northern portion of Project Site from East Walnut Drive South.

PHOTOGRAPH 11: View facing southwest toward Harvard Estates and golf course maintenance area on northwestern portion of Project Site from East Walnut Drive South.

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SOURCE: Google Maps, 2020 – 2021

Royal Vista Residential Project

Figure 4.1-4
Views of Existing Uses 4

ESA

traverse through the Project Site in all six planning areas. The topography of this Planning Area 1 of the Project Site varies in slope, with the lowest portion at approximately 500 feet AMSL being located within the northwest section. Iluso Avenue separates the North golf course Hole 3 (Planning Area 3) from the rest of the golf course and contains slight views of the existing golf course to the west in Planning Area 1 (**Figure 4.1-5**, *View of Existing Uses 5*). Views to the distant San Gabriel Mountains are present from the southern portion of Planning Area 1 and along Colima Road but are partially obstructed by existing vegetation including mature trees, concrete walls and the driving range fencing (**Figure 4.1-6**, *View of Existing Uses 6*). These views are also slightly obstructed by intervening landscaping and existing residential houses located in the vicinity of the Project Site. Prominently visible along Colima Road is the large post and net fencing surrounding segments of the existing Royal Vista Golf Club driving range in Planning Area 1 (see Figures 4.1-6 and 4.1-7). Further east in Planning Area 4, views of the San Gabriel Mountains are obstructed by large palm trees and ornamental trees (**Figure 4.1-7**, *View of Existing Uses 7*). On the south side of Colima Road in Planning Area 5, existing single- and multiple-family residential development, consisting of one-and two-story houses and townhomes are visible from the Project Site (**Figure 4.1-8**, *View of Existing Uses 8*).

Planning Area 4 is separated from Planning Area 1 by existing single-family residential development along Tierra Luna and is also bound by Colima Road to the south. This portion of the Project Site contains East golf course Hole 4 of the existing Royal Vista Golf Club. The Project Site at this location is bounded by chain-link fencing and a paved golf cart path that extends north along the fairway of the hole. The topography of this portion of the Project Site slopes gently to the northwest and is bounded by existing single-family residences on the north, east, and west (see Figure 4.1-7, *View of Existing Uses 7*).

The southern portions of the Project Site are accessed from Colima Road and Walnut Leaf Drive. This portion of the Project Site is located directly south of and adjacent to Colima Road and is visible from the public roadway. Chain-link fencing provides separation from the public sidewalk located along Colima Road (see Figure 4.1-8, *View of Existing Uses 8*). Existing single-family residential development is located to the east, west, and south, and is visible from the majority of this portion of the Project Site, due to the low-lying topography of this area compared to that of the existing residential lots. Walnut Leaf Drive, a local street that provides access to the neighboring residences, contains views of the Project Site to the east of Planning Area 5 and of Planning Area 6 to the west (see Figure 4.1-8, *View of Existing Uses 8*). The views from Walnut Leaf Drive of the existing residences are partially screened by residential fencing, topography and landscaping, such as large shade trees and shrubs.

Planning Area 6 is the smallest portion of the Project Site and is located west of Walnut Leaf Drive and south of Colima Road. As shown on Photograph 23 in Figure 4.1-8, views of Planning Area 6 are visible from Walnut Leaf Drive. The topography of this area immediately slopes to the west, preventing widespan views of any long-range development. Single-family residential development is located to the north and south of Planning Area 6, which is partially screened by fencing and landscaping. A paved golf cart path bisects Planning Area 6 and continues to other portions of the golf course.

PHOTOGRAPH 12: Obstructed view of proposed Planning Area Lot 1 from west terminus of Illuso Avenue.

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SOURCE: Google Maps, 2020 – 2021

Royal Vista Residential Project

Figure 4.1-5
Views of Existing Uses 5

ESA

PHOTOGRAPH 13: View facing north from southeast portion of Planning Area Lot 1 from Colima Road.

PHOTOGRAPH 14: View facing north from southeast portion of Planning Area Lot 1 from Colima Road.

PHOTOGRAPH 15: View facing north from southwest portion of Planning Area Lot 1 from Colima Road.

PHOTOGRAPH 16: View facing north from south central portion of Planning Area Lot 1 and existing golf course driving range from Colima Road.

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SOURCE: Google Maps, 2020 – 2021

Royal Vista Residential Project

Figure 4.1-6
Views of Existing Uses 6

ESA

PHOTOGRAPH 17: View facing east on Colima Road from Planning Area Lot 1. (Left)

PHOTOGRAPH 18: View facing east on Colima Road from Planning Areas Lot 4 (left) and Lot 5 (right).

PHOTOGRAPH 19: View facing north from southwest corner of Planning Area Lot from Colima Road.

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SOURCE: Google Maps, 2020 – 2021

Royal Vista Residential Project

Figure 4.1-7
Views of Existing Uses 7

ESA

PHOTOGRAPH 20: View facing south toward Planning Area Lot 5 from Colima Road.

PHOTOGRAPH 21: View facing south toward Planning Area Lot 5 from Colima Road.

PHOTOGRAPH 22: View facing northeast from Walnut Leaf Drive towards Planning Area Lot 5.

PHOTOGRAPH 23: View facing northwest from Walnut Leaf Drive towards Planning Area Lot 6.

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SOURCE: Google Maps, 2020 – 2021

Royal Vista Residential Project

Figure 4.1-8
Views of Existing Uses 8

ESA

Surrounding Area Views

Various views in the vicinity of the Project Site are described below. Note that for purposes of CEQA, only views from public areas are relevant for impact analysis. While the discussion below includes some information regarding views from private residences, such views are discussed for informational purposes only and are not part of the CEQA analysis, as private views are not relevant for purposes of evaluating Project impacts.

Immediately north of East Walnut Drive South are commercial and retail facilities, including a hotel, a religious facility, LA County Public Works facility, self-storage facility, warehouse / office facility and associated surface parking lots. SR-60 (60 Freeway) is a short distance north of the Project Site. Land further north of the Project Site, between SR-60 and Valley Boulevard, includes business parks and commercial uses such as a car wash, restaurants, dance studio, gas station, storage facilities, and several retail stores. These facilities are not visible from a distance, as they are largely blocked by intervening structures and landscaping along East Walnut Drive South. The City of Industry is north of the Project Site, across SR-60, and the City of Walnut further to the north across Valley Boulevard.

The City of Diamond Bar is located east of the Project Site, on Colima Road adjacent to Planning Areas 4 and 5. Predominant development in this area includes single-family residences along Fairlance Drive. The residences immediately bordering the Project Site can be seen from Colima Road and Planning Area 5 due to proximity; however, views from public streets and residences to the east of Planning Area 5, beyond the immediate row of residents bordering the Project Site, would not have a clear view of the Project Site due to topography, intervening structures, fencing, and trees.

South of Planning Areas 5 and 6 (the southernmost portion of the Project Site) are primarily single-family residences located along Walnut Leaf Drive, and the connecting local streets such as Chapel Hill Drive and Morning Sun Avenue. Residences along these streets have partially obstructed views of the Project Site from the residences' backyard, due to property walls/fencing, mature vegetation and change in topography. Walnut Leaf Drive separates Planning Area 5 from Planning Area 6 and provides clear views to Planning Area 5 and obstructed views of Planning Area 6 due to intervening topography.

To the west of the Project Site, recreation and residential uses are located. The existing western portion of the Royal Vista Golf Club, including the clubhouse, (which is not part of the Project Site) is located directly west of the Project Site, followed by single-family residential uses, including along Bellavista Drive. Homes on the eastern side of Bellavista Drive are located at an elevation above the adjacent Project Site and they have private views of the golf course maintenance facility building and maintenance yard. Views of the Project Site from the existing East golf course holes on the west are largely unobstructed; however, similar to other residences in the vicinity, these private views of the Project Site are partially screened by fencing, topography, and landscaping. The Royal Vista Golf Club clubhouse is located immediately west of the Project Site, along Colima Road. The clubhouse includes one structure and a surface parking lot. Multiple golf cart paths connect the clubhouse to different areas of the golf course.

Scenic Vistas

A scenic viewshed provides a scenic vista from a given public location, such as a highway, a park, a hiking trail, river/waterway, or even from a particular neighborhood. The boundaries of a viewshed are defined by the field of view to the nearest ridgeline. Scenic viewsheds vary by location and community and can include ridgelines, unique rock outcroppings, waterfalls, ocean views or various other unusual or scenic landforms (Community Plan). According to the General Plan, significant scenic ridgelines in the Project Site vicinity include the San Gabriel Mountains and the Puente Hills.

The Puente Hills are located approximately 2 miles southwest of the Project Site but are not visible from the Project Site due to intervening structures and topography. The Puente Hills are partially visible while driving west along the Colima Road corridor. Facing north from the Planning Area 3, the distant San Gabriel Mountains are partially visible, but are obstructed by the commercial and retail businesses along East Walnut Drive South. Facing east from the Planning Area 1 and along the Colima Road corridor, partially obstructed views exist of the more distant San Bernardino Mountains, which are located in San Bernardino County. Due to the varying topography of the Project Site and beyond, the San Bernardino Mountains are not visible from the Project Site.

Scenic Highways and Resources

As indicated in the County's General Plan and the California Scenic Highway Program, there are no officially designated scenic highways within the vicinity of the Project Site (General Plan; California Department of Transportation 2021). The closest "Officially Designated State Scenic Highway" is State Route 91 (SR-91 or 91 Freeway), located approximately 10 miles south of the Project Site in the County of Orange. State Route 57 (SR-57 or 57 Freeway), located approximately 1 mile east of the Project Site, between Orange and Los Angeles counties, is the nearest highway to the Project Site that is designated as an "Eligible Scenic Highway." The Project Site is not visible from either of these highways.

Based on a review of the County's General Plan, there are no designated scenic resources within a State Scenic Highway that would be visible from the Project Site (General Plan). The closest scenic resources to a State Scenic Highway would be the Puente Hills, which are located along the Orange (SR-57) Freeway and approximately 2 miles south and southwest of the Project Site. The Orange Freeway, which is designated as eligible but not officially designated as a State Scenic Highway, spans between Los Angeles and Orange Counties for approximately 7 miles. As noted above, the Puente Hills are not visible from the Project Site or from the Colima Road corridor.

The Community Plan designates three scenic highways within Rowland Heights, including Fullerton Road (approximately 2.75 miles west of the Project Site), the SR-60 (Pomona Freeway) (0.15 miles north of the Project Site), and the SR-57 (Orange Freeway) (approximately 1 mile east of the Project Site). Therefore, there are no scenic highways immediately on or surrounding the Project Site, although SR-60 (Pomona Freeway) lies a short distance to the north of the Project Site.

Light and Glare

Existing sources of light at the Project Site include streetlights, light structures in surface parking areas, security lighting on buildings, and additional security lighting in various areas of the Project Site. In addition, the Royal Vista Golf Course driving range has lighting and is open until 10:30 p.m. every day. Light sources nearest to surrounding properties are building lighting and street lighting along East Walnut Drive South and Colima Road. There are currently no other significant sources of light or glare at the Project Site. These existing sources of light are not directly visible or distinguishable from other typical urban nighttime light sources, as viewed from off-site sensitive receptors (i.e., residences to the east, west, and south of the Project Site). Existing light and glare in the surrounding areas of the Project Site are typical levels of light associated with residential or commercial uses and include similar sources of light as what currently exists on the Project Site. The few structures on the Project Site and the surrounding area are made of non-reflective materials, so there is no source of glare during the daytime when sunlight is present.

4.1.2 Regulatory Framework

State Level

California Scenic Highway Program

Created by the Legislature in 1963, the California Scenic Highway Program includes highways designated by Caltrans as scenic. The purpose of this program is to preserve and protect the scenic beauty of California highways and adjacent corridors through conservation and land use regulation. For a highway to be included in the program, it must first be nominated by the specific city or county where it is located. The nomination/eligibility process also entails that the city/county identify and define the scenic corridor of the highway to better understand the extent of visual resources requiring conservation. For an eligible highway to be officially designated and included in the program, the local government with jurisdiction over lands abutting the highway must implement a scenic highway corridor protection program that safeguards the scenic appearance of the corridor. Corridor protection may be achieved through a variety of means, including regulation of land uses and intensity of development, detailed land and site planning, control of outdoor advertising, consideration of earthmoving and landscaping, and the design and appearance of structures and equipment. If the local Caltrans district and State Scenic Highway coordinators determine that the corridor protection program meets the five legislatively required elements discussed above, a recommendation to designate the highway as scenic is forwarded to the Caltrans director. The Caltrans director may revoke scenic highways that no longer comply with the program.

As stated above under Section 4.1.1, *Existing Conditions*, the closest "Officially Designated State Scenic Highway" is SR-91, located approximately 10 miles south of the Project Site. SR-57, located approximately 1 mile east of the Project Site, is the nearest highway to the Project Site that is designated as an "Eligible Scenic Highway." Neither highway is visible from the Project Site.

Local Level

County of Los Angeles 2035 General Plan

The County of Los Angeles 2035 General Plan is an applicable guiding policy document. The County of Los Angeles Board of Supervisors adopted the Los Angeles County 2035 General Plan on October 6, 2015. The 2035 General Plan is intended to provide a policy framework for development within the County through the year 2035. Three specific elements provide polices and regulations related to aesthetics, including the Land Use, Mobility, and Conservation and Natural Resources Elements, as presented in Section 4.1.5, *Project Impact Analysis*, of Section 4.10, *Land Use and Planning*.

Los Angeles County Code

Title 22, Chapter 22.114 (Signs) of the Los Angeles County Code (LACC) establishes comprehensive sign regulations within unincorporated communities of Los Angeles County for effectively regulating the placement, erection, and maintenance of signs in the unincorporated area of the County. These regulations are intended to provide equitable standards for the protection of property values, visual aesthetics, and the public health, safety, and general welfare while still providing ample opportunities for businesses and the visual advertising industry to operate successfully and effectively. Discretionary approval of a conditional use permit is required for outdoor advertising signs, subdivision directional signs and certain freestanding business signs.

Title 26, Chapter 65 (Signs) of the LACC establishes development standards for signs within unincorporated communities of Los Angeles County. The LACC sign regulations apply to all types of commercial and residential signs, including ground signs, projecting signs, roof signs, and wall signs. The LACC Section 6505 of the Building Code defines wall signs as a sign attached to or erected against a wall of a building, with the plane of the sign parallel to the plane of the building. Projecting signs are defined in Section 6504 as signs suspended from or supported by a building (but not a wall sign). Roof signs are defined as a sign erected upon or above a roof or parapet wall of a building. Ground signs are defined in Section 6503 as signs detached from the building and supported by the ground. Under LACC Section 6502.2, a building permit is required for every sign and sign structure regulated under Chapter 65. Under Section 6502.7, no sign shall be erected that would interfere with, mislead or confuse traffic. Section 6502.10 requires that signs and sign structures be maintained at all times in a state of good repair and be able to withstand wind pressure. Additional design standards are included in LACC Title 26, Appendix H Signs.

Title 31 (Green Building Standards), and more specifically, Section 4.106.5, establish County regulations pertinent to landscape design. The LACC requires that a project shall not provide more than 25 percent turf within the total landscaped area; non-invasive drought-tolerant plant and tree species appropriate for the climate zone shall be utilized in at least 75 percent of the total landscaped area; and hydro zoning irrigation techniques shall be incorporated into the landscape design. Title 31 also requires energy efficiency, which applies to the design of interior and exterior lighting fixtures.

Title 12.40.040 (Environmental Protection) establishes certain controls on exterior lighting. In particular, the regulations require that display lighting (defined as the use of artificial light for decorative purposes or to direct attention to the providers of goods or services or to illuminate direct attention to signs advertising goods or services, display of goods, objects or designs symbolic of commercial enterprises or trademarks, or landscaping or other exterior effect) shall not be permitted during an electrical power shortage pursuant to Section 12.40.030 of the LACC.

Community Level

Rowland Heights Community Plan

The Project Site is located within Rowland Heights and is therefore subject to the Rowland Heights Community Plan, as well as the land use classification of the County's General Plan Land Use Policy Map. The Project Site is designated as "Open Space" under the General Plan Land Use Map and Rowland Heights Community Plan. The designation means that properties are planned for recreation, hiking, agriculture, utility easements, scientific study, and/or mineral extraction, and are permitted no more than 10 percent of the site devoted to parking, structures, and other facilities. Policies of the Rowland Heights Community Plan establish a common purpose and serve as a guide to agencies responsible for implementation.

Rowland Heights Community Standards District

The Project Site is located entirely within the Rowland Heights Community Standards District (CSD) established under Title 22, Chapter 22.332 of the LACC. The CSD was established to ensure the compatibility of new development with adjacent residential uses. Standards that would be applicable to the proposed RPD zone include a minimum of 50 percent of front yard must be landscaped, consisting of grasses, shrubs, trees, and other similar materials. In addition, all trash containers and dumpsters stored in the front or side yard must be screened from streets, walkways, and adjacent residences.

No buildings shall exceed a height of 35 feet above grade, excluding chimneys and rooftop antennas, unless building height above 35 feet is approved via the County's discretionary Development Program Conditional Use Permit process. A Conditional Use Permit is also required if the property in any RPD zone is to be used for a planned residential development, as has been requested by the Applicant for the Project's proposed residential development. Aesthetic policies of the CSD that are applicable to the Project are provided in Section 4.11.5, *Project Impact Analysis*, of Section 4.11, *Land Use and Planning*.

4.1.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines, supplemented by the County Initial Study guidelines as set forth below. A project would result in a significant adverse impact related to aesthetics if it would:

a. Have a substantial adverse effect on a scenic vista. [Impact AES-1]

b. Be visible from or obstruct views from a regional riding, hiking, or multi-use trail. [Impact AES-2]

c. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway. [Impact AES-3]

d. Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features or conflict with applicable zoning and other regulations governing scenic quality. (Public views are those that are experienced from publicly accessible vantage point). [Impact AES-4]

e. Create a new source of substantial shadows, light or glare which would adversely affect day or nighttime views in the area. [Impact AES-5]

4.1.4 Methodology

The following describes the methodology used to determine the aesthetic characteristics and impact potential for the Project.

Visual Character

Although the Project Site is located in an urbanized area, Impact AES-4 analyzes the Project's impact in terms of both potential conflict with applicable zoning and other regulations governing scenic quality, and in terms of substantial degradation of visual character or quality of public views of the site and its surroundings. The existing visual quality of the Project Site and the area are compared to the expected future appearance of the Project Site in order to determine whether the visual character of the area would be substantially degraded. Factors such as changes in the appearance of the Project Site, building heights, massing, setbacks, landscape buffers, and other features are taken into account.

Views

View impacts are based in part on existing views on various site visits and future views with development of the Project from representative locations within the vicinity of the Project Site. The intent of the evaluation is to determine if public views of scenic resources exist in the Project vicinity and whether any such views would be blocked or substantially diminished because of the Project. The following evaluation of views are from public vantage points along public streets (see Figures 4.1-1 through 4.1-8). As discussed above, for purposes of CEQA, the relevant views are those from public vantage points, not from private homes or yards, and any discussion of such private views is for informational purposes only and not part of the impact analysis.

Light and Glare

The analysis of light and glare describes the existing light and glare environments in the Project area, identifies the light- and glare-sensitive land uses in the area, describes the light and glare sources under the proposed Project, and qualitatively evaluates whether the Project would result in a substantial increase in nighttime lighting and daytime and nighttime glare as seen from the Project vicinity's sensitive uses. Included in this analysis is consideration of the affected street frontages, the direction in which Project lighting would be directed, the potential for sunlight to reflect off of the exterior surfaces of the proposed buildings, and the extent to which glare would interfere with the operation of motor vehicles or other activities.

Shade and Shadow

The analysis of shade and shadow impacts is based on the potential for proposed development on the Project Site to cast substantial shade and shadow upon adjacent shadow-sensitive land uses. The County has no thresholds of significance for shade and shadow. The Project does not include any proposed buildings with a height sufficient to cast shadows off-site.

Project Characteristics of Construction and Operations

The Project would result in the redevelopment of six existing parcels with 360 residential units and open space (see Figure 2-3, *Conceptual Site Design*, in Chapter 2, *Project Description*, of this EIR). Project construction would be implemented over several phases: (1) demolition and removal of all identified structures on the Project Site; (2) site grading; (3) roadway, utilities, and landscaping; and (4) home construction. Estimated start of construction is the Fourth Quarter of 2024 with estimated completion in the Fourth Quarter of 2027.

Project Construction

As part of Project construction, all of the existing public utility infrastructure within the Project Site (water, sewer, electrical, telephone, etc.) would be assessed and, as necessary, upgraded. The proposed Project would also include the widening of East Walnut Drive South and other street improvements along the Project Site's northern boundary. Construction activities would include excavation or grading of approximately 25 feet below depth in areas where fill was deposited during construction of the golf course. Project grading will require approximately 387,100 cubic yards of cut and approximately 253,400 cubic yards of fill, with a net export of approximately 133,700 cubic yards for the Project Site. Over excavation and re-compaction of up to 1,544,500 cubic yards each is anticipated. During Project excavation the 1,544,500 cubic yards would be temporary stockpiled on site and when the site is ready for re-compaction, the 1,544,500 cubic yards soil would be redistributed on site and compacted to create roadways and the residential lots (Project grading plus over-excavation, re-compaction and export totals approximately 3,863,200 cubic yards).[1]

Project Operations

The Project consists of the development of 360 residential units and recreational/open space. The long-term development and occupancy of the residences on the Project Site would result in new sources of light and glare primarily from interior and exterior lights on/in the new residences, and street and ambient lighting along the new streets. These varied sources of lighting could impact the surrounding properties by illuminating areas that have not had nighttime lighting in the past and could contribute to an overall increase in the area's ambient lighting. With the incorporation of the trail system, the Project would consolidate light sources toward the west and southeast portions of the Project Site adjacent to areas that currently have similar amounts of lighting from existing streetlights and residential lighting from the existing residential development to the northwest, east and south.

[1] Cut and fill, over-excavation and export grading quantities are rounded up and may differ slightly from quantities used for the tentative tract map review and air quality modeling assumptions.

Architectural amenities associated with the Project include single-family detached residences, townhomes, duplexes and triplexes with similar, yet varying dimensions and styles. The Project's land uses would be organized in a manner that is compatible with the existing single-family homes surrounding the Site and includes design parameters intended to maintain the scenic character of the northern Rowland Heights community. The Project is an in-fill development that has been designed to consider the built environment of the surrounding single-family residential areas and location, as reflected in the proposed single family residential lots that are in keeping with the lot sizes of existing single-family homes in the Project vicinity. Residential lots would be clustered together within the Project Site and separated from existing and proposed residence types by pockets of open space areas to define new neighborhoods. All proposed housing types will be in compliance with applicable design policies of the County's zoning code, such as setbacks, landscaping and outdoor lighting policies. Through design and variety of façade materials, building height variations, building clusters and landscaping, development within the Project Site would be similar to the single-family residences in the vicinity that include single and two-story residences. The townhomes, duplexes and triplexes are typically taller than standard single-family residences (see Figures 4.1-11 through 4.1.13); however, the land use organization would incorporate the duplexes and triplexes in the areas that are typically lower in grade then any of the surrounding existing residences and would be separated by open space buffers. The duplexes and triplexes would be designed to visually flow with the surrounding single-family residences. Building facades that face the street would consist of materials or designs distinguishable from the rest of the façade, such as offset planes and other architectural accents. **Figure 4.1-9**, *5,000 SF – 60' x 84' Lot Program,* and **Figure 4.1-10**, *5,000 SF – 47' by 107' Lot Program,* illustrate the exterior finishes and architectural treatments for the single-family detached homes. The townhome building facades would consist of materials and designs that are neutral and non-reflective, such as stucco, wood, and concrete. The townhomes would consist of four (4) different floor plans, varying from approximately 1,100 SF to 1,600 SF in size. The duplexes would consist of three (3) different floor plans, varying from 1,575 SF to 1,895 SF in size. The triplexes would consist of three (3) different floor plans, varying from 1,125 SF to 1,555 SF in size. The townhome buildings would also include landscaping and surface parking areas. **Figure 4.1-11**, *Townhomes*, **Figure 4.1-12**, *Duplexes*, and **Figure 4.1-13**, *Triplexes*.

One Project objective is to reinforce and capitalize on the unique qualities of the Rowland Heights community while providing reasonable community growth (see Section 2.3, *Project Objectives*). Development of the proposed residences and open space would be subject to specific development standards set forth in the LACC, Rowland Heights Community Plan, and the Rowland Heights CSD, including permitted lot coverage, front and side yard building setbacks, and landscaping requirements, and would therefore reflect consistency with those planning and development requirements. The locations of the visual simulations of the change from existing public views from public roadways to the proposed residential development are identified on **Figure 4.1-14**, *View Simulation Locations,* and are depicted in **Figures 4.1-15**, *View Simulation – Planning Area 1 from Colima Road at Walnut Leaf Drive*; **Figure 4.1-16**, *View Simulation – Planning Area 1 from Colima Road near Lake Canyon Drive*; **Figure 4.1-17**, *View Simulation – Planning Area 2 from East Walnut Drive South, East of Bellavista Drive*; **Figure 4.1-18**, *View Simulation – Planning Area 3 from East Walnut Drive South, West of Moscada Avenue***;** and **Figure 4.1-19**, *View Simulation – Planning Area 5 from Colima Road at Tierra Luna*.

4.1.5 Project Design Features

The Project would comply with the project design features described in this section.

PDF AES-1: Project Lighting

All light sources associated with the Project would be shielded and/or aimed so that no illumination would spill outside of the Project Site boundary. Lighting would be designed to improve safety and to add visual interest to the Project Site, including accentuating key landscape and architectural features. Additionally, street lighting would be shielded to illuminate the streets, promote dark skies, and inhibit any unnecessary nighttime lighting or glare.

4.1.6 Environmental Impact Analysis

Impact AES-1: The proposed Project would not have a substantial adverse effect on a scenic vista. (Less than Significant)

As previously stated under Section 4.1.1, *Existing Conditions* (see specifically subsection Scenic Vistas), no scenic vistas are identified to be present within the Project Site or vicinity. Several mountain ranges are partially visible from the surrounding roadways. The Puente Hills are located approximately 2 miles southwest of the Project Site but are not visible from the Project Site due to intervening structures and topography. The Puente Hills are partially visible while looking west along the Colima Road corridor. Facing north from the Planning Area 3, in the distance San Gabriel Mountains are partially visible, but are obstructed by the commercial and retail businesses along East Walnut Drive South. Facing east from the Planning Area 1 and along the Colima Road corridor, partially obstructed views exist of the more distant San Bernardino Mountains, which are located in San Bernardino County. Due to the varying topography mature vegetation including trees and the existing fencing from the driving range, the views of the San Bernardino Mountains from the Project Site (Colima Road) are largely screened. In addition, the implementation of the proposed Project is an urban in-fill project that would not change or impact views of potentially scenic resources in the area from the surrounding public roadways. As such, there would be no adverse environmental impacts to scenic vistas during temporary construction of the proposed Project or during long-term operation of the proposed Project.

Significance Determination: Less than Significant.

Mitigation Measures

No Mitigation is Required.

Impact AES-2: The proposed Project would not be visible from or obstruct views from a regional riding, hiking, or multi-use trail. (No Impact)

According to the Los Angeles County Trails Map, the nearest trail to the Project Site is the Rowland Heights Connector Trail, located approximately 0.5 miles southwest of the Project Site. The Rowland Heights Connector Trail is 0.3 miles in length and presents a 52-foot elevation gain. This trail permits hiking, dog walking, equestrian use, and mountain biking (Los Angeles County Department of Parks and Recreation 2018). The Project Site is not visible from the Rowland

2 Story Single Family Detached Homes
2,600 s.f. to 3,000s.f
4 to 5 Bedrooms + Bonus Room/3 to 4.5 Bathrooms

D2020012888.00 - Royal Vista Redevelopment, Rowland Heights\05 Graphics-GIS-Modeling

SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure 4.1-9
5,000 SF – 60' x 84' Lot Program

ESA

2 Story Single Family Detached Homes
2,800 s.f. to 3,200s.f
5 to 6 Bedrooms + Bonus Room/3.5 to 4.5 Bathrooms

SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure 4.1-10
5,000 SF – 47' x 107' Lot Program

ESA

D2020012888.00 - Royal Vista Redevelopment, Rowland Heights\05 Graphics-GIS-Modeling

Rear Elevation

MATERIAL LEGEND

1. CONCRETE 'S' TILE ROOF
2. STUCCO FINISH
3. FOAM TRIM
4. VINYL WINDOWS
5. ENTRY DOOR
6. DECORATIVE SHUTTERS
7. DECORATIVE CORBELS
8. DECORATIVE GABLE END DETAIL
9. DECORATIVE METAL AWNING
10. DECORATIVE POT SHELF
11. METAL RAILING
12. LIGHT FIXTURE
13. METAL SECTIONAL GARAGE
14. EXPOSED RAFTER TAILS
15. DECORATIVE TILE

Left Elevation

Front Elevation

SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure 4.1-11
Single-Family Attached/Townhouses

D2020012880.00 - Royal Vista Redevelopment, Rowland Heights\05 Graphics-GIS-Modeling

ESA

PLAN 1 – 3 Bed / 2.5 Bath 1,575 sf

PLAN 2 – 3 Bed + Loft / 2.5 Bath 1,766 sf

PLAN 3 – 4 Bed + Loft / 2.5 Bath 1,895 sf

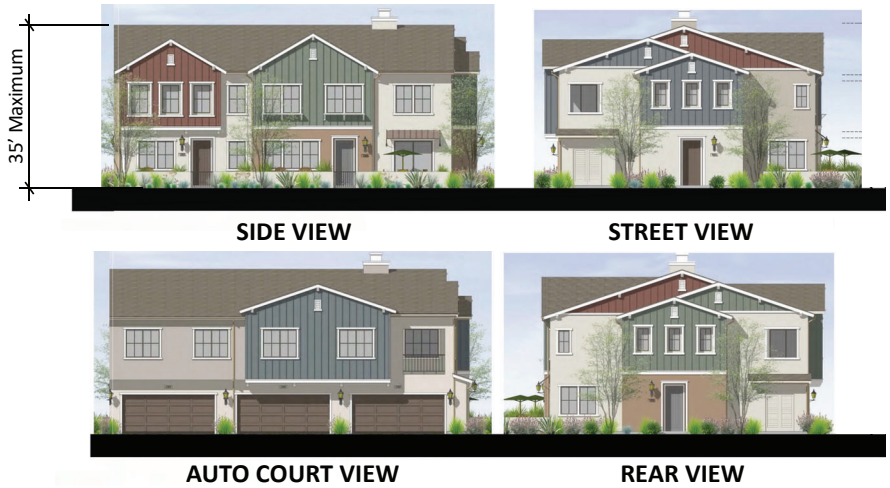
D2020012888.00 - Royal Vista Redevelopment, Rowland Heights\05 Graphics-GIS-Modeling

SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure 4.1-12
Conceptual Design of the Duplex

ESA



PLAN 1 – 2 Bed / 2 Bath 1,125 sf

PLAN 2 – 3 Bed / 2.5 Bath 1,306 sf

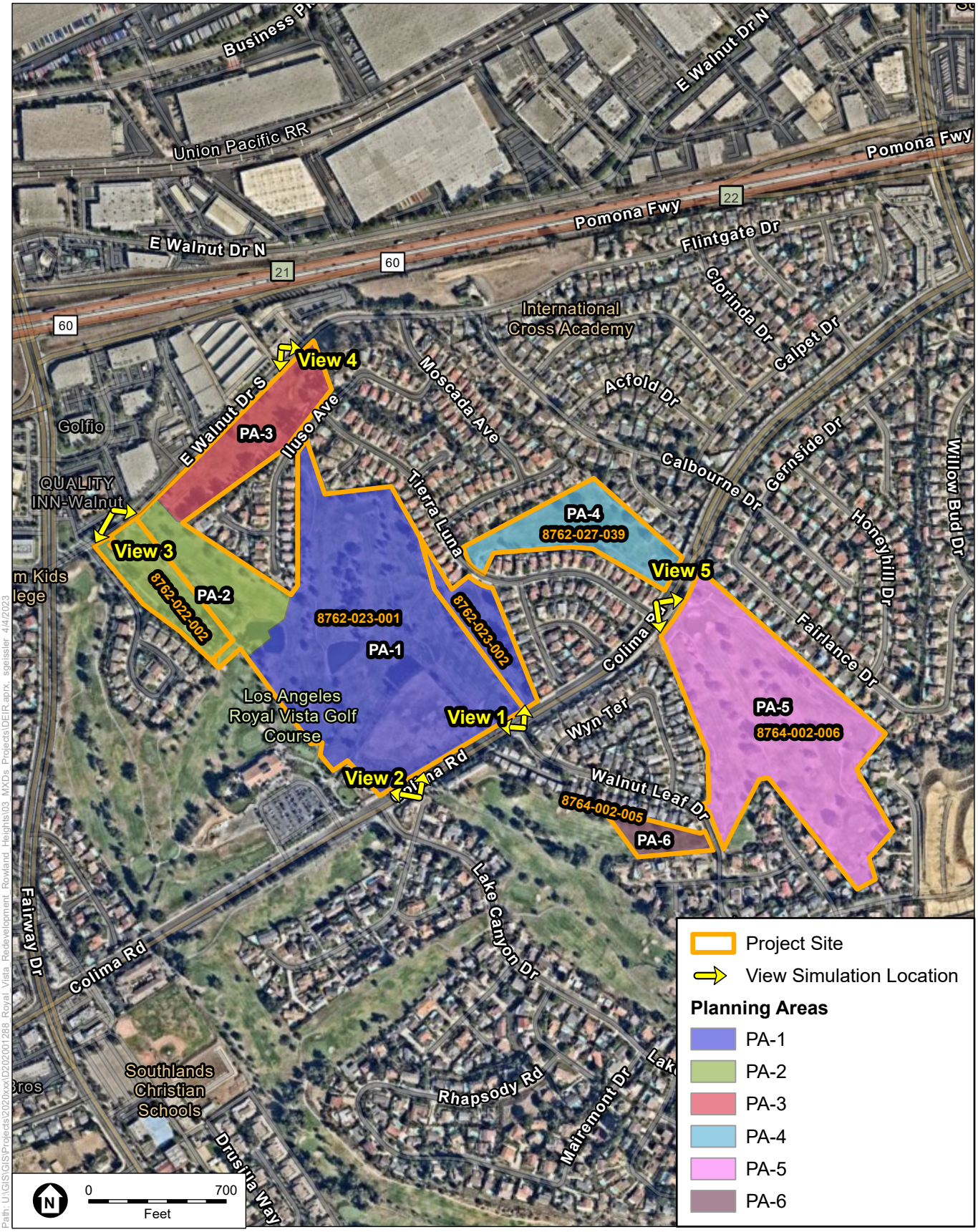
PLAN 3 – 3 Bed / 2.5 Bath 1,552 sf

D2020012888.00 - Royal Vista Redevelopment. Rowland Heights\05 Graphics-GIS-Modeling

SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure 4.1-13
Conceptual Design of the Triplex



SOURCE: Mapbox, 2020.

Royal Vista Residential Project

Figure 4.1-14
View Simulation Locations

ESA

Existing

Proposed

D202001288.00

SOURCE: ESA, 2023

Royal Vista Residential Project

Figure 4.1-15
View Simulation 1 – Planning Area 1 from
Colima Road at Walnut Leaf Drive

ESA

Existing

Proposed

D202001288.00

SOURCE: ESA, 2023

Royal Vista Residential Project

Figure 4.1-16
View Simulation 2 – Planning Area 1 from
Colima Road near Lake Canyon Drive

ESA

Existing

Proposed

D202001288.00

SOURCE: ESA, 2023

Royal Vista Residential Project

Figure 4.1-17
View Simulation 4 – Planning Area 2 from
East Walnut Drive South, east of Bellavista Drive

ESA

Existing

Proposed

D202001288.00

SOURCE: ESA, 2023

Royal Vista Residential Project

Figure 4.1-18
View Simulation 4 – Planning Area 3 from
East Walnut Drive South, west of Moscada Avenue

ESA

Existing

Proposed

D202001288.00

SOURCE: ESA, 2023

Royal Vista Residential Project

Figure 4.1-19
View Simulation 5 – Planning Area 5 from
Colima Road at Tierra Luna

ESA

Heights Connector Trail due to intervening structures and topography. Therefore, there would be no impact regarding views from a regional riding, hiking, or multi-use trail.

Significance Determination: No Impact.

Mitigation Measures

No Mitigation is Required.

Impact AES-3: The proposed Project would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway. (No Impact)

As previously stated under Section 4.1.1, *Existing Conditions* (see specifically subsection *Scenic Highways and Resources*), there are no officially designated or eligible state scenic highways within the vicinity of the Project Site (County of Los Angeles 2015; California Department of Transportation 2021). Additionally, there are no designated scenic resources within a State Scenic Highway that would be visible from the Project Site (County of Los Angeles 2015). The closest scenic highways and resources include the Puente Hills and SR-57, neither of which would be visible from the Project Site. As such, there would be no impact to scenic resources within a scenic highway during temporary construction of the proposed Project or during long-term operation of the proposed Project.

Significance Determination: No Impact.

Mitigation Measures

No Mitigation is Required.

Impact AES-4: The proposed Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features or conflict with applicable zoning and other regulations governing scenic quality. (Public views are those that are experienced from publicly accessible vantage point). (Less than Significant)

The Project Site is a portion of an existing golf course and surrounded by residential and commercial development. The Project Site is located within an urbanized area of the County and there are no existing scenic vistas or other significant visual resources visible within the Project Site or in the surrounding area.

Consistency with the County of Los Angeles 2035 General Plan

Under California Government Code Section 65402, as further discussed in Section 4.11, *Land Use and Planning*, of the Draft EIR, the Project would be consistent with the 2035 General Plan with the approval of a General Plan and Community Plan Amendment, Zone Change, Vesting Tentative Map Tract, and Conditional Use Permit proposed as part of the Project. The specific General Plan policies relevant to scenic quality are included in **Table 4.1-1**, *Comparison of the Project to Applicable Aesthetics Policies of the County General Plan Elements*.

TABLE 4.1-1
COMPARISON OF THE PROJECT TO APPLICABLE AESTHETIC POLICIES OF THE COUNTY GENERAL PLAN ELEMENTS

Goal/Policy	Analysis of Project Consistency
Land Use Element	
Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing, or ornament.	**Consistent.** The design and scale of the Project is compatible with the built environment of the surrounding area. Single family residential lots are in keeping with the lot sizes of existing single-family lots in the Project vicinity. The townhome, duplexes and triplexes design are similar to other multi-family uses in the area and are sited to minimize the appearance of scale. Architectural amenities associated within the Project include both single-family residences, duplexes, triplexes, and townhomes, with similar, yet varying dimensions and styles. All proposed housing types will be in compliance with applicable design policies of the County's zoning code, including building facades that face the street and would consist of materials or designs distinguishable from the rest of the façade, such as offset planes and other architectural accents. The building facades would consist of materials and designs that are neutral and non-reflective, such as stucco, wood, and concrete. Through design and variety of materials, building height variations, and landscaping, development within the Project Site would be consistent with single-family residences in the vicinity. Development of the proposed residences and open space is being planned to be consistent with development standards set forth in the LACC, Rowland Heights Community Plan, and the Rowland Heights CSD, including permitted lot coverage, front and side yard building setbacks, and landscaping requirements.
Policy LU 10.5: Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.	**Consistent.** The proposed Project would include the planting of trees along streets and other forms of landscaping to enliven streetscapes, as the proposed landscape design includes a street tree adjacent to the sidewalk for each residential lot, totaling one tree every 25 feet of street frontage. The Project design would stimulate positive and productive human relations through the inclusion of the trail system, more than 2 miles in length, which will encourage residents and neighbors to get outside, exercise and interact with one another that would result in improved human relations and a feeling of community.
Policy LU 10.6: Encourage pedestrian activity through the following: • Designing the main entrance of buildings to front the street; • Incorporating landscaping features; • Limiting masonry walls and parking lots along commercial corridors and other public spaces; • Incorporating street furniture, signage, and public events and activities; and • Using wayfinding strategies to highlight community points of interest.	**Consistent.** The Project design would encourage pedestrian activity by incorporating the trail system and open space areas that serve as landscape buffers between existing and proposed residential neighborhoods and as an attractive landscaped trail system for walking, running, and bicycling. The trails system, more than 2 miles in length, would also include exercise stations to encourage physical fitness. The proposed Project would include the planting of trees along streets and other forms of landscaping to enliven streetscapes, as the proposed landscape design includes a street tree adjacent to the sidewalk for each residential lot. Street trees will be planted along Colima Road, East Walnut Drive South and within all of the new internal streets. Development of the proposed residences and open space is being planned to be consistent with development standards set forth in the LACC, Rowland Heights Community Plan, and the Rowland Heights CSD, including permitted lot coverage, front and side yard building setbacks, and landscaping requirements. The Project is a residential in-fill project that does not include public events.
Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.	**Consistent.** The proposed Project would encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes, as the proposed landscape design includes a front yard tree to be planted near the sidewalk every 25 feet of street frontage for each residential lot. Street trees will be planted along Colima Road, East Walnut Drive South and front yard trees will be planted along all of the new internal streets. In addition, trees will be planted along trails for shade, in the Planning Area 4 and Planning Area 6 open space areas, as a condition of the Project. The Project will include the planting of approximately 1,820 new trees including oaks, sycamores, cedar, acacia, olives, peppers, crepe myrtle, ash, pines, sweet bay, and jacaranda throughout the Project Site.

SOURCE: Los Angeles County General Plan, 2015

Los Angeles General Plan – Rowland Heights Community Plan

Table 4.1-2, *Comparison of the Project to Applicable Aesthetic Policies of the Rowland Heights Community Plan*, evaluates consistency of the proposed Project with policies of the goals and policies of the Rowland Heights Community Plan. The proposed Project would retain the general character of the Rowland Heights Community by providing for infill residential development on an underutilized property in an existing residential and commercial corridor along Colima Road, thus reducing the pressure for growth in the more commercial portion of the Community Plan area. Further, the proposed Project would implement the design standards and setbacks of the Rowland Heights CSD to ensure a design compatible with the surrounding community, including permitted lot coverage, front and side yard building setbacks, and landscaping requirements. As discussed in Table 4.1-2 Comparison of the Project to Applicable Aesthetic Policies of the Rowland Heights Community Plan, the Project would be consistent with applicable policies of the Rowland Heights Community Plan.

TABLE 4.1-2
COMPARISON OF THE PROJECT TO APPLICABLE AESTHETIC POLICIES OF THE ROWLAND HEIGHTS COMMUNITY PLAN

Overall Goals	
Goal 2: Maintain the single family character of the community.	**Consistent.** The Project proposes to redevelop six parcels on a portion of the existing Royal Vista Golf Club into four residential planning areas and two open space planning areas, including one 5.81-acre open space area and one 1.59-acre open space area. The majority of the Project Site would be developed with 200 detached single-family residential (SFR) units on individual lots in residential Planning Areas 1, 2, and 5. The Project includes multi-family residences (72 townhouses, and 88 duplexes and triplexes), of which 82 units will be dedicated for sale to middle and moderate-income households. The multi-family homes will be clustered and sited to include additional housing without detracting from the general single-family character of the community.
Land Use Element	
Policy 4: Restrict multiple family or attached housing to the U3, U4, and U5 categories	**Consistent.** The Project is proposing multi-family residences (72 townhouses, and 88 duplexes and triplexes). The proposed multi-family and single-family residences would retain the general character of the Rowland Heights Community as infill residential development on an underutilized property in an existing neighborhood.
Policy 6: Design multiple family developments to minimize their impacts on surrounding neighborhoods and adjacent dwellings. The design shall adhere to the following guidelines: • Maintain setbacks which are adequate to preserve the privacy of adjacent residences and yards. • Provide a minimum of 15 feet of landscaping along street frontages. This shall include specimen trees, and plants capable of providing screening up to a height of 42", landscaped berms or a combination of these. • Screen parking and trash areas with landscaping, berms, compatible structures, or a combination of these.	**Consistent.** The Project is proposing multi-family residences (72 townhouses, and 88 duplexes and triplexes). The proposed multi-family and single-family residences would retain the general character of the Rowland Heights Community as infill residential development on an underutilized property in an existing residential and commercial corridor along Colima Road, thus reducing the pressure for growth in the more commercial portion of the Community Plan area. Further, the proposed Project would implement the design standards and setbacks of the Rowland

TABLE 4.1-2
COMPARISON OF THE PROJECT TO APPLICABLE AESTHETIC POLICIES OF THE ROWLAND HEIGHTS COMMUNITY PLAN

• Located trash areas away from adjacent residential properties. • Locate driveways so as to minimize impacts on local street traffic. • Provide sufficient off-street guest parking. • Conditional Use Permits will be required to insure that these concerns are addressed.	Heights CSD to ensure a design compatible with the surrounding community, including permitted lot coverage, front and side yard building setbacks, and landscaping requirements. Further, a Conditional Use Permit will be required for grading in excess of 100,000 cubic yards, and a residential development program.
Policy 7: Design new subdivisions to minimize their impacts on community character, surrounding neighborhoods, and natural features. Adhere to the following guidelines: a. Minimize alteration of natural hillsides, water courses and vegetation, in particular, preserve specimen trees, especially oaks. Focus development on land with less natural cover, excluding major ridgelines. b. Preserve major ridgelines in their existing state wherever possible. c. In non-urban areas, preserve drainage courses in their natural state. d. Design all projects to minimize adverse visual impacts on neighboring residential uses, and to achieve compatibility with established rural community character. e. Establish a gradual topographic transition between developments. In particular, high banks shall not be created adjacent to existing development. f. Where possible, stagger front setbacks. g. Minimize grading on the site and maximize retention of natural topography as follows: i. Utilize contour grading to present a rounded or undulating appearance blending in with the natural grade. ii. Minimize grading for roads, streets and storm drains consistent with public health and safety considerations. Provide the minimum road widths required for safety. iii. Limit grading to that necessary for the primary use of each lot. (Curb parkways may be eliminated, and front yard requirements may be reduced if this will facilitate less grading and alteration of the site.) h. Preserve significant views from major existing residential areas and protect the visual quality of highly scenic areas. i. Apply innovative approaches to house placement using techniques such as stepped multilevel and cantilevered designs. j. In N-l and N-2 areas, sidewalks, street lights, curbs and gutters may be waived. k. Placement of residential structures shall be designed to preserve scenic values. Structures should be placed so that rooflines do not protrude above major ridgelines. The imaginative use of multi-level residential development is encouraged to reduce grading, enhance view potential, and maximize usable outdoor space. Where practical, structures should be limited to one story on or near ridgelines. l. New plant materials should be selected which will effectively screen or soften the visual impact of new developments. All cut and fill slopes over five feet in vertical height shall be planted with adequate plant materials to protect against erosion. Trees, shrubs and ground covers shall completely cover exposed graded areas. m. Provide underground utilities and the unobtrusive placement of utility boxes. n. Reserve easements or dedicate rights-of-way for equestrian and hiking trails in the locations shown on the Land Use map.	**Consistent.** The proposed Project encourages a mix of residential land use designations and development regulations that accommodate various densities, building types and styles, all in keeping with the established community character. The Project would retain the general character of the Rowland Heights Community by providing for infill residential development on an underutilized property in an existing residential and commercial corridor along Colima Road, thus reducing the pressure for growth in the more commercial portion of the Community Plan area. Further, the proposed Project would implement the design standards and setbacks of the Rowland Heights CSD to ensure a design compatible with the surrounding community. Further, the Project is an infill project replacing an existing golf course with residential development. The Project would not include significant landform alteration and would not impact ridgelines, natural drainage courses or the visual character of the area. The Project will install or improve community infrastructure (e.g., street lighting, new sidewalks) and contribute to funding needed services. Additionally, no public services or utilities are anticipated to be impacted by the Project. The Project would also include two open space areas with a trail system connecting them.

TABLE 4.1-2
COMPARISON OF THE PROJECT TO APPLICABLE AESTHETIC POLICIES OF THE ROWLAND HEIGHTS COMMUNITY PLAN

Housing Element	
Policy 3: Require that new housing be consistent with the maintenance of community character.	**Consistent** The Project proposes to redevelop six parcels on a portion of the existing Royal Vista Golf Club into four residential planning areas and two open space planning areas, including one 5.81-acre open space area and one 1.59-acre open space area. Three of the residential planning areas (Planning Areas 1, 2, and 5) would include 200 detached single-family residential (SFR) units on individual lots and 88 duplex and triplex units, of which 10 triplex units will be dedicated for sale to middle and moderate-income households. The fourth residential planning area (Planning Area 3) would include 72 townhouse units within 14 townhouse buildings. All of the 72 townhouse units would be reserved for sale to middle and moderate-income households. With 72 units in Planning Area 3, 6 units in Planning Areas 1 and 4 units in Planning Area 5, there would be a total of 82 units reserved for sale to middle and moderate-income households which equals 22.7 percent of the Project's 360 units and complies with the County's inclusionary affordable housing ordinance. Single-family residential uses immediately surround the Project Site on all sides except the north and a portion of the west, which are accessed by Colima Road and East Walnut Drive South. The Harvard Estates townhouse residential development, similar to that proposed in Planning Area 3, is located immediately west of the Planning Area Lot 2, south of East Walnut Drive South.

SOURCE: County of Los Angeles, 1981

Therefore, the Project would be in compliance with the policies of the County of Los Angeles 2035 General Plan and Rowland Heights Community Plan that govern visual character and would be consistent with applicable policies of the General Plan Elements and Community Plan.

As shown by Table 4.1-1 and Table 4.1-2, the Project would develop compatible land uses that complement the existing character and natural environment of the residential community. The Project would develop residential uses and would include the creation of designated open space in Planning Areas 4 and 6 that would surround the new residences and buffer the existing residential uses from the new uses. Trails, walkways, and private streets would connect the structures and facilitate circulation within the Project Site. As further detailed below, the new structures would be sensitive to the existing surrounding residential uses within the vicinity of the Project Site. Therefore, the Project would not conflict with the County of Los Angeles 2035 General Plan or the Rowland Heights Community Plan, and impacts would be less than significant.

Los Angeles County Code

The proposed Project would be developed pursuant to the provisions of the County Zoning Ordinance (LACC Title 22), which implements the General Plan, inclusive of its Community Plans. In the case of this Project, the General Plan Land Use Element is supplemented by the Rowland Heights Community Plan, which is in turn implemented by the Rowland Heights CSD (codified as Chapter 22.332 of the LACC). Among other provisions, the County Zoning Ordinance defines the permitted land uses on a site, height restrictions, minimum lot size, maximum lot coverage, parking requirements and setbacks. Further Section 22.140.600 requires specific development standards for townhouses including maximum number of housing that would be confined to a single building and required distances between buildings. The LACC also provides zoning restrictions on parking. LACC Section 22.18.060 requires automobile parking for a residential planned development in an amount adequate to prevent traffic congestion and excessive on-street parking; provided that in no event shall less than one covered parking space per dwelling unit be provided, or less than 50 percent of the required number of parking spaces for public assembly or recreational uses. For single-family units, the required parking would be provided in the garages. The detached single-family, duplex, and triplex units will have two car attached garages and the townhomes in Planning Area 3 would have 1.5 covered parking spaces per unit and 1.5 uncovered species per unit.

Visual Character

The Project Site is a portion of an existing golf course, which is surrounded by residential development of varying architectural styles, mostly with a modern/craftsman appearance, interspersed by landscaped areas fronting the building facades. Given the 75.65-acre size of the Project Site and its open nature, public views of the site from public streets, particularly of interior parts of the Project Site, are readily available. However, as noted above, there are no existing scenic vistas or other significant visual resources visible within the Project Site or in the surrounding area.

Construction

Construction activities typically result in site disturbance, movement of construction equipment, import and export of materials, views of incomplete buildings and other activities that generally temporarily contrast with the visual character of an area. Construction activities would be visible from East Walnut Drive South, Colima Road, Walnut Leaf Drive, potentially from residential side streets located within the vicinity of the Project Site and surrounding commercial and retail land uses. Construction activities would entail the removal of the existing structures, landscaping, water features, sand traps and the driving range on the Project Site. Excavation and re-compaction would be performed to provide for stable building footings and underground utility construction. Excavated soils would be used to provide a slight gradient of the Project Site building pads and slopes of approximately 2:1 (horizontal to vertical) along the periphery.

The use of cranes may be required for the construction of the Project's components. Construction may also involve the disturbance of sidewalks and roadways along the existing site for the widening of East Walnut Drive South, construction of new sidewalks, internal roadways, curbs and gutters, fire hydrants, streetlights, irrigation, and landscaping in the street right-of-way.

Demolition, grading, and construction of new buildings, roadway and sidewalk improvements, and installation of utilities and landscaping would result in a temporary change to the existing visual character of the Project Site and surrounding areas while these activities occur. Construction would occur over an approximate period of three years (36 months).

Operation

The Project would introduce 360 residential units in two- to three-story residential buildings within an area comprised primarily of one- and two-story residential structures and commercial uses to the north of the Project Site. The proposed residences, open space, and private streets and walkways would be similar to the surrounding residential uses in the immediate vicinity of the Project Site. In addition, the Project would include the two open space areas of 5.81 acres and 1.59 acres and open space buffers adjacent to existing adjacent residential land uses, within which public-use trails will be included to facilitate pedestrian and bicycle circulation / connections between the Project's residential component and the adjacent existing residential neighborhoods. These amenities would make a positive contribution to the aesthetic character of the area.

Driveways for single-family residences and surface parking for the multi-family homes would be located throughout the Project Site near the proposed residences. Surface parking within Planning Area 3 would include guest and resident spaces that would be screened from the street by shrubs and shade trees. Landscaping would be provided within and along the perimeters of the surface parking area. All utility lines would be located below ground. Exterior lighting, including street lighting and security and ambient lighting within residential lots would be shielded and directed downward as required by PDF AES-1.

The Project would result in a change in the existing visual environment because it would redevelop an existing golf course with residential and open space uses. However, because the Project site is surrounded by development, most of which is residential, the Project would not substantially change the existing developed character of the area and would be similar to the surrounding existing aesthetic conditions. Visual simulations of the changes to existing public views from public roadways as a result of the proposed residential development are depicted in Figures 4.1-15 through 4.1-19 and described below. Visual simulation locations are shown on Figure 4.1-14.

Photo Simulation from Colima Road at Walnut Leaf Drive: The existing view is of the golf course with mature trees lining Colima Drive. This simulation shows the main entrance to Planning Area 1. The entrance is lined with landscape trees and vegetation with single family residences along Colima Road (see Figure 4.1-15).

Photo Simulation from Colima Road near Canyon Drive: The existing view is of the driving range that is adjacent to Colima Road. The simulation shows single family residents screened by landscape trees and vegetation. The residential homes would be slightly lower than the existing grade of Colima Drive (see Figure 4.1-16).

Photo Simulation from East Walnut Drive South just east of Bellavista Drive: The existing view is of the golf course with dormant trees lining East Walnut Drive South. Currently there is no

sidewalk along the southside of East Walnut Drive South. This simulation shows the main entrance to Planning Area 2. The entrance is lined with landscape trees and vegetation with single family residences visible beyond the trees. In addition, there is a new sidewalk along East Walnut Drive South (see Figure 4.1-17).

Photo Simulation from East Walnut Drive South just west of Moscada Avenue: The existing view is of the golf course with mature trees lining East Walnut Drive South and within the golf course. Currently there is no sidewalk along the southside of East Walnut Drive South. This simulation shows the main entrance to Planning Area 3. The entrance is lined with landscape trees and vegetation with townhomes visible along the entrance and along East Walnut Drive South. In addition, there is a new sidewalk along East Walnut Drive South (see Figure 4.1-18).

Photo Simulation from Colima Road at Tierra Luna: The existing view is of the golf course from Colima Road. The simulation shows the main entrance to Planning Area 5 from Colima Road. The view includes the triplex building screened by landscape trees and vegetation to the left of the simulation and single-family residences to the right (see Figure 4.1-19).

The existing development on East Walnut Drive South includes existing commercial and retail uses. The rooftops of the commercial structures generally contain few features, and the buildings present large, flat gray or white walls. Development along Colima Road and Walnut Leaf Drive consist of residential uses, including gable and pitched roofs and streetscape fencing and landscaping along the roadways.

The two-story residences (duplexes and triplexes) scattered within Planning Areas 1 and 5 would have a maximum height of 35 feet above grade (excluding rooftop features) as required by Section 22.18.040(b), Maximum Height, of the LACC. The duplex and triplex buildings would be distributed among the single-family residences in Planning Areas 1 and 5 (see Figure 2-3). The townhomes in Planning Area 3 would be three stories and approximately 38 feet in height. The applicant has requested a CUP to allow the townhome height above 35 feet.

Existing buildings in the immediately adjacent area are primarily one and two stories high. The 3-story townhouse buildings would be located in Planning Area 3, adjacent to East Walnut Drive South and the existing commercial development across the street to the north. The East Walnut Drive South corridor includes a variety of existing buildings that range from one to two story structures (e.g., two story Quality Inn Suite hotel). The existing buildings along East Walnut Drive South would be similar in size and height as the proposed townhouses located on Planning Area 3.

The duplexes and triplexes located in Planning Areas 1 and 5 would be similar in height to the existing townhomes along Colima, west of Walnut Leaf Drive. The new duplex and triplex buildings would incorporate the same architectural style building facades and would consist of materials or designs distinguishable from the rest of the façade, such as offset planes and other architectural accents. Further, the Project's graded elevations and landscaping would vary throughout the development, minimizing the appearance of mass and establishing an overall scale that is compatible with the surrounding area. While private views are not relevant for CEQA purposes, for informational purposes it is noted that the nearest existing residential uses would be buffered from Project residential development by open space, trails and landscaping, which

would provide the most immediately visible features of the Project when viewed from adjacent residential development. Views from public vantage points would include the proposed new single-family residences in Planning Area 1 and 2 (see Figures 4.1-15 through 4.1-17), triplexes in Planning Area 5 (see Figure 4.1-19) and townhomes in Planning Area 3 (see Figure 4.1-18) with a variation of fencing and screening landscaping along the public roadways. As shown in the simulations, the Project would consist of a high-quality architectural design with scale and massing compatible with the surrounding area and would not substantially degrade the aesthetic character of the Project Site or surroundings.

The proposed Project townhouses located in Planning Area 3 would be located along the East Walnut Drive South corridor which includes a variety of existing buildings that range in size and height including one- and two-story residents, commercial and retail uses. Planning Area 3 would include open space which would provide a buffer from the residential uses to the east, west and south. Although the Project's three-story component of the proposed townhomes in Planning Area 3 would be taller than the adjacent residential area, the townhomes are separated from these residential areas by open space. Further, Planning Area 3 would be located adjacent to existing commercial development that includes a variety of buildings that range in size and height. Planning Areas 1 and 5 would include limited duplex and triplex buildings dispersed throughout the single-family residential homes (see Figure 2-3). Although the duplexes and triplexes located in Planning Areas 1 and 5 would be taller than the proposed two-story residences, the variation in height of the duplex and triplex buildings, high-quality architectural design, the incorporation of neutral color palette and screening vegetation and landscaping would result in a quality project with a compatible scale and would not substantially degrade the aesthetic character of the Project Site or surrounding development (see Figure 4.1-19).

As discussed above, the Project would not conflict with applicable zoning and other regulations governing scenic quality. In addition, although the Project would result in changes to the visual environment, it would be compatible with the general aesthetic character of the area and would not substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other. Impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures

No Mitigation is Required.

Impact AES-5: The proposed Project would not create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area. (Less Than Significant)

Construction

Construction activities would occur primarily during daylight hours, and any construction-related illumination would be used for safety and security purposes only. Although night construction and the use of lighting for construction lighting are not anticipated, any lighting needed during

Project construction would be short term. Potentially affected uses would include commercial and retail uses to the north, which would not be considered light- or glare-sensitive receptors, and residential uses to the east, south and west. Construction lighting also would last only as long as needed during the temporary construction phase.

The adjacent residential uses are screened from the Project Site by fencing, landscaping, or five-foot or higher walls that surround the existing residences. The line-of-sight between the residential neighborhoods and the Project's construction site would be partially screened by these features. Because existing residential lighting as well as street lighting currently introduce relatively high levels of ambient light in the Project vicinity, any artificial light associated with construction activities would not significantly impact existing residential uses in a manner that would adversely affect nighttime views or substantially alter the character of the uses surrounding the construction area. Further, all construction material for roofing and exterior siding would be comprised of low glare materials in compliance with LACC Section 22.140.580 (d).

Operation

Operation of the proposed Project is not expected to create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. The Project would eliminate the Royal Vista Golf Course driving range lighting, which remains illuminated until 10:30 p.m. daily. All light sources associated with the Project would be shielded and/or aimed so that no illumination would spill outside of the Project Site boundary. Lighting would be designed to improve safety and to add visual interest to the Project Site, including accentuating key landscape and architectural features (PDF AES-1). While Project lighting would be visible from nearby light-sensitive land uses, including the residential neighborhoods surrounding the Project Site, these uses already look out at lighted areas along the Colima Road corridor, adjacent club house and driving range and existing residents lining the golf course. Furthermore, Project lighting would be shielded and directed downwards to minimize direct illumination and preclude light pollution or trespass on adjacent properties. Additionally, street lighting would be shielded to illuminate the streets, promote dark skies, and inhibit any unnecessary nighttime lighting or glare (PDF-AES-1). As a result, the implementation of PDF AES-1 would reduce the potential for light or glare, which would adversely affect day or nighttime views in the area.

Windows on the proposed residences and buildings, and associated cars, have the potential to create new sources of glare. However, these uses and glare sources would be consistent with the surrounding land uses, as the Project Site is entirely surrounded by existing residential development, except to the north (that includes commercial and retail development). Also, the proposed Project would not use highly reflective materials for roofing or exterior siding as required by LACC Section 22.140.580 (d) of the County Code. The proposed residential homes and townhomes would use neutral tones, and non-reflective materials, such as wood, stucco and concrete.

Shade and Shadow Impacts

Shade-sensitive uses near the Project Site include residential uses. Commercial and retail uses are not considered shade-sensitive. The maximum Project building heights were used to determine shading impacts (townhouses at approximately 38 feet). Assuming this maximum development building height, along with proposed Project setbacks, sidewalks, and landscape buffers between

streets and buildings, and that the townhouse are located adjacent to the East Walnut Drive South corridor which includes a variety of existing buildings that range in size and height of the proposed townhouses. The townhouses would be surrounded by East Walnut Drive South to the north and a parking lot and open space to the southeast, souths and west. The townhouses would not cast a shadow on any existing uses. Although the duplexes and triplexes located in Planning Areas 1 and 5 would be taller than the proposed two-story residences, buffers of open space would be provided between these new buildings within Planning Areas 1 and 5 and the existing surrounding residences (see Figure 2-3). As a result, implementation of the Project would not result in a shadow impact to the surrounding areas. Impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures

No Mitigation is Required.

4.1.7 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed Project in combination with other past, present, and reasonably foreseeable future projects that could cause cumulatively considerable impacts. As people can roughly see out to 1 mile from their position, the cumulative effects on aesthetics are considered for cumulative projects generally within a 1-mile radius (bounded by East Valley Boulevard to the north, Pathfinder Road to the south, 57 Freeway to the east, and Rowland Heights Park and Shelyn Elementary School to the west). Similar projects considered for this cumulative analysis are projects from which the Project Site is visible, located within a similar view field, or along the same view corridor as the Project.

As previously discussed, the proposed Project would have no impact with respect to scenic vistas and scenic highways and resources. Accordingly, the proposed Project could not contribute to cumulative impacts related to these topics and are not discussed further.

The geographic area affected by the proposed Project and its potential to contribute to cumulative impacts encompasses the Project Site and its adjacent areas. The aesthetic impacts are generally specific to the Project Site and the nearby land uses that would be visible from the Project Site. For the purpose of evaluating aesthetics, cumulative projects are projects near enough to the Project Site to share the same field of view so that viewers along a street or sidewalk could experience the cumulative visual experience of the Project combined with cumulative projects.

Construction

Construction activities associated with cumulative development would occur primarily during daylight hours, and any construction-related illumination would be used for safety and security purposes only. Although night construction and the use of lighting for construction lighting are not anticipated, any lighting needed during construction of cumulative development would be short term in nature. In addition, due to the distance and topography, any potential light and glare associated with construction of any cumulative project would not result in considerable cumulative impacts in conjunction with the proposed Project. Therefore, cumulative

development, including the Project, would have a less than significant temporary cumulative impact with respect to light and glare during construction. **(Less than Significant)**

Operation

Visual Character

In regard to degrading the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features or conflicting with applicable zoning and other regulations governing scenic quality, the cumulative projects listed in Chapter 3, *Environmental Setting*, are largely separated by intervening topography, existing development, and landscaping, and have differing visual characters. Even though the cumulative projects are located within the vicinity of the Project Site, they may not have the same visual characters and are distinct from one another; however, all the projects would be required to comply with General plan, local Community Plans, and a County Code similar to what is required by the Project. The cumulative projects, when considered together, would not change the visual character of their respective existing conditions since the Project would be in compliance with applicable zoning and regulations governing scenic quality. The Project Site's visual character would be entirely internal and would not affect the visual character of any off-site cumulative projects. **(Less than Significant)**

Light and Glare

The area surrounding the Project Site and cumulative projects is urbanized and generates ambient light. Similar to the Project, the cumulative projects would be required to minimize excessive light and glare that would be inappropriate for the setting. Each cumulative project would respectively be required to comply with County Code, if applicable, to reduce light or glare generated by each project. Light sources would be shielded and/or aimed downwards to minimize direct illumination and to preclude light pollution or trespass onto adjacent properties. Materials would also be required to include low-reflectivity glass and/or materials with low-reflective coating to reduce impacts from glare onto surrounding areas in compliance with Section 22.140.580 of the County Code. Due to the distance and topography, any potential light and glare associated with any cumulative project would not result in considerable cumulative impacts in conjunction with the proposed Project. Thus, the incremental impact of the Project, when evaluated in relation to the cumulative projects, would not be expected to cause significant impacts to aesthetics during Project construction, demolition, and operation. **(Less than Significant)**

Shade and Shadow

The proposed Project would not result in any shade or shadow impact due to the location of the taller buildings (e.g., townhomes, duplex, and triplex) and the fact that they are surrounded by buffers and open space that separate them from existing uses. With respect to shade and shadow, the cumulative projects listed in Chapter 3, *Environmental Setting*, are largely separated by intervening topography, existing development, and landscaping. Moreover, due to the distance from the Project to other cumulative projects, shade and shadow of cumulative projects would not contribute a cumulatively considerable impact in addition to the Project. The cumulative projects would not incrementally worsen the less than significant shade and shadow impacts of the Project on residences located east of the Project Site. **(Less than Significant)**

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4.2 Agriculture and Forestry Resources

This section of the Draft Environmental Impact Report (EIR) analyzes the effects on existing agriculture and forestry resources that would result from implementation of the proposed Project. This section contains: a description of any existing agriculture and forestry resources at the Project Site and surrounding area; a summary of applicable regulations related to agricultural resources; and an evaluation of the potential impacts of the proposed Project related to agriculture and forestry resources in and around the Project Site.

4.2.1 Existing Conditions

Agriculture

The Project Site is located on portions of the existing Royal Vista Golf Club within the unincorporated community of Rowland Heights in the County of Los Angeles, which is generally characterized by dense, urban development. The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) classifies the entire Project Site as "Urban and Built-Up Land" and areas immediately surrounding the Project Site as Urban and Built-Up Land or "Other Land" (California Department of Conservation 2022a). Furthermore, according to the National Resource Conservation Service (NRCS) Web Soil Survey, the Project Site and adjacent areas consist of Urban land complex soils. The NRCS does not consider these soil units suitable for crops and does not classify them as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (NRCS 2022). Thus, none of the land in the Project Site or surrounding area has been designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

As described in Chapter 2, *Project Description,* the Project Site is zoned A-1-1 (Light Agricultural, one-acre minimum lot area) and A-1-10,000 (Light Agricultural, 10,000 square feet [sf] minimum lot size). Agricultural Zones [Zones A-1 (Light Agricultural) and A-2 (Heavy Agricultural)] are established to permit a comprehensive range of agricultural uses in areas particularly suited for agricultural activities, such as growing crops, raising livestock, greenhouses, and manure spreading. These zones also provide the land necessary to permit other uses, such as low-density single-family residential development, outdoor recreational uses, and public and institutional facilities. However, the site currently includes an existing golf course and there are no agricultural uses within or immediately adjacent to the Project Site.

Williamson Act Contracts

Similarly, the California Department of Conservation's FMMP does not identify lands under a Williamson Act contract on or near the Project Site (California Department of Conservation 2016). Historically, portions of the Project Site were associated with agricultural uses from around 1928 until the 1960s, while the majority of the Project Site remained undeveloped. The golf club appears in the City Directory starting in 1962 and features of the golf course (water hazards) appear in the historic aerial photographs starting in the 1960s (PlaceWorks 2020). Agricultural uses in the Project Site were eventually replaced by the existing golf course and are no longer intact.

Forestry Resources

According to the Rowland Heights Community Plan's Conservation and Open Space Element, the southern areas of Rowland Heights largely consist of undeveloped hillsides lush with chaparral and grasses laced with stands of mature riparian vegetation. In particular, Tonner Canyon and Powder Canyon contain large complexes of oak woodland, oak riparian forest, and heavily forested areas of California Walnut approximately three miles south of the Project Site (Los Angeles County Department of Regional Planning [DRP] 1981). However, the Project Site is located near the northeast boundary of Rowland Heights and would not impact these identified areas of substantial vegetation. Furthermore, Title 22 (Planning and Zoning Code) of the Los Angeles County Code (LACC) does not include a zoning classification for forest land, timberland, or timberland zoned Timberland Production.[1] None of the lands within or adjacent to the Project Site are used for timber harvesting.

4.2.2 Regulatory Framework

The Project Site is located within the unincorporated community of Rowland Heights in Los Angeles County; therefore, the County of Los Angeles General Plan and Rowland Heights Community Plan are the primary guiding policy documents for the Project.

Federal Level

Farmland Protection Policy Act

The purpose of the Farmland Protection Policy Act (FPPA) is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses. It additionally directs federal programs to be compatible with State and local policies for the protection of farmlands. For the purpose of the FPPA, farmland includes Prime Farmland, Unique Farmland, and Land of Statewide or Local Importance. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency.

State Level

California Farmland Mapping and Monitoring Program:

The California Department of Conservation, under the Division of Land Resource Protection, has established the FMMP, which monitors the conversion of the state's farmland to and from agricultural use. The FMMP maintains an inventory of state agricultural land and updates its "Important Farmland Series Maps" every 2 years. The FMMP map series identifies eight classifications and uses a minimum mapping unit size of 10 acres. The FMMP also produces a biannual report on the amount of land converted from agricultural to non-agricultural use. Important farmlands are divided into the following categories based on their suitability for agriculture:

- **Prime Farmland.** Farmland that has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing

[1] Los Angeles County Department of Regional Planning, Title 22, Planning and Zoning, accessed March 20, 2023, https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO.

season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.

- **Farmland of Statewide Importance.** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- **Unique Farmland.** Farmland of lesser-quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been used for crops at some time during the 4 years prior to the mapping date.
- **Farmland of Local Importance.** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. This designation includes soils that are listed as Prime Farmland or Farmland of Statewide Importance that are not irrigated and soils growing dryland crops such as beans, grains, dryland walnuts, or dryland apricots.
- **Grazing Land.** Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- **Urban and Built-Up Land.** Land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- **Other Land.** Land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

California Department of Conservation, Division of Land Resource Protection

The California Department of Conservation applies the soil classifications created by the NRCS to identify and plan for California's agricultural land resources and employs a variety of classification systems to determine the suitability of soils for agricultural use. The two most widely used systems are the Capability Classification System and the California Revised Storie Index. The Capability Classification System classifies soils from Class I to Class VIII based on their ability to support agriculture with Class I being the highest quality soil. The California Revised Storie Index is used mainly for irrigated agriculture and is based on crop productivity data. For the California Revised Storie Index, Grade 1 soils are considered "excellent," and Grade 2 soils are considered "good" (O'Geen et al. 2008). As stated previously, the NRCS has not mapped soils within or adjacent to the Project Site and thus there are no suitable soils at the Project Site.

Land Evaluation and Site Assessment Model (LESA)

The Land Evaluation and Site Assessment (LESA) is a point-based approach for rating the relative importance of agricultural land resources based upon specific measurable features. The California LESA Model was developed to provide lead agencies with an optional methodology to ensure that potentially significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process (Public Resources Code Section 21095), including in California Environmental Quality Act (CEQA) reviews.

The California Agricultural LESA Model evaluates measures of soil resource quality, a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, the factors are rated, weighted, and combined, resulting in a single numeric score. The project score becomes the basis for making a determination of a project's potential significance.

Williamson Act

The California Land Conservation Act of 1965, also known as the Williamson Act, is designed to preserve agricultural and open space lands by discouraging their premature and unnecessary conversion to urban uses. Williamson Act contracts, also known as agricultural preserves, create an arrangement whereby private landowners contract with counties and cities to voluntarily restrict their land to agricultural and compatible open-space uses. The vehicle for these agreements is a rolling term 10-year contract (California Department of Conservation 2022b). In return, restricted parcels are assessed for tax purposes at a rate consistent with their actual use, rather than potential market value. To cancel a Williamson Act contract, either the local government or the landowner can initiate the nonrenewal process. A "notice of nonrenewal" starts a 9-year nonrenewal period. During the nonrenewal process, the annual tax assessment gradually increases. At the end of the 9-year nonrenewal period, the contract is terminated. Contracts renew automatically every year unless the nonrenewal process is initiated. Williamson Act contracts can be divided into the following categories: Prime Agricultural Land, Non-Prime Agricultural Land, Open Space Easement, Built Up Land, and Agricultural Land in Non-Renewal.

Public Resources Code Section 21060.1

Public Resources Code Section 21060.1 defines "Agricultural land" for the purposes of assessing environmental impacts using the FMMP. The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP provides guidance for the analysis of agricultural and land use changes throughout California.

California Public Resources Code Section 12220(g)

The Public Resources Code defines "Forest land" under Section 12220(g) 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. Projects are subject to this code if there are any potentially significant changes to existing areas zoned as forest land.

California Public Resources Code Section 4526

The Public Resources Code defines "Timberland" as land, other than land owned by the federal government and land designated by the board (State Board of Forestry and Fire Protection) as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others. Projects may have significant impacts to timberland if the project conflicts with existing timberland zoning.

California Government Code Section 51104(g)

The California Government Code defines "Timberland production zone" under Section 51104(g) as an area which has been zoned pursuant to Sections 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h) of the *Government Code* 51104. Projects may significantly impact timberland resources if the project conflicts with existing areas zoned for timberland production.

Local Level

County of Los Angeles 2035 General Plan

The County of Los Angeles Board of Supervisors adopted the 2035 General Plan on October 6, 2015. The Conservation and Natural Resources Element guides the long-term conservation of natural resources and preservation of available open space areas throughout the County. The Conservation and Natural Resources Element states that agricultural land is an important resource in California and in Los Angeles County. Since much of agricultural land in Los Angeles County has been developed, it is viewed as a non-renewable resource that needs to be protected from conversion and encroachment of incompatible uses (Los Angeles County Department of Regional Planning 2015). The County has established the following goals and policies for the protection of local agricultural resources:

> **Goal C/NR 8:** Productive farmland that is protected for local food production, open space, public health, and the local economy.
>
> > **Policy C/NR 8.1:** Protect "Agricultural Resource Areas" and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, from encroaching development and discourage incompatible adjacent land uses.
> >
> > **Policy C/NR 8.2:** Discourage land uses in ARAs, and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, that are incompatible with agricultural activities.

Community Level

Rowland Heights Community Plan

The Rowland Heights Community Plan (Community Plan) was adopted by the Los Angeles County Board of Supervisors on September 1, 1981, to guide development for the unincorporated

community of Rowland Heights (Los Angeles County Department of Regional Planning 1981). The Project Site is located within Rowland Heights and is therefore subject to the Rowland Heights Community Plan, as well as the land use classification of the County's General Plan Land Use Policy Map. The Project Site is designated as "Open Space" under the General Plan Land Use Map and Rowland Heights Community Plan. The designation means that properties are intended for the development of hiking and equestrian trials, agriculture, utility easements, scientific study, mineral extraction, an/or recreation with no more than 10 percent of the site devoted to parking, structures, and other facilities.

The analysis of the Project's consistency with the Rowland Heights Community Plan is presented in Section 4.11, *Land Use and Planning*. As discussed in Table 4.11-4, *Comparison of the Project to Applicable Policies of the Rowland Heights Community General Plan*, the proposed Project would include approximately 28 acres of open space areas, as well as recreational trails, sidewalks, bicycle lanes, and improvements to existing roadways to enhance recreational function. Further, the proposed Project does not include and will not disturb any major stands of vegetation, as shown on the Rowland Heights Community Plan's Conservation and Recreation Map. As such, the Project would be consistent with open space policies of the Rowland Heights Community Plan.

Los Angeles County Code

As discussed in detail in Chapter 2, *Project Description*, the Project Site is currently zoned A-1-1 (Light Agricultural, 1-acre minimum lot size) and A-1-10,000 (Light Agricultural, 10,000 square feet [sf] minimum lot size). The analysis of the Project's consistency with agricultural zoning requirements included in the County Zoning Ordinance (LACC Title 22) is provided in Section 4.11, *Land Use and Planning*. The Project proposes a Zone Change from the current A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000-6U, RPD-5000-12U, RPD-5000-17U (Residential Planned Development-5000 Square Feet Minimum Lot Area-6 Dwelling Units Per Acre, 12-Dwelling Units Per Acre, and 17 Dwelling Units Per Acre, respectively). With County approval of the Project's Residential Planned Development Conditional Use Permit (CUP), the Project would be deemed consistent with applicable open space requirements. Furthermore, the proposed Project would be compatible with the surrounding land uses, would meet setback requirements of Title 22 of the LACC and the Rowland Heights Community Services District (CSD), and would comply with County's Low Impact Development Standards.

4.2.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact on agricultural and forestry resources if it would:

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. [Impact AG-1]

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract. [Impact AG-2]

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)). [Impact AG-3]

d. Result in the loss of forest land or conversion of forest land to non-forest use. [Impact AG-4]

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. [Impact AG-5]

4.2.4 Methodology

This environmental analysis related to agriculture and forestry is based on the following information: the description of the proposed Project provided in Chapter 2, *Project Description*; a review of applicable documents (reports and maps) and the regulatory requirements summarized above in Section 4.2.2, *Regulatory Setting*; and assessment of existing conditions for agriculture and forestry. The analysis of the potential effects of the proposed Project related to agriculture and forestry resources is discussed in the section below.

4.2.5 Environmental Impact Analysis

Prime Farmland

Impact AG-1: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (No Impact)

The Project Site is classified as Urban and Built-Up Land and the areas surrounding the Project Site surrounding vicinity are classified as Urban and Built-Up Land or Other Land (California Department of Conservation 2022). The soil units beneath the Project Site and adjacent areas are Urban land complex soils, which are not considered suitable for growing crops (NRCS 2022). Furthermore, previous agricultural uses at the Project Site were removed and replaced by the existing golf course and previous agricultural uses in the surrounding area were similarly developed upon and are no longer intact. Because the Project Site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on maps prepared pursuant to the FMMP, no direct or indirect impacts would occur from implementation of the proposed Project.

Significance Determination: No Impact.

Mitigation Measure

No Mitigation is Required.

Williamson Act Contracts

Impact AG-2: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract? (Less than Significant Impact)

The Project Site is not located on, or in proximity to any lands under a Williamson Act contract (California Department of Conservation 2016). Therefore, development of the proposed Project would not result in changes to the existing environment that, due to their location or nature, would conflict with a Williamson Act contract or otherwise result in conversion of farmland to non-agricultural use.

Although the historic agricultural uses at the Project Site were removed in the 1960's, the Project Site is currently zoned A-1-1 (Light Agricultural, one-acre minimum lot size) and A-1-10,000 (Light Agricultural, 10,000 square feet [sf] minimum lot size). The Project proposes a Zone Change from the current A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000-6U (Residential Planned Development) for the 62.25 acres of proposed single-family homes, duplexes, triplexes, with an affordable housing component and open space for Planning Areas 1, 2, and 5 and to RPD-5000-17U (Residential Planned Development) for the 6.0 acres of townhomes with an affordable housing component and open space for proposed Planning Area 3. Zoning for Planning Areas 4 and 6 would remain as A-1-1. This topic is discussed further in Section 4.11, *Land Use and Planning*. Therefore, with County approval of the requested entitlements the Project would not conflict with zoning for agricultural use and impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Forest Land Zoning

Impact AG-3: Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? (No Impact)

The LACC does not include zones dedicated to forest land, timberland, or timberland production. As discussed above, the Project Site is currently zoned A-1-1 (Light Agricultural, one-acre minimum lot area) and A-1-10,000 (Light Agricultural, 10,000 square feet [sf] minimum lot area). Adjacent areas located south, west, and north of the Project Site are zoned for light agricultural, residential, and commercial uses.[2] Lands east of the Project Site in the City of Diamond Bar are zoned RL (Low-Density Residential) (City of Diamond Bar 2023). Therefore, the proposed Project would not be located on, or adjacent to land zoned by the County as forest

[2] Los Angeles County Department of Regional Planning, Title 22, Planning and Zoning, accessed March 20, 2023, https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT22PLZO.

land or timberland, and construction and operation of the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest or timberland. No impact would occur.

Significance Determination: No Impact.

Mitigation Measures

No Mitigation is Required.

Loss of Forest Land

Impact AG-4: Would the Project result in the loss of forest land or conversion of forest land to non-forest use? (No Impact)

As discussed above for Impact AG-4, Title 22 of the LACC does not include zones dedicated to forest land. The Project Site includes an existing golf course and the surrounding area is characterized by dense, urban development. The Project Site is located near the northeastern boundary of Rowland Heights and would not impact the large complexes of oak woodland, oak riparian forest, or heavily forested areas of California Walnut identified in the Rowland Heights Community General Plan (DRP 1981). Therefore, construction and operation of the proposed Project would not result in conversion of forest land to non-forest use. No impact would occur.

Significance Determination: No Impact.

Mitigation Measures

No Mitigation is Required.

Farmland Conversion

Impact AG-5: Would the Project 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? (No Impact)

As discussed under Impact AG-1, the Project Site and areas adjacent to the Project Site do not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as defined by the FMMP. Previous agricultural uses at the Project Site were removed and eventually replaced by the existing golf course and previous agricultural uses in the surrounding area were similarly developed upon and are no longer intact. As discussed under Impact AG-4, there are no existing forest lands on, or adjacent to the Project Site. Therefore, construction and operation of the Project would not result in changes to the existing environment that, 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. No impact would occur.

Significance Determination: No Impact.

Mitigation Measures

No Mitigation is Required.

4.2.6 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed Project in combination with other present and reasonably foreseeable future projects that could generate cumulatively considerable impacts to agriculture and forestry resources. As discussed above the proposed Project would not involve the conversion of farmland, forested land or agricultural uses to other uses since no such uses exist at the Project Site. As such, the Project would have no impacts to farmland, forested land or agricultural uses and would, in turn, not be cumulatively considerable for impacts related to the conversion of farmland, forested land or agricultural uses.

The Project proposes a zone change from the Project Site's existing Light Agricultural zoning to Residential Planned Development and would not conflict with existing zoning for agricultural use following the approval of requested entitlements. Chapter 3, *Environmental Setting*, provides a list of projects that are planned or are under construction in the Project area. These projects are summarized in Table 3-1, *Related Projects List*. Related Project LC1 and Related Project LC2 propose construction and operation of seven residential dwelling units and a preschool, respectively, on properties that are zoned for Light Agricultural use. Residential and educational/childcare uses are permitted in Light Agricultural zones with County approval of a CUP. None of the other related projects listed in Table 3-1 would be located on land zoned for agricultural use and thus would not have the potential to conflict with zoning for agricultural use. Furthermore, related projects are subject to CEQA review and review by County or municipal regulatory agencies for consistency with applicable planning and zoning regulations. Each approved or pending project is evaluated against the specific regulatory land use and zoning designations of the individual project sites. Therefore, no cumulative significant impacts regarding conflict with agricultural use zones would occur.

The proposed Project is fully consistent with the applicable regulatory framework with the approval of all requested entitlements, and its implementation would not have adverse effects on agriculture and forestry resources as no such resources are located the Project vicinity as discussed in Section 4.2.1, *Existing Conditions*. Because the proposed Project and related projects would be subject to existing land use and zoning regulations, cumulative impacts to agricultural resources would be less than significant. Therefore, the proposed Project would not be expected to cause incremental impacts to agriculture and forestry resources, including the conversion of such lands to other uses, when considering related past, present, or foreseeable future projects, and no mitigation measures are required to reduce cumulative impacts. Impacts would be less than significant (**Less than Significant**).

4.3 Air Quality

This section evaluates the Project's potential air quality impacts, as well as its potential cumulative air quality impacts, generated by construction and operation of the Project. This section estimates the air pollutant emissions generated by Project construction and operation, and evaluates whether Project emissions would conflict with or obstruct implementation of the applicable air quality plan (Less than Significant with Mitigation); result in a cumulatively considerable net increase of any criteria pollutant in non-attainment of federal or State ambient air quality standard (Less than Significant with Mitigation); expose sensitive receptors to substantial pollutant concentrations (Less than Significant with Mitigation); or result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (Less than Significant). This section relies on the information, data, assumptions, calculation worksheets, and model outputs in the Air Quality and Greenhouse Gas Technical Appendix prepared by ESA and included in **Appendix B** of this Draft EIR.

4.3.1 Environmental Setting

This section provides a discussion of existing conditions related to air quality in the study area. The information below is drawn from the relevant oversight agencies, which are South Coast Air Quality Management District (SCAQMD), the California Air Resources Board (CARB), and the U.S. Environmental Protection Agency (USEPA). The Project area is within the larger South Coast Air Basin (Air Basin); the Air Basin comprises the study area for the Proposed Project. Ambient air quality in the study area is affected by climatological conditions, topography, and the types of pollutants emitted and the amounts. The following discussion describes relevant characteristics of the Air Basin, describes key pollutants of concern, summarizes existing ambient pollutant concentrations, and identifies sensitive receptors.

Existing Environmental Conditions

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in air quality. The Federal Clean Air Act (CAA) of 1963 was the first federal legislation regarding air pollution control and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990.[1] USEPA is responsible for the implementation and enforcement of the CAA, which establishes the National Ambient Air Quality Standards (NAAQS), specifies future dates for achieving compliance, and requires USEPA to designate areas as attainment, nonattainment, or maintenance. The CAA also mandates that each state submit and implement a State Implementation Plan (SIP) for each criteria pollutant for which the state has not achieved the applicable NAAQS.

[1] USEPA, Summary of the Clean Air Act, accessed May 20, 2022, https://www.epa.gov/laws-regulations/summary-clean-air-act.

In California, CARB is responsible for enforcing air pollution regulations and ensuring that the NAAQS and California Ambient Air Quality Standards (CAAQS) are met. CARB, in turn, delegates regulatory authority for stationary sources and other air quality management responsibilities to local air agencies. SCAQMD is the local air agency for the Project Site and surrounding area.

Federal Criteria Pollutants

The following pollutants are regulated by the United States Environmental Protection Agency (USEPA) and are subject to emissions control requirements adopted by federal, State, and local regulatory agencies. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, which have been adopted for them. A description of the health effects of these criteria air pollutants are provided below.

Ozone (O_3): Ozone is a secondary pollutant formed by the chemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO_X) in the presence of sunlight under favorable meteorological conditions, such as high temperature and stagnation episodes. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. According to USEPA, ozone can cause the muscles in the airways to constrict potentially leading to wheezing and shortness of breath.[2] Ozone can make it more difficult to breathe deeply and vigorously; cause shortness of breath and pain when taking a deep breath; cause coughing and sore or scratchy throat; inflame and damage the airways; aggravate lung diseases, such as asthma, emphysema, and chronic bronchitis; increase the frequency of asthma attacks; make the lungs more susceptible to infection; continue to damage the lungs even when the symptoms have disappeared; and cause chronic obstructive pulmonary disease.[3] Long-term exposure to ozone is linked to aggravation of asthma, and is likely to be one of many causes of asthma development and long-term exposures to higher concentrations of ozone may also be linked to permanent lung damage, such as abnormal lung development in children.[4] According to the California Air Resources Board (CARB), inhalation of ozone causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms and exposure to ozone can reduce the volume of air that the lungs breathe in and cause shortness of breath.[5] The USEPA states that people most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers.[6] Children are at greatest risk from exposure to ozone because their lungs are still developing and they are more likely to be active outdoors when ozone levels are high, which increases their exposure.[7] According to CARB, studies show that children are no more or less likely to suffer harmful effects than adults; however, children and teens may be more susceptible to ozone and other pollutants because they spend nearly twice as

2 United States Environmental Protection Agency (USEPA), Health Effects of Ozone Pollution, accessed May 20, 2022, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution.

3 USEPA, Health Effects of Ozone Pollution.

4 USEPA, Health Effects of Ozone Pollution.

5 California Air Resources Board (CARB), Ozone & Health, Health Effects of Ozone, accessed May 20, 2022, https://ww2.arb.ca.gov/resources/ozone-and-health.

6 USEPA, Health Effects of Ozone Pollution.

7 USEPA, Health Effects of Ozone Pollution.

much time outdoors and engaged in more vigorous activities as compared to adults.[8] Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults and are less likely than adults to notice their own symptoms and avoid harmful exposures.[9] Further research may be able to better distinguish between health effects in children and adults.[10]

Volatile Organic Compounds (VOCs): VOCs are organic chemical compounds of carbon and are not "criteria" pollutants themselves; however, they contribute with NO_X to form ozone, and are regulated to prevent the formation of ozone.[11] According to CARB, some VOCs are highly reactive and play a critical role in the formation of ozone, other VOCs have adverse health effects, and in some cases, VOCs can be both highly reactive and have adverse health effects.[12] VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products (e.g., architectural coatings, etc.).[13]

Nitrogen Dioxide (NO_2) and Nitrogen Oxides: NO_X is a term that refers to a group of compounds containing nitrogen and oxygen. The primary compounds of air quality concern include nitrogen dioxide (NO_2) and nitric oxide (NO). Ambient air quality standards have been promulgated for NO_2, which is a reddish-brown, reactive gas.[14] The principle form of NO_X produced by combustion is NO, but NO reacts quickly in the atmosphere to form NO_2, creating the mixture of NO and NO_2 referred to as NO_X.[15] Major sources of NO_X include emissions from cars, trucks and buses, power plants, and off-road equipment.[16] The terms NO_X and NO_2 are sometimes used interchangeably. However, the term NO_X is typically used when discussing emissions, usually from combustion-related activities, and the term NO_2 is typically used when discussing ambient air quality standards. Where NO_X emissions are discussed in the context of the thresholds of significance or impact analyses, the discussions are based on the conservative assumption that all NO_X emissions would oxidize in the atmosphere to form NO_2. According to USEPA, short-term exposures to NO_2 can potentially aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms, while longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections.[17] According to CARB, controlled human exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics.[18] In

8 CARB, Ozone & Health, Health Effects of Ozone.
9 CARB, Ozone & Health, Health Effects of Ozone.
10 CARB, Ozone & Health, Health Effects of Ozone.
11 USEPA, Technical Overview of Volatile Organic Compounds, accessed May 20, 2022, https://www.epa.gov/indoor-air-quality-iaq/technical-overview-volatile-organic-compounds.
12 CARB, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005, page A-4.
13 CARB, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005, page A-4.
14 CARB, Nitrogen Dioxide & Health, accessed May 20, 2022, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health.
15 CARB, Nitrogen Dioxide & Health.
16 USEPA, Nitrogen Dioxide (NO_2) Pollution, accessed May 20, 2022, https://www.epa.gov/no2-pollution/basic-information-about-no2.
17 USEPA, Nitrogen Dioxide (NO_2) Pollution.
18 CARB, Nitrogen Dioxide & Health, accessed May 20, 2022, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health.

addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses.[19] Infants and children are particularly at risk from exposure to NO_2 because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration. By comparison, while for in adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease.[20] CARB states that much of the information on distribution in air, human exposure and dose, and health effects is specifically for NO_2 and there is only limited information for NO and NO_X, as well as large uncertainty in relating health effects to NO or NO_X exposure.[21]

Carbon Monoxide (CO): Carbon monoxide (CO) is primarily emitted from combustion processes and motor vehicles due to the incomplete combustion of fuel, such as natural gas, gasoline, or wood, with the majority of outdoor CO emissions from mobile sources.[22] According to USEPA, breathing air with a high concentration of CO reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain and at very high levels, which are possible indoors or in other enclosed environments, CO can cause dizziness, confusion, unconsciousness and death.[23] Very high levels of CO are not likely to occur outdoors; however, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease since these people already have a reduced ability for getting oxygenated blood to their hearts and are especially vulnerable to the effects of CO when exercising or under increased stress.[24] In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina.[25] According to CARB, the most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain.[26] For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress; inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance.[27] Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO.[28]

Sulfur Dioxide (SO_2): According to USEPA, the largest source of sulfur dioxide (SO_2) emissions in the atmosphere is the burning of fossil fuels by power plants and other industrial facilities

19 CARB, Nitrogen Dioxide & Health.
20 CARB, Nitrogen Dioxide & Health.
21 CARB, Nitrogen Dioxide & Health.
22 CARB, Carbon Monoxide & Health, accessed May 20, 2022, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health.
23 USEPA, Carbon Monoxide (CO) Pollution in Outdoor Air, accessed May 20, 2022, https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution.
24 USEPA, Carbon Monoxide (CO) Pollution in Outdoor Air.
25 USEPA, Carbon Monoxide (CO) Pollution in Outdoor Air.
26 CARB, Carbon Monoxide & Health, accessed May 20, 2022, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health.
27 CARB, Carbon Monoxide & Health.
28 CARB, Carbon Monoxide & Health.

while smaller sources of SO_2 emissions include industrial processes such as extracting metal from ore; natural sources such as volcanoes; and locomotives, ships and other vehicles and heavy equipment that burn fuel with a high sulfur content.[29] In 2006, California phased-in the ultra-low-sulfur diesel regulation limiting vehicle diesel fuel to a sulfur content not exceeding 15 parts per million, down from the previous requirement of 500 parts per million, substantially reducing emissions of sulfur from diesel combustion.[30] According to USEPA, short-term exposures to SO_2 can harm the human respiratory system and make breathing difficult.[31] According to CARB, health effects at levels near the State one-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath and chest tightness, especially during exercise or physical activity and exposure at elevated levels of SO_2 (above 1 part per million (ppm)) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.[32] Children, the elderly, and those with asthma, cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most likely to experience the adverse effects of SO_2.[33,34]

Particulate Matter (PM10 and PM2.5): Particulate matter air pollution is a mixture of solid particles and liquid droplets found in the air.[35] Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye while other particles are so small they can only be detected using an electron microscope.[36] Particles are defined by their diameter for air quality regulatory purposes: inhalable particles with diameters that are generally 10 micrometers (μm) and smaller (PM10); and fine inhalable particles with diameters that are generally 2.5 μm and smaller (PM2.5).[37] Thus, PM2.5 comprises a portion or a subset of PM10. Sources of PM10 emissions include dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, and wind-blown dust from open lands.[38] Sources of PM2.5 emissions include combustion of gasoline, oil, diesel fuel, or wood.[39] PM10 and PM2.5 may be either directly emitted from sources (primary particles) or formed in the atmosphere through chemical reactions of gases (secondary particles) such as SO_2, NO_X, and certain organic compounds.[40] According to CARB, both PM10 and PM2.5 can be inhaled, with some depositing throughout the airways; PM_{10} is more likely to deposit on the surfaces of the larger airways of the upper region of the lung while PM2.5 is more likely to travel into and deposit on the surface of

29 USEPA, Sulfur Dioxide (SO_2) Pollution, last updated June 28, 2018, accessed May 20, 2022, https://www.epa.gov/so2-pollution/sulfur-dioxide-basics.

30 CARB, Final Regulation Order, Amendments to the California Diesel Fuel Regulations, Amend Section 2281, Title 13, California Code of Regulations, approved July 15, 2004.

31 USEPA, Sulfur Dioxide (SO_2) Pollution.

32 CARB, Sulfur Dioxide & Health, accessed May 20, 2022, https://ww2.arb.ca.gov/resources/sulfur-dioxide-and-health.

33 CARB, Sulfur Dioxide & Health.

34 USEPA, Sulfur Dioxide (SO_2) Pollution.

35 USEPA, Particulate Matter (PM) Pollution, last updated November 14, 2018, accessed May 20, 2022, https://www.epa.gov/pm-pollution/particulate-matter-pm-basics.

36 USEPA, Particulate Matter (PM) Pollution.

37 USEPA, Particulate Matter (PM) Pollution.

38 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10), accessed February 25, 2020, https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm.

39 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10).

40 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10).

the deeper parts of the lung, which can induce tissue damage, and lung inflammation.[41] Short-term (up to 24 hours duration) exposure to PM10 has been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits.[42] The effects of long-term (months or years) exposure to PM10 are less clear, although studies suggest a link between long-term PM10 exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer.[43] Short-term exposure to PM2.5 has been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days and long-term exposure to PM2.5 has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children.[44] According to CARB, populations most likely to experience adverse health effects with exposure to PM10 and PM2.5 include older adults with chronic heart or lung disease, children, and asthmatics and children and infants are more susceptible to harm from inhaling pollutants such as PM10 and PM2.5 compared to healthy adults because they inhale more air per pound of body weight than do adults, spend more time outdoors, and have developing immune systems.[45]

Lead (Pb): Major sources of lead emissions include ore and metals processing, piston-engine aircraft operating on leaded aviation fuel, waste incinerators, utilities, and lead-acid battery manufacturers.[46] In the past, leaded gasoline was a major source of lead emissions; however, the removal of lead from gasoline has resulted in a decrease of lead in the air by 98 percent between 1980 and 2014.[47] Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system, and affects the oxygen carrying capacity of blood.[48] The lead effects most commonly encountered in current populations are neurological effects in children, such as behavioral problems and reduced intelligence, anemia, and liver or kidney damage.[49] Excessive lead exposure in adults can cause reproductive problems in men and women, high blood pressure, kidney disease, digestive problems, nerve disorders, memory and concentration problems, and muscle and joint pain.[50]

California Criteria Pollutants

The California Clean Air Act, signed into law in 1988, requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. The CAAQS apply to the same criteria pollutants as the federal Clean Air Act but also

41 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10).
42 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10).
43 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10).
44 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10).
45 CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10).
46 USEPA, Lead Air Pollution, accessed May 20, 2022, https://www.epa.gov/lead-air-pollution/basic-information-about-lead-air-pollution.
47 USEPA, Lead Air Pollution.
48 USEPA, Lead Air Pollution.
49 CARB, Lead & Health, accessed May 20, 2022, https://ww2.arb.ca.gov/resources/lead-and-health.
50 CARB, Lead & Health.

include State-identified criteria pollutants, which include sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride.[51] A description of the health effects of the State-identified criteria air pollutants relevant to the Project is provided below.

Sulfates (SO_4^{2-})

Sulfates in the environment occur as a result of SO_2 (sulfur dioxide) being converted to SO_4^{2-} compounds in the atmosphere where sulfur is first oxidized to SO_2 during the combustion process of sulfur containing petroleum-derived fuels (e.g., gasoline and diesel fuel).[52] Exposure to SO_4^{2-}, which are part of PM2.5, results in health effects similar to those from exposure to PM2.5 including reduced lung function, aggravated asthmatic symptoms, and increased risk of emergency department visits, hospitalizations, and death in people who have chronic heart or lung diseases.[53] Population groups with higher risks of experiencing adverse health effects with exposure to SO_4^{2-} include children, asthmatics, and older adults who have chronic heart or lung diseases.[54]

Visibility-Reducing Particles

Visibility-reducing particles come from a variety of natural and manmade sources and can vary greatly in shape, size and chemical composition. Visibility reduction is caused by the absorption and scattering of light by the particles in the atmosphere before it reaches the observer. Certain visibility-reducing particles are directly emitted to the air such as windblown dust and soot, while others are formed in the atmosphere through chemical transformations of gaseous pollutants (e.g., sulfates, nitrates, organic carbon particles) which are the major constituents of particulate matter. As the number of visibility reducing particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range.[55] Exposure to some haze-causing pollutants have been linked to adverse health impacts similar to PM10 and PM2.5 as discussed above.[56]

Toxic Air Contaminants

In addition to criteria pollutants, the South Coast Air Quality Management District (SCAQMD) periodically assesses levels of toxic air contaminants (TACs) in the South Coast Air Basin (Air Basin). A TAC is defined by California Health and Safety Code Section 39655:

> *"Toxic air contaminant" means an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412(b)) is a toxic air contaminant.*

The most common TAC in the State is Diesel Particulate Matter, or DPM, which is emitted from the exhaust of diesel engines. DPM is believed to be responsible for about 70 percent of

51 CARB, California Ambient Air Quality Standards, accessed May 20, 2022, https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards.
52 CARB, Sulfate & Health, accessed May 20, 2022, https://ww2.arb.ca.gov/resources/sulfate-and-health.
53 CARB, Sulfate & Health.
54 CARB, Sulfate & Health.
55 CARB, Visibility-Reducing Particles and Health, last reviewed October 11, 2016, accessed May 20, 2022, https://www.arb.ca.gov/research/aaqs/common-pollutants/vrp/vrp.htm.
56 CARB, Visibility-Reducing Particles and Health.

California's estimated known cancer risk attributable to TAC's.[57] DPM was listed by the State as a TAC in 1998. Most major sources of diesel emissions, such as ships, trains, and trucks operate in and around ports, railyards, and heavily traveled roadways. These areas are often located near highly populated areas resulting in greater health consequences for urban areas than rural areas.[58] DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter <2.5 μm), including a subgroup of ultrafine particles (ultrafine particles have a diameter <0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) Aggravated asthma; (2) Chronic bronchitis; (3) Increased respiratory and cardiovascular hospitalizations; (4) Decreased lung function in children; (5) Lung cancer; and (6) Premature deaths for people with heart or lung disease.[59,60] While there are other common TACs responsible for cancer risk within the Air Basin, these other TACs are not commonly produced during the construction and operations of a residential Project, where emission sources would be limited to diesel exhaust from construction equipment. TAC's beside DPM are typically found from the following sources: ports, refineries, chrome plating facilities, dry cleaners, and large gas dispensing facilities (CARB 2005).

Airborne Fungus (Valley Fever)

Coccidioidomycosis, commonly referred to as *San Joaquin Valley Fever* or *Valley Fever*, is one of the most studied and oldest known fungal infections. Valley Fever most commonly affects people who live in hot dry areas with alkaline soil and varies with the season. This disease, which affects both humans and animals, is caused by inhalation of arthroconidia (spores) of the fungus *Coccidioides immitis.*

Coccidioides immitis spores are found in the top few inches of soil. The cocci fungus lives as a saprophyte in dry, alkaline soil. When weather and moisture conditions are favorable, the fungus "blooms" and forms many tiny spores that lie dormant in the soil until they are stirred up by wind, vehicles, excavation, or other ground-moving activities and become airborne. Agricultural workers, construction workers, and other people who work outdoors and who are exposed to wind and dust are more likely to contract Valley Fever. Children and adults whose hobbies or sports activities expose them to wind and dust also are more likely to contract Valley Fever. After the

57 CARB, Summary: Diesel Particulate Matter Health Impacts, accessed March 2023, https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts.

58 CARB, Overview: Diesel Exhaust and Health, 2022c, accessed May 20, 2022, https://www.arb.ca.gov/research/diesel/diesel-health.htm.

59 CARB, Diesel and Health Research, accessed May 20, 2022, http://www.arb.ca.gov/research/diesel/diesel-health.htm.

60 CARB, Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, 2008.

fungal spores have settled in the lungs, they change into a multicellular structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

Approximately 60 percent of Valley Fever cases are mild and display flu-like symptoms or no symptoms at all. Of those who are exposed and seek medical treatment, the most common symptoms include fatigue, cough, loss of appetite, rash, headache, and joint aches. In some cases, painful red bumps may develop on the skin. Because these symptoms are not unique to Valley Fever and also may be caused by other illnesses, identifying and confirming this disease requires specific laboratory tests, such as the following:[61]

- Microscopic identification of the fungal spherules in infected tissue, sputum or body fluid sample.
- Growing a culture of *Coccidioides innitis* from a tissue specimen, sputum, or body fluid.
- Detection of antibodies (serological test specifically for Valley Fever) against the fungus in blood serum or other body fluids.
- Administering the Valley Fever Skin Test (called coccidioidin or spherulin), which indicate prior exposure to the fungus.

The highest incidence rate within California occurs in Kern County within the San Joaquin Valley Air Basin, which had 1,208 suspected, probable, and confirmed cases from January through June 2022.[62] Los Angeles County had 690 total suspected, probable, and confirmed cases during the same time period.[63,64]

Valley Fever is not contagious, and therefore cannot be passed on from person to person. Most of those who are infected recover without treatment within several months and thereafter have a lifelong immunity to the fungal spores. In severe cases, especially in those patients with rapid and extensive primary illness, those who are at risk for dissemination of disease, and those who have disseminated disease, antifungal drug therapy is used.[65]

The type of medication used and the duration of drug therapy are determined by the severity of disease and response to the therapy. The medications used include ketoconazole, itraconazole, and fluconazole in chronic, mild-to-moderate disease, and amphotericin B, given intravenously or inserted into the spinal fluid, for rapidly progressive disease. Although these treatments are often helpful, evidence of disease may persist and years of treatment may be required.[66] Approximately

61 Valley Fever Center for Excellence, 2022. Valley Fever in People, accessed November 2022, http://vfce.arizona.edu/valley-fever-people.

62 CDPH, 2022. Coccidioidomycosis in California Provisional Monthly Report January – June 2022 (as of June 30, 2022), June 30, accessed November 2022, https://www.cdph.ca.gov/Programs/CID/DCDC/CDPH%20Document%20Library/CocciinCAProvisionalMonthlyReport.pdf.

63 Ibid.

64 The data presented may change as a result of delays inherent to case reporting, laboratory reporting, and epidemiologic investigation.

65 CDPH, 2023. Valley Fever – Diagnosis and Outcomes, accessed March 2023, https://www.cdph.ca.gov/Programs/CID/DCDC/Pages/ValleyFeverDiagnosisOutcomes.aspx.

66 Valley Fever Center for Excellence, 2022, Valley Fever in People, accessed November 2022, https://vfce.arizona.edu/valley-fever-people.

60 percent of people infected are asymptomatic and do not seek medical attention. In the remaining 40 percent, symptoms range from mild to severe. A small percentage, less than 1 percent, die as a result of the disease.[67]

Existing Conditions

Regional Conditions

The Project Site is located within the South Coast Air Basin (Air Basin), which is shown in **Figure 4.3-1**, *Boundaries of the South Coast Air Quality Management District and Federal Planning Areas*. The Air Basin is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Air Basin consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western non-desert portions of San Bernardino and Riverside counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the Air Basin, as it is a coastal plain with connecting broad valleys and low hills. The Air Basin lies in the semi-permanent high-pressure zone of the eastern Pacific Ocean. The usually mild climatological pattern is interrupted by periods of hot weather, winter storms, or Santa Ana winds.

The extent and severity of pollutant concentrations in the Air Basin are a function of the area's natural physical characteristics (weather and topography) and man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Air Basin, making it an area of high pollution potential. The Air Basin's meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone, which is a secondary pollutant that forms through photochemical reactions in the atmosphere. Thus, the worst air pollution conditions throughout the Air Basin typically occur from June through September. These conditions are generally attributed to the seasonally light winds and shallow vertical atmospheric mixing, which reduce the potential for the dispersal of air pollutant emissions, thereby causing elevated air pollutant levels. Pollutant concentrations in the Air Basin vary with location, season, and time of day. Concentrations of ozone, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert.[68] Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria.

67 Ventura County Air Pollution Control District (VCAPCD), *Ventura County Air Quality Assessment Guidelines*, October 2003, accessed November 2022, http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf.

68 SCAQMD, *2016 AQMP*, March 2017.

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SOURCE: California Air Resources Board, March 2004.

Royal Vista Residential Project

Figure 4.3-1
Boundaries of the South Coast Air Quality Management District and Federal Planning Areas

ESA

Table 4.3-1, *South Coast Air Basin Attainment Status (Los Angeles County)*, shows the attainment status of the Air Basin for each criteria pollutant with respect to the State and Federal standards. The Air Basin is designated as attainment for the California standards for sulfates and unclassified for hydrogen sulfide and visibility-reducing particles.[69,70] The Air Basin is currently in non-attainment for O_3, PM10, and PM2.5 under the CAAQS. Since vinyl chloride is a carcinogenic toxic air contaminant, CARB does not classify attainment status for this pollutant.

TABLE 4.3-1
SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)

Pollutant	National Standards (NAAQS)	California Standards (CAAQS)
O_3 (1-hour standard)	N/A [a]	Non-attainment – Extreme
O_3 (8-hour standard)	Non-attainment – Extreme	Non-attainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
PM10	Attainment	Non-attainment
PM2.5	Non-attainment – Serious	Non-attainment
Lead (Pb)	Non-attainment (Partial) [b]	Attainment
Visibility-Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride [c]	N/A	N/A

SOURCE: USEPA, *The Green Book Non-Attainment Areas for Criteria Pollutants*, Green Book current as of July 31, 2021, accessed August 2021, https://www.epa.gov/green-book; CARB, Area Designations Maps/State and National, last reviewed August 2019, accessed August 2021, http://www.arb.ca.gov/desig/adm/adm.htm.

NOTES:N/A = not applicable

a. The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.
b. Partial Non-attainment designation – Los Angeles County portion of the Air Basin only for near-source monitors.
c. In 1990, the California Air Resources Board identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the California Air Resources Board does not monitor or make status designations for this pollutant.

As shown in Table 4.3-1, the Air Basin is designated under federal or State ambient air quality standards as nonattainment for ozone, PM10, and fine particulate matter PM2.5. The Los Angeles County portion of the Air Basin is designated as nonattainment for the federal lead standard; however, this is due to localized emissions from two lead-acid battery recycling facilities in the City of Vernon and the City of Industry. The facility located in the City of Vernon has not closed down, while the facility in the City of Industry is under a Title V permit with SCAQMD. The operations of the facilities in the city of Vernon and Industry would not affect the Project Site.[71,72]

69 Unclassified means that CARB has not made a status designation for this pollutant in the Air Basin.

70 CARB, Proposed 2017 Amendments to Area Designations for State Ambient Air Quality Standards, accessed May 20, 2022, https://ww3.arb.ca.gov/regact/2018/area18/isor.pdf. Accessed October 15, 2020.

71 DTSC, Exide Facility Closure, accessed March 7, 2023, https://dtsc.ca.gov/facility-closure/.

72 SCAQMD, Quemetco Inc., accessed March 7, 2023, https://www.aqmd.gov/home/news-events/community-investigations/quemetco.

As detailed in the SCAQMD 2022 Air Quality Management Plan (2022 AQMP), the major sources of air pollution in the Air Basin are divided into four major source classifications: point stationary sources, and area stationary sources, and on-road mobile sources and off-road mobile sources. Mobile sources – heavy-duty trucks, ships, airplanes, locomotives, and construction equipment – account for 80 percent of NOx emissions. Meanwhile, stationary sources – such as power plants, refineries, and factories – will be responsible for the remaining 20 percent in 2037.[73] Point sources are permitted facilities that contain one or more emission sources at an identified location (e.g., power plants, refineries, emergency generator exhaust stacks). Area sources consist of many small emission sources (e.g., residential water heaters, architectural coatings, consumer products, restaurant charbroilers and permitted sources such as large boilers) which are distributed across the region. Mobile sources consist of two main subcategories: On-road sources (such as cars and trucks) and off-road sources (such as heavy construction equipment).

Air Toxics

In August 2021, the SCAQMD released the Final Multiple Air Toxics Exposure Study V (MATES V).[74] The MATES V study includes a fixed site monitoring program with ten stations, an updated emissions inventory of TACs, and a modeling effort to characterize risk across the Air Basin. The purpose of the fixed site monitoring is to characterize long-term regional air toxics levels in residential and commercial areas. In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in South Coast AQMD's programs such as permitting, Air Toxics Hot Spots (AB 2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Along with cancer risk estimates, MATES V includes information on the chronic noncancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic noncancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazard Assessment (OEHHA) and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time. This has led to a reduction of the Basin Average Air Toxics Cancer Risk in MATES V, 455 in a million, from MATES IV, 997 in a million. The key takeaways from the MATES V study are as follows: air toxics cancer risk has decreased by about 50 percent since MATES IV based on modeling data, MATES V Basin average multi-pathway air toxics cancer risk is 455 in a million, with the highest risk locations being near Los Angeles International Airport, downtown and the ports areas, diesel particulate matter is the main risk driver for air toxics cancer risk, goods movement and transportation corridors have the highest air toxics cancer risks, and the chronic noncancer risk was estimated for the first time with a chronic hazard index of approximately 5 to 9 across the ten fixed stations.[75]

[73] SCAQMD, 2022 AQMP, page ES-4.

[74] SCAQMD, MATES V Multiple Air Toxics Exposure Study, accessed May 20, 2022, http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v.

[75] SCAQMD has adopted an air quality significance threshold of 1 for chronic hazard index for individual facilities or projects under CEQA.

As part of the MATES V, the SCAQMD prepared maps that show regional trends in estimated outdoor inhalation cancer risk from toxic emissions, as part of an ongoing effort to provide insight into relative risks. The maps represent the estimated number of potential cancers per million people associated with a lifetime of breathing air toxics. The grid in which the Project Site is located is shown in **Figure 4.3-2**, *Background Inhalation Cancer Risk for Project Site Area*. As shown, the potential cancers per million people at the Project Site is estimated at 461 per million.[76]

Local Conditions

Existing Pollutant Levels at Nearby Monitoring Stations

The SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin to measure ambient pollutant concentrations. The monitoring station most representative of the Project Site is the Pomona Monitoring Station in Source Receptor Area (SRA) 10. Criteria pollutants monitored at this station include O_3, NO_2, and CO. The next most representative station is the Azusa Monitoring Station in SRA 9. Criteria pollutants monitored at this station include PM10 and PM2.5. The nearest representative station for lead is the Pico Rivera Monitoring Station in SRA 11. The closest SO_2 representative station is the Rubidoux/Mission Boulevard Monitoring Station in SRA 23. The most recent data available from the SCAQMD for these monitoring stations are from years 2016 to 2020.[77] The pollutant concentration data for these years are summarized in **Table 4.3-2**, *Ambient Air Quality Data*.

Existing Site Emissions

The Project Site is currently an approximately 76-acre portion of the existing 156-acre Royal Vista Golf Club. The Project Site generates minimal man-made emissions as shown in **Table 4.3-3**, *Existing Emissions*. Emission sources would include traffic from visitors and employees traveling to and from the golf course and driving range. Although wind-blown dust may emanate from the Project Site in its current condition, it is considered negligible. The Project's net new emissions were calculated by subtracting out existing operational emissions from mobile trips to and from the Project Site.

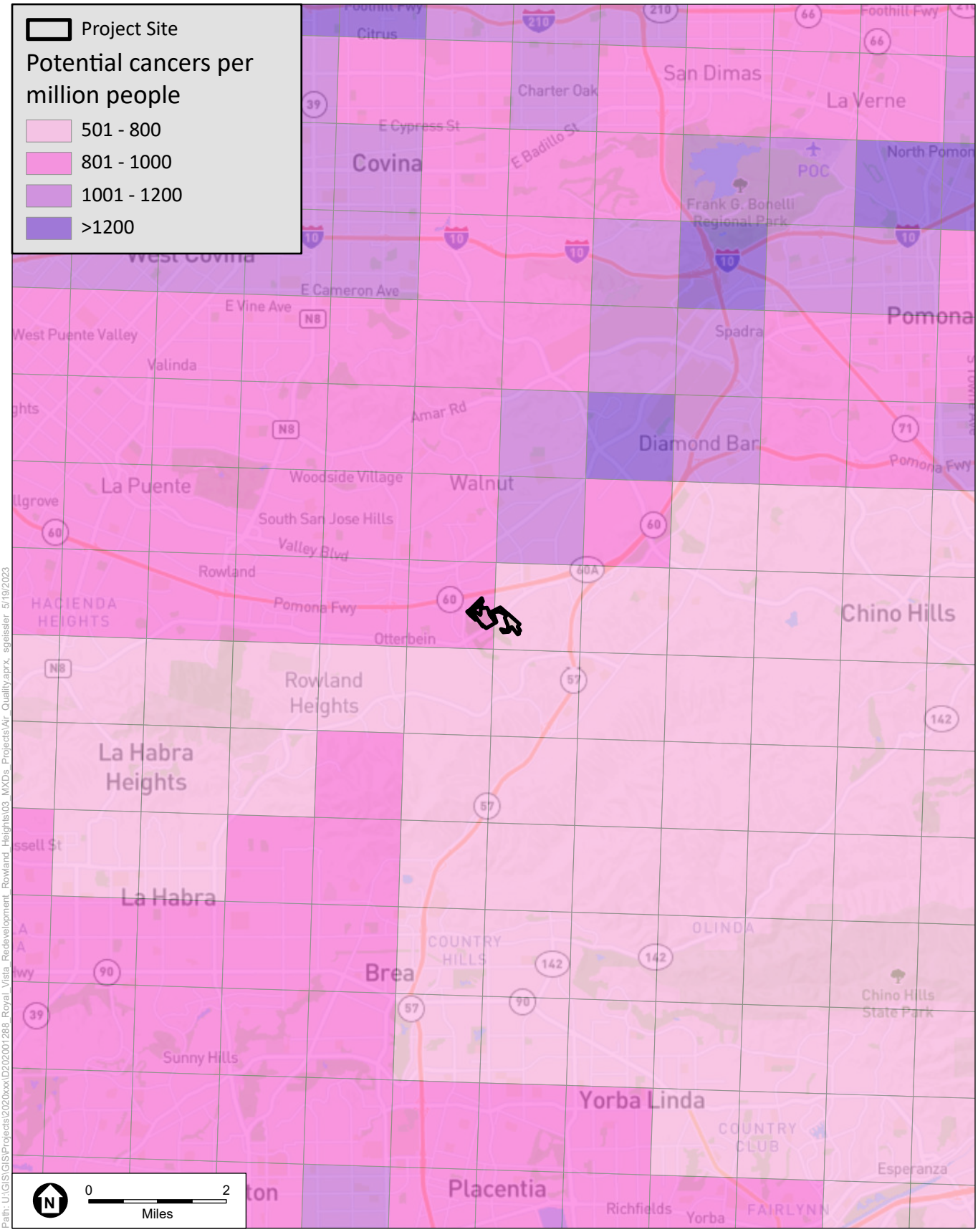
Sensitive Receptors and Locations

Certain population groups, such as children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to the potential effects of air pollution than others. Sensitive land uses within 500 feet of the Project Site are shown in **Figure 4.3-3**, *Sensitive Receptor Locations nearest to the Project Site*, and include the following:

- **Single-Family Residential Areas:** The northern portion of the Project Site is adjacent to the Bellavista Drive residential neighborhood on the west, and the Iluso Avenue, Tarta Court, Tierra Luna and Ahtena Drive residential neighborhoods to the east. The southern portion of the Project Site is adjacent to various residential neighborhoods to the south, and the residential neighborhoods by Fairlance Drive to the east.

[76] SCAQMD, Multiple Air Toxics Exposure Study Data Visualization, accessed May 20, 2022, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?views=view_38%2Cview_1.

[77] South Coast Air Quality Management District, Historical Data by Year, accessed May 20, 2022, https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year.



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SOURCE: South Coast Air Quality Management District, 2018; ESA, 2021.

Royal Vista Residential Project

Figure 4.3-2
Background Inhalation Cancer Risk for the Project Site

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TABLE 4.3-2
AMBIENT AIR QUALITY DATA

Pollutant/Standard	2016	2017	2018	2019	2020
O_3 (1-hour)					
Maximum Concentration (ppm)	0.127	0.147	0.112	0.096	0.180
Days > CAAQS (0.09 ppm)	20	18	7	1	51
O_3 (8-hour)					
Maximum Concentration (ppm)	0.092	0.114	0.092	0.083	0.124
4th High 8-hour Concentration (ppm)	0.087	0.106	0.081	0.077	0.106
Days > CAAQS (0.070 ppm)	29	35	10	12	84
Days > NAAQS (0.070 ppm)	26	35	10	12	84
NO_2 (1-hour)					
Maximum Concentration (ppm)	0.069	0.081	0.068	0.064	0.068
98th Percentile Concentration (ppm)	0.063	0.063	0.060	0.057	0.060
Days > CAAQS (0.18 ppm)	0	0	0	0	0
NO_2 (Annual)					
Annual Arithmetic Mean (0.030 ppm)	0.020	0.021	0.019	0.0179	0.0183
CO (1-hour)					
Maximum Concentration (ppm)	1.7	2.0	2.1	1.7	1.5
Days > CAAQS (20 ppm)	0	0	0	0	0
Days > NAAQS (35 ppm)	0	0	0	0	0
CO (8-hour)					
Maximum Concentration (ppm)	1.3	1.6	1.8	1.3	1.1
Days > CAAQS (9.0 ppm)	0	0	0	0	0
Days > NAAQS (9 ppm)	0	0	0	0	0
SO_2 (1-hour)					
Maximum Concentration (ppm)	0.006	0.004	0.003	0.002	0.002
99th Percentile Concentration (ppm)	0.002	0.002	0.003	0.002	0.002
Days > CAAQS (0.25 ppm)	0	0	0	0	0
Days > NAAQS (0.075 ppm)	0	0	0	0	0
SO_2 (24-hour)					
Maximum Concentration (ppm)	–	–	–	–	–
Days > CAAQS (0.04 ppm)	–	–	–	–	–
Days > NAAQS (0.14 ppm)	–	–	–	–	–
PM10 (24-hour)					
Maximum Concentration (µg/m^3)	74	83	78	82	95
Samples > CAAQS (50 µg/m^3)	12(20%)	6(11%)	10(17%)	4(7%)	8(19%)
Samples > NAAQS (150 µg/m^3)	0	0	0	0	0
PM10 (Annual Average)					
Annual Arithmetic Mean (20 µg/m^3)	33.7	31.4	32.2	28.1	37.7
PM2.5 (24-hour)					
Maximum Concentration (µg/m^3)	32.2	24.9	30.2	28.3	33.0
98th Percentile Concentration (µg/m^3)	29.0	21.2	25.90	21.2	25.8
Samples > NAAQS (35 µg/m^3)	0	0	0	0	0
PM2.5 (Annual)					
Annual Arithmetic Mean (12 µg/m^3)	10.15	10.42	10.35	9.18	11.13
Lead					
Maximum 30-day average (µg/m^3)	0.011	0.010	0.009	0.009	0.012
Samples > CAAQS (1.5 µg/m^3)	0	0	0	0	0

SOURCES: South Coast Air Quality Management District, Historical Data by Year, accessed April 2022, https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year.

NOTES: ppm = parts per million; µg/m^3 = micrograms per cubic meter

TABLE 4.3-3
EXISTING EMISSIONS (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Existing Site						
Area (Coating, Consumer Products, Landscaping and Maintenance Equipment)	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	2	3	20	<1	4	1
Total Regional Emissions	**2**	**3**	**20**	**<1**	**4**	**1**
SCAQMD Regional Significance Threshold	55	55	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

SOURCE: ESA, 2022

a. Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

4.3.2 Regulatory Framework

A number of statutes, regulations, plans, and policies have been adopted that address air quality issues. The Project is subject to air quality regulations developed and implemented at the federal, state, and local levels. This section provides a summary of the pertinent air quality regulatory framework affecting the proposed Project at the federal, state, and local levels.

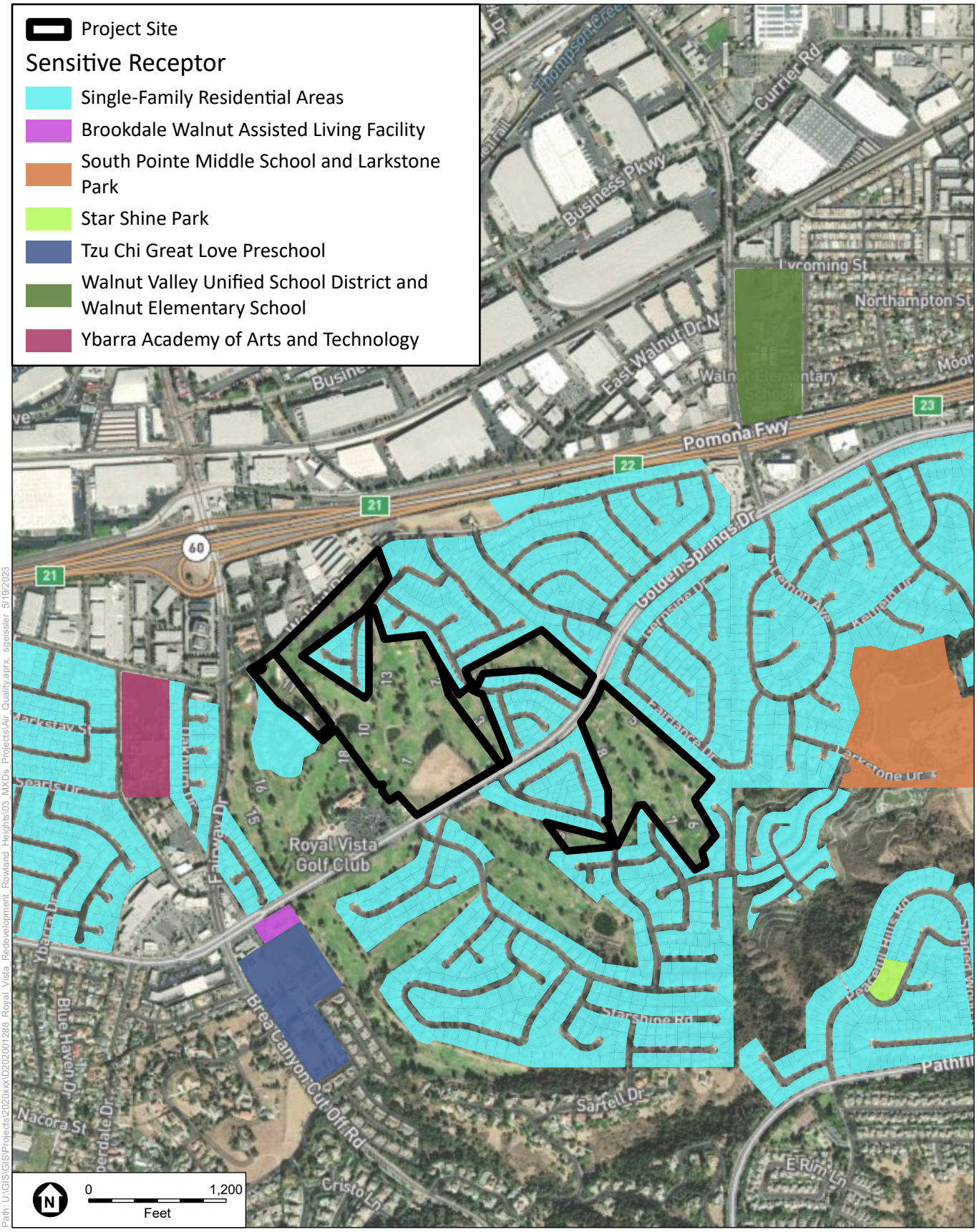
Federal Level

As discussed above, the Federal CAA of 1963 was the first federal legislation regarding air pollution control and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990.[78] The CAA mandates that each state submit and implement a SIP for each criteria pollutant for which the state has not achieved the applicable NAAQS. The SIP includes pollution control measures that demonstrate how the standards for those pollutants will be met. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).[79,80]

78 USEPA, Summary of the Clean Air Act, https://www.epa.gov/laws-regulations/summary-clean-air-act. Accessed May 20, 2022

79 USEPA, Clean Air Act Overview, Clean Air Act Table of Contents by Title, Last Updated January 3, 2017, https://www.epa.gov/clean-air-act-overview/clean-air-act-text. Accessed February 25, 2020. As shown therein, Title I addresses nonattainment areas and Title II addresses mobile sources.

80 Mobile sources include on-road vehicles (e.g., cars, buses, motorcycles) and non-road vehicles e.g., aircraft, trains, construction equipment). Stationary sources are comprised of both point and area sources. Point sources are stationary facilities that emit large amount of pollutants (e.g., municipal waste incinerators, power plants). Area sources are smaller stationary sources that alone are not large emitters, but combined can account for large amounts of pollutants (e.g., consumer products, residential heating, dry cleaners).



SOURCE: ESA, 2021.

Royal Vista Residential Project

Figure 4.3-3
Sensitive Receptor Locations Nearest to the Project Site

ESA

Title I requirements are implemented for the purpose of attaining NAAQS for criteria air pollutants. The NAAQS were amended in July 1997 to include an 8-hour standard for ozone and to adopt a NAAQS for PM2.5. The NAAQS were also amended in September 2006 to include an established methodology for calculating PM2.5, as well to revoke the annual PM10 threshold. **Table 4.3-4**, *Ambient Air Quality Standards*, shows the NAAQS currently in effect for each criteria pollutant. The NAAQS and the CAAQS for the California criteria air pollutants (discussed below) have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including against decreased visibility and damage to animals, crops, vegetation, and buildings.[81]

In addition to criteria pollutants, Title I also includes air toxics provisions which require USEPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112, USEPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAPs). The list of hazardous air pollutants (HAPs), or air toxics, includes specific compounds that are known or suspected to cause cancer or other serious health effects.

Title II requirements pertain to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline, automobile pollution control devices, and vapor recovery nozzles on gas pumps are a few of the mechanisms USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially, and the specification requirements for cleaner burning gasoline are more stringent.

The Project is located within the South Coast Air Basin, which is an area designated as non-attainment because it does not currently meet NAAQS for certain pollutants regulated under the Clean Air Act. The Air Basin does not meet the NAAQS for O_3 and PM2.5 and is classified as being in non-attainment for these pollutants. The Los Angeles County portion of the Air Basin is designated as non-attainment for the lead NAAQS; however, this was due to localized emissions from two previously operating lead-acid battery recycling facilities located in the City of Vernon and the City of Industry.[82] The facility located in the City of Vernon has not closed down and is over twenty miles away and would not impact the Project Site, while the facility in the City of Industry is under a Title V permit with SCAQMD. The operations of the facility in the City of Industry would not affect the Project Site.[83,84]

81 USEPA, NAAQS Table, accessed May 20, 2022, https://www.epa.gov/criteria-air-pollutants/naaqs-table.

82 SCAQMD, Adopt the 2012 Lead State Implementation Plan for Los Angeles County, accessed March 7, 2023, http://www3.aqmd.gov/hb/attachments/2011-2015/2012May/2012-May4-030.pdf.

83 DTSC, Exide Facility Closure, accessed March 7, 2023, https://dtsc.ca.gov/facility-closure/.

84 SCAQMD, Quemetco Inc., accessed March 7, 2023, https://www.aqmd.gov/home/news-events/community-investigations/quemetco.

TABLE 4.3-4
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards [a]		National Standards [b]		
		Concentration [c]	Method [d]	Primary [c,e]	Secondary [c,f]	Method [g]
O_3 [h]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
NO_2 [i]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	None	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
CO	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10mg/m^3)		9 ppm (10 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
SO_2 [j]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method) [g]
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas) [j]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) [j]	—	
PM10 [k]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
PM2.5 [k]	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3 [k]	15 µg/m^3	
Lead [l,m]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas) [m]	Same as Primary Standard	
	Rolling 3-Month Average [m]	--		0.15 µg/m^3		
Visibility Reducing Particles [n]	8 Hour	Extinction coefficient of 0.23 per kilometer—visibility of 10 miles or more due to particles when relative humidity is less than 70 percent		**No Federal Standards**		

Pollutant	Average Time	California Standards [a]		National Standards [b]		
		Concentration [c]	Method [d]	Primary [c,e]	Secondary [c,f]	Method [g]
Sulfates (SO_4)	24 Hour	25 µg/m^3	Ion Chroma-tography	**No Federal Standards**		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence	**No Federal Standards**		
Vinyl Chloride [l]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chroma-tography	**No Federal Standards**		

SOURCE: CARB, Ambient Air Quality Standards May 4, 2016

a. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
b. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 micrograms/per cubic meter (µg/m^3) is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
c. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
d. Any equivalent procedure which can be shown to the satisfaction of the California Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
e. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
f. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
g. Reference method as described by USEPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by USEPA.
h. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
i. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb.
j. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
k. On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3.
l. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
m. The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
n. In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Clean Vehicles

Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, USEPA and the Department of Transportation’s Highway Traffic and Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce greenhouse gas emissions and improve fuel economy for new cars and trucks sold in the United States.

Light-Duty Vehicle GHG and Fuel Efficiency Standards

In August 2012, USEPA and USDOT adopted standards for model year 2017 through 2025 for passenger cars and light-duty trucks. By 2020, vehicles are required to achieve a combined standard of 41.7 mpg and 213 grams of CO_2 per mile. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 per mile. According to USEPA, a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle.[85] In 2017, USEPA recommended no change to the GHG standards for light-duty vehicles for model years 2022–2025.

On January 20, 2021, President Biden issued Executive Order 13990 "Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis" directing USEPA to consider whether to propose suspending, revising, or rescinding the standards previously revised under the "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks," promulgated in April 2020. As of August 2021, USEPA is proposing to revise the GHG standards to be more stringent than the SAFE rule standards in each model year from 2023 through 2026.[86] More recently proposed federal standards for motor vehicle tailpipe emissions include:

- Revocation of the SAFE Vehicles Rule: On March 14, 2022, USEPA published its Notice of Decision to restore California's waiver, which allows California to set more stringent vehicle fuel efficiency standards, rescinding the SAFE Vehicles Rule (Federal Register Volume 87, page 14332).
- Issuance of the Revised 2023 and Later Model Year Light-Duty Vehicle GHG Emissions Standards: The issuance of these standards revises the GHG emissions standards for vehicles from model years 2023–2026 and establishes the most stringent GHG emissions standards ever set for the light-duty-vehicle sector. These standards are expected to result in average fuel economy label values of 40 miles per gallon, while the standards they replace (the SAFE rule standards) would achieve only 32 miles per gallon in model year 2026 vehicles (USEPA 2021).

Heavy-Duty Engines and Vehicles Fuel Efficiency Standards

On October 25, 2010, USEPA and the U.S. Department of Transportation proposed the first national standards to reduce greenhouse gas emissions and improve fuel efficiency of heavy-duty trucks and buses (also known as "Phase 1"). For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and up to a 15 percent reduction for diesel vehicles by 2018 model year (12 percent and 17 percent respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles (includes other vehicles like buses, refuse trucks, concrete mixers;

[85] USEPA, USEPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, August 2012, accessed May 20, 2022, https://nepis.epa.gov/Exe/ZyPDF.cgi/P100EZ7C.PDF?Dockey=P100EZ7C.PDF.

[86] Federal Register, Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards, accessed August 2021, https://www.govinfo.gov/content/pkg/FR-2021-08-10/pdf/2021-16582.pdf.

everything except for combination tractors and heavy-duty pickups and vans), the agencies are proposing engine and vehicle standards starting in the 2014 model year, which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by the 2018 model year. Building on the success of the standards, USEPA and U.S. Department of Transportation jointly finalized additional standards (called "Phase 2") for medium- and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons.

State Level

California Clean Air Act

CARB has primary responsibility for ensuring the implementation of the California Clean Air Act, responding to the Federal Clean Air Act planning requirements applicable to the state, and regulating emissions from motor vehicles and consumer products within the state. Table 4.3-1 shows the CAAQS currently in effect for each of the criteria pollutants as well as the other pollutants recognized by the state. As shown in Table 4.3-1, the CAAQS include more stringent standards than the NAAQS for most of the criteria air pollutants.

Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. Table 4.3-1 provides a summary of the attainment status of the Los Angeles County portion of the Air Basin with respect to the state standards. The Air Basin is designated as attainment for the California standards for sulfates, hydrogen sulfide, and vinyl chloride and unclassified[87] for visibility-reducing particles.

California Air Resources Board Air Quality and Land Use Handbook

CARB published the *Air Quality and Land Use Handbook* in April 2005 to serve as a general guide for considering impacts to sensitive receptors from facilities that emit toxic air contaminant (TAC) emissions (CARB 2005). The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

California Air Resources Board On-Road and Off-Road Vehicle Rules

Airborne Toxic Control Measure

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The

[87] Unclassified means that CARB has not made a status designation for this pollutant in the Air Basin.

measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

Truck and Bus Regulations

In 2008 CARB approved the Truck and Bus regulation to reduce NO_X, PM10, and PM2.5 emissions from existing diesel vehicles operating in California. The requirements were subsequently amended and apply to nearly all diesel fueled trucks and busses with a gross vehicle weight rating greater than 14,000 pounds. For the largest trucks in the fleet, those with a gross vehicle weight rating greater than 26,000 pounds, there are two methods to comply with the requirements. The first way is for the fleet owner to retrofit or replace engines, starting with the oldest engine model year, to meet 2010 engine standards, or better. This is phased over 8 years, starting in 2015 and would be fully implemented by 2023, meaning that all trucks operating in the State subject to this option would meet or exceed the 2010 engine emission standards for NO_X and PM by 2023. The second option, if chosen, requires fleet owners, starting in 2012, to retrofit a portion of their fleet with diesel particulate filters achieving at least 85 percent removal efficiency, so that by January 1, 2016, their entire fleet is equipped with diesel particulate filters. However, diesel particulate filters do not typically lower NO_X emissions. Thus, fleet owners choosing the second option must still comply with the 2010 engine emission standards for their trucks and busses by 2020.

In addition to limiting exhaust from idling trucks, CARB has promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models. Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with the largest fleets to begin compliance by January 1, 2014. Each fleet must demonstrate compliance through one of two methods. The first option is to calculate and maintain fleet average emissions targets, which encourages the retirement or repowering of older equipment and rewards the introduction of newer cleaner units into the fleet. The second option is to meet the Best Available Control Technology (BACT) requirements by turning over or installing Verified Diesel Emission Control Strategies (e.g., engine retrofits) on a certain percentage of its total fleet horsepower. The compliance schedule requires that BACT turn overs or retrofits be fully implemented by 2023 in all equipment in large and medium fleets and across 100 percent of small fleets by 2028.

Assembly Bill 1493

California AB 1493, enacted on July 22, 2002, required the CARB to develop and adopt regulations that reduce emissions from passenger vehicles and light duty trucks. The standards phased in during the 2009 through 2016 model years. The near term (2009–2012) standards were expected to result in about a 22 percent reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards were expected to result in about a 30 percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These

include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

Assembly Bill 1493 – Pavley

In January 2012, CARB approved the Advanced Clean Cars program, a new emissions-control program for model years 2015 through 2025. The program includes components to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. The zero emissions vehicle (ZEV) program will act as the focused technology of the Advanced Clean Cars program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid electric vehicles (PHEV) in the 2018 to 2025 model years.[88]

Mobile Source Strategy

In May 2016, CARB released the 2016 Mobile Source Strategy that demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years, through a transition to zero-emissions vehicles (ZEVs), cleaner transit systems and reduction of vehicle miles traveled. The Mobile Source Strategy calls for 1.5 million ZEVs (including plug-in hybrid electric, battery-electric, and hydrogen fuel cell vehicles) by 2025 and 4.2 million ZEVs by 2030. It also calls for more stringent GHG requirements for light-duty vehicles beyond 2025 as well as GHG reductions from medium-duty and heavy-duty vehicles and increased deployment of zero-emissions trucks primarily for class 3 – 7 "last mile" delivery trucks in California. Statewide, the Mobile Source Strategy would result in a 45 percent reduction in GHG emissions, and a 50 percent reduction in the consumption of petroleum-based fuels.[89]

In November 2020, CARB released the Draft 2020 Mobile Source Strategy. The update calls for deployment of approximately 1.4 million medium- and heavy-duty zero-emissions vehicles (ZEVs) in California by 2045, which would reduce GHG emissions by 76 percent from 2020 levels. The update also establishes goals of 100 percent of sales to be ZEVs for on road light duty vehicles by 2035, and 100 percent of sales of California-registered medium- and heavy-duty trucks to be ZEVs by 2035. These goals are consistent with Executive Order (EO) N-79-20 and SB 44.[90]

Executive Order N-79-20

In September 2020, Governor Newsom issued EO N-79-20 requiring sales of all new passenger vehicles to be zero-emissions by 2035, as well as additional measures to eliminate harmful emissions from the transportation sector. Following the EO, CARB will develop regulations to mandate that 100 percent of in-state sales of new passenger cars and trucks are zero-emissions by 2035—a target that would achieve more than a 35 percent reduction in greenhouse gas emissions and an 80 percent improvement in NO_X emissions from cars statewide. In addition, the Air

88 CARB, Clean Car Standards – Pavley, Assembly Bill 1493.

89 CARB, 2016 Mobile Source Strategy, https://ww3.arb.ca.gov/planning/sip/2016sip/2016mobsrc.pdf.

90 CARB, Draft 2020 Mobile Source Strategy, https://ww2.arb.ca.gov/sites/default/files/2020-11/Draft_2020_Mobile_Source_Strategy.pdf.

Resources Board will develop regulations to mandate that all operations of medium- and heavy-duty vehicles shall be 100 percent zero emission by 2045 where feasible, with the mandate going into effect by 2035 for drayage trucks. To ensure needed infrastructure to support zero-emissions vehicles, the order requires state agencies, in partnership with the private sector, to accelerate deployment of affordable fueling and charging options. It also requires support of new and used zero-emissions vehicle markets to provide broad accessibility to zero-emissions vehicles for all Californians. The executive order will not prevent Californians from owning gasoline-powered cars or selling them on the used car market.[91]

Senate Bill 44

Adopted in September of 2019, SB 44 would require CARB, no later than January 1, 2021, and at least every 5 years thereafter, in consultation with the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development and in collaboration with relevant stakeholders, to update the state board's 2016 mobile source strategy to include a comprehensive strategy for the deployment of medium-duty and heavy-duty vehicles in the state for the purpose of bringing the state into compliance with federal ambient air quality standards and reducing motor vehicle greenhouse gas emissions from the medium-duty and heavy-duty vehicle sector. The bill would require the state board to recommend reasonable and achievable goals, based on specified factors, for reducing emissions from medium-duty and heavy-duty vehicles by 2030 and 2050, respectively, as part of the comprehensive strategy. SB 44 also would require the state board to include other specified information in the updates to the 2016 mobile source strategy. The bill would authorize the state board to establish a process to identify medium-duty and heavy-duty vehicle segments that can more quickly reduce motor vehicle emissions, consistent with the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, with a beachhead market analysis.[92]

California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted AB 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed", as a TAC in California. Since the inception of the program, a number of such substances have been listed (www.arb.ca.gov/toxics.id/taclist.htm). In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants (HAPs) as TACs. The SCAQMD has not

[91] Office of Governor Gavin Newsome. Executive Order N-79-20, https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf?emrc=9f8f26.

[92] CA Legislative Information. Senate Bill No. 44 – 2019, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB44.

adopted guidance applicable to land use projects that requires a quantitative health risk assessments be performed for construction exposures to TAC emissions.[93]

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on the results of that review, CARB has promulgated a number of ATCMs, both for mobile and stationary sources. As discussed above, in 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to DPM and other TACs.

The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

Regional Level

South Coast Air Quality Management District

The SCAQMD has jurisdiction over air quality planning for all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The Air Basin is a subregion within SCAQMD jurisdiction. While air quality in the Air Basin has improved, the Air Basin requires diligence to meet the air quality standards.

The SCAQMD is responsible for promoting and improving the air quality of the Air Basin. This is accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary source, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

Air Quality Management Plan

The SCAQMD Governing Board adopted the *2022 Air Quality Management Plan* (AQMP) on December 2, 2022.[94] On January 26, 2023, CARB adopted Resolution 23-4, which directs the CARB Executive Officer to submit the 2022 AQMP to USEPA for inclusion in the California SIP to be effective, for purposes of federal law, after notice and public hearing as required by Section 110(l) of the Clean Air Act and 40 Code of Federal Regulations Section 51.102 and approval by USEPA. USEPA approval has not yet occurred.

93 SCAQMD, Final Environmental Assessment for: Proposed Amended Rule 307.1 – Alternative Fees for Air Toxics Emissions Inventory; Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants; Proposed Amended Rule 1402 – Control of Toxic Air Contaminants from Existing Sources; SCAQMD Public Notification Procedures for Facilities Under the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) and Rule 1402.

94 SCAQMD, *2022 Air Quality Management Plan*, 2022.

The 2022 AQMP includes strategies to ensure that approaching attainment deadlines[95] for O_3 and PM2.5 are met, and that public health is protected to the maximum extent feasible. The 2022 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives and oceangoing vessels. These strategies are to be implemented in partnership with CARB and USEPA.

The 2022 AQMP incorporates the transportation strategy and transportation control measures from SCAG's 2020 Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)) Plan.[96] SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP.

The SCAQMD combines its portion of the AQMP with those prepared by SCAG. The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP for the Air Basin, are based on SCAG's 2020–2045 RTP/SCS. The 2022 AQMP forecasts future emissions inventories "with growth" based on SCAG's 2020–2045 RTP/SCS. The region is projected to see a 12 percent growth in population, 17 percent growth in housing units, 11 percent growth in employment, and an 8 percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, state and federal levels.[97]

Noteworthy control strategies for mobile sources in the AQMP with potential applicability to reducing short-term emissions from construction activities associated with the Project include strategies denoted in the 2022 AQMP as MOB-06, MOB-11, and MOB-15, which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment.[98] Descriptions of measures MOB-06, MOB-11, and MOB-15 are provided below:

- **MOB-06 – Accelerated Retirement of Older On-Road Heavy-Duty Vehicles:** This measure seeks additional emission reductions from existing heavy-duty vehicles with GVWR

[95] The South Coast Air Basin was reclassified as extreme non-attainment and must attain the standard by August 2038. The 2022 AQMP shows attainment of the 2015 8-hour ozone standard by 2037.

[96] SCAG, *Final 2020–2045 RTP/SCS*, 2020.

[97] SCAQMD, *2022 Air Quality Management Plan*, Table 3-3, 2022.

[98] SCAQMD, *2022 Air Quality Management Plan*, pages 4-21 through 4-30, 2022.

greater than 8,500 lbs through an accelerated vehicle replacement program with zero or low NO_X emission vehicles.

- **MOB-11 – Emission Reductions from Incentive Programs:** This control measure seeks to quantify and take credit for the emission reductions achieved through the implementation of SCAQMD administered incentive programs for SIP purposes. The South Coast AQMD has been implementing a variety of incentive programs including, but not limited to, Carl Moyer Memorial Air Quality Standards Attainment Program, Proposition 1B, Lower Emission School Bus, Community Air Protection Program, and Volkswagen Environmental Mitigation Trust. Examples of projects funded by these programs include heavy-duty vehicle/equipment replacements, installation of retrofit units, and engine repowers. These incentive programs result in substantial emission reductions that are typically not eligible for credit in plans to attain ozone standards because they are not required by regulation. However, actual emission reductions that are realized and quantified may qualify for credit.
- **MOB-15 – Zero Emission Infrastructure for Mobile Sources:** This control measure is intended to support and accelerate the deployment of zero emission infrastructure needed for the widespread adoption of zero emission vehicles and equipment. AB 2127 estimated that the State will need 157,000 electric vehicle charging stations for medium and heavy-duty vehicles by 2030. AB 8 assessed the fueling needs for hydrogen fuel cell vehicles and found that 1,700 hydrogen stations will be needed to support 1.8 million fuel cell electric vehicles (FCEVs) statewide by 2035. The proposed measure seeks to address these concerns and identify the unique challenges and opportunities for zero emission infrastructure development in the South Coast Air Basin, particularly as it relates to zero emission medium and heavy vehicle deployments.

SCAQMD Rules and Regulations

Several SCAQMD rules adopted to implement portions of the AQMP may apply to the proposed Project. For example, SCAQMD Rule 403 requires implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions from on-site earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads. The Project may be subject to the following SCAQMD rules and regulations:

Regulation IV – Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions, and breakdown events. The following is a list of rules which may apply to the Project:

- **Rule 401 – Visible Emissions**: This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.
- **Rule 402 – Nuisance:** This rule 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.

- **Rule 403 – Fugitive Dust:** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Mitigation measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if so determined by USEPA.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for different specific sources. The following is a list of rules which may apply to the Project:

- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1121 – Control of Nitrogen Oxides from Residential Type, Natural Gas-Fired Water Heaters:** This rule specifies NO_X emission limits for natural gas-fired water heaters, with heat input rates less than 75,000 British thermal units (BTUs) per hour.
- **Rule 1143 – Consumer Paint Thinners and Solvents:** This rule requires VOC content limits of 25 grams/Liter for both consumer paint thinners or multi-purpose solvents for manufacturers, suppliers, and sellers of consumer paint thinners and multi-purpose solvents, as well as any person who uses or solicits the use of any consumer paint thinner and multi-purpose solvent. These products include any liquid products designed or labeled to be used for dispersing or dissolving or removing contaminants or other organic materials for personal, family, household, or institutional use.
- **Rule 1186 – PM_{10} Emissions from Paved and Unpaved Roads, and Livestock Operations:** This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM_{10} emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Regulation XIV – Toxics and Other Non-Criteria Pollutants: Regulation XI sets emissions standards for TACs and other non-criteria pollutant emissions. The following is a list of rules which may apply to the Project:

- **Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines:** This rule applies to stationary compression ignition (CI) engine greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.
- **Rule 1472 – Requirements for Facilities with Multiple Stationary Emergency Standby Diesel-Fueled Internal Combustion Engines:** This rule regulated diesel particulate matter emissions from facilities with three or more stationary emergency standby diesel-fueled internal combustion engines. Facilities which comply with all applicable requirements of Rule 1402, including emissions from diesel engines at the facility, may be exempt from this rule.

SCAQMD Air Quality Guidance Documents

SCAQMD's CEQA guidelines are voluntary initiatives recommended for consideration by local planning agencies. The CEQA Air Quality Handbook (Handbook) published by SCAQMD provides local governments with guidance for analyzing and mitigating project-specific air quality impacts.[99] SCAQMD currently recommends using approved models to calculate emissions from land use projects, such as the California Emissions Estimator Model (CalEEMod).[100]

The SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning considers impacts to air quality sensitive receptors from TAC-emitting facilities.[101] SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for air quality sensitive receptors proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities).

The SCAQMD Final Localized Significance Threshold Methodology and Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds provides guidance when evaluating the localized effects of emissions in the CEQA evaluation.[102,103] These guidance documents were promulgated by the SCAQMD Governing Board as a tool to assist lead agencies to analyze localized impacts associated with project-specific air pollutant emissions. The guidance documents establish mass emission rate "look up tables" as significance thresholds for projects that would disturb up to 5 acres or less per day. The LST significance thresholds increase with acreage, with 1-acre thresholds being smaller and more conservative than larger site acreages. For example, the 1-acre threshold for construction PM10 emissions in SRA 10 at 25 meters is 5 lbs/day, while the 5-acre threshold is 12 lbs/day. For projects that would disturb up to five acres or more per day, it is recommended that project-specific air quality dispersion modeling is completed to determine localized air quality. However, a threshold for a smaller site acreage, such as the 1-acre, 2-acre, 5-acre threshold, can be utilized to show that a larger project would not exceed a more conservative threshold and thus would not require dispersion modeling.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the Southern California region and is the largest MPO in the nation.

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99 SCAQMD, *CEQA Air Quality Handbook*, November 1993.

100 SCAQMD, Air Quality Modeling, accessed May 20, 2022, https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-modeling.

101 SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 06, 2005.

102 SCAQMD, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.

103 SCAQMD, *Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds*, October 2006.

Pursuant to California Health & Safety Code Section 40460, SCAG is responsible for preparing and approving the portions of the AQMP relating to regional demographic projections and integrated regional land use, housing, employment and transportation programs, measures and strategies.[104] With regard to air quality planning, SCAG adopted the *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016-2040 RTP/SCS) in April 2016, which contains such regional development and growth forecasts. These regional development and growth forecasts form the basis for the land use and transportation control portions of the 2016 AQMP, and its growth forecasts were utilized in the preparation of the air quality forecasts and consistency analysis included in the 2016 AQMP.[105] Both the RTP/SCS and the AQMP are based on projections that originate with local jurisdictions. On September 3, 2020, the SCAG Regional Council adopted the 2020–2045 RTP/SCS, which is an update to the previous 2016-2040 RTP/SCS.[106]

SCAG is required to adopt an SCS along with its RTP pursuant to SB 375 (Chapter 728, Statutes of 2008), which required the development of regional targets for reducing passenger vehicle greenhouse gas (GHG) emissions. Under SB 375, CARB is required, in consultation with the state's MPOs, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. The 2020–2045 RTP/SCS includes the CARB-updated SB 375 targets from March 2018 which require 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[107]

SCAG's 2016-2040 RTP/SCS and 2020–2045 RTP/SCS provide specific implementation strategies. These strategies include supporting projects that encourage infill development, diverse job opportunities for a variety of skills and education, recreation, cultures, and a full-range of shopping, entertainment, and services all within a relatively short distance; encouraging employment development around current and planned transit stations and neighborhood commercial centers. The 2016–2040 RTP/SCS and 2020–2045 RTP/SCS emphasize the importance of focusing on high density development in High Quality Transit Areas (HQTAs) that allows for high quality housing with consideration of urban design, construction and durability, and potential increased ridership on important public transit investments, and can help the region achieve greater mobility, an improved economy and sustainable growth; refer to Section 4.8, *Greenhouse Gas Emissions*, for additional information on the SCAG RTP/SCS's.[108,109]

Local Level

County of Los Angeles General Plan

Local jurisdictions, such as the County, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the County is responsible for the assessment and mitigation of air emissions resulting from its land use

104 SCAQMD, *2016 AQMP*, March 2017, page 4-42.
105 SCAQMD, *2016 AQMP*, March 2017, page 4-42.
106 Southern California Association of Governments (SCAG), *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)*, May 2020.
107 CARB, SB 375 Regional Greenhouse Gas Emissions Reduction Targets.
108 SCAG, *2016-2040 RTP/SCS*, April 2016, page 8.
109 SCAG, *2020–2045 RTP/SCS*, May 2020, page 51.

decisions. The County is also responsible for the implementation of transportation control measures as outlined in the 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 County 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 measures.

The Los Angeles County General Plan 2035 provides the fundamental basis for the County's land use and development policy, and represents the basic community values, ideals, and aspirations to govern a shared environment through 2035. The General Plan addresses all aspects of development including public health, land use, community character, transportation, economics, housing, air quality, and other topics. The General Plan sets forth objectives, policies, standards, and programs for land use and new development, circulation and public access, and service systems for the Los Angeles County as a whole.

The applicable measures of the Los Angeles County General Plan Air Quality element are specified below as being the most current standards.

Goal AQ 1: Protection from exposure to harmful air pollutants.

Policy AQ 1.1: Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors.

Policy AQ 1.2: Encourage the use of low or no volatile organic compound (VOC) emitting materials.

Policy AQ 1.3: Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible.

Policy AQ 1.4: Work with local air quality management districts to publicize air quality warnings, and to track potential sources of airborne toxics from identified mobile and stationary sources.

Goal AQ 2: The reduction of air pollution and mobile source emissions through coordinated land use, transportation and air quality planning.

Policy AQ 2.1: Encourage the application of design and other appropriate measures when siting sensitive uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks with active recreational facilities within proximity to major sources of air pollution, such as freeways.

Policy AQ 2.2: Participate in, and effectively coordinate the development and implementation of community and regional air quality programs.

Policy AQ 2.4: Coordinate with different agencies to minimize fugitive dust from different sources, activities, and uses.

4.3.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impacts related to air quality if it would:

a. Conflict with or obstruct implementation of the applicable air quality plan [Impact AIR-1]

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 [Impact AIR-2]

c. Expose sensitive receptors to substantial pollutant concentrations [Impact AIR-3]

d. Result in other emissions such as those leading to odors adversely affecting a substantial number of people [Impact AIR-4]

The State CEQA Guidelines (Section 15064.7) provide that, when available, the significance criteria established by other public agencies such as the applicable air quality management district or air pollution control district may be relied upon to make determinations of significance. The potential air quality impacts of the Project are, therefore, evaluated according to specific thresholds developed by SCAQMD in the *CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook*, and subsequent guidance, discussed below.[110]

Construction Emissions

The SCAQMD has established numerical emission indicators of significance for construction. The numerical emission indicators are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health.[111] Given that construction impacts are temporary and limited to the construction phase, the SCAQMD has established significance thresholds specific to construction activity. Based on the indicators in the SCAQMD CEQA Air Quality Handbook, the Project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

Regional construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds shown in **Table 4.3-5**, *SCAQMD Regional Construction Emissions Thresholds (Pounds per Day)*.[112]

110 While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, project construction and operation would not include sources of lead emissions and would not exceed the significance thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from projects. As a result, lead emissions are not further evaluated.

111 SCAQMD, *Air Quality Analysis Handbook*, accessed May 20, 2022, www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.

112 SCAQMD, SCAQMD Air Quality Significance Thresholds, revised 2023, accessed March 2023, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.

TABLE 4.3-5
SCAQMD REGIONAL CONSTRUCTION EMISSIONS THRESHOLDS (POUNDS PER DAY)

Activity	VOC	NO_X	CO	SO_2	PM10	PM2.5
Construction	75	100	550	150	150	55

SOURCE: SCAQMD, Air Quality Significance Thresholds, March 2023.

Operational Emissions

The SCAQMD has established numerical emission indicators of significance for operations. The numerical emission indicators are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health.[113] The SCAQMD has established significance thresholds in part based on Section 182(e) of the Clean Air Act which identifies 10 tons per year of VOC as a significance level for stationary source emissions in extreme non-attainment areas for ozone. The Air Basin is designated as extreme non-attainment for ozone. The SCAQMD converted this significance level to pounds per day for ozone precursor emissions (10 tons per year × 2,000 pounds per ton ÷ 365 days per year = 55 pounds per day). The numeric indicators for other pollutants are also based on federal stationary source significance levels. Based on the indicators in the SCAQMD CEQA Air Quality Handbook, the Project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

Operational emissions exceed any of the following SCAQMD prescribed daily regional numeric indicators shown in **Table 4.3-6**, *SCAQMD Regional Operational Emissions Thresholds (Pounds Per Day).*[114]

TABLE 4.3-6
SCAQMD REGIONAL OPERATIONAL EMISSIONS THRESHOLDS (POUNDS PER DAY)

Activity	VOC	NO_X	CO	SO_2	PM10	PM2.5
Operations	55	55	550	150	150	55

SOURCE: SCAQMD, Air Quality Significance Thresholds, March 2023.

Localized Significance Thresholds

The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards or ambient concentration limits without project-specific dispersion modeling. According to the CalEEMod methodology and SCAQMD guidance, the proposed Project would disturb up to 2,826 acres during the Grading/Excavation phase (314 workdays). As such, the proposed Project

113 SCAQMD, *Air Quality Analysis Handbook*, accessed May 20, 2022, http://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf.

114 SCAQMD, *SCAQMD Air Quality Significance Thresholds*, revised 2023, accessed March 2023, http://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf.

would disturb up to 9 acres per day.[115] Although the proposed Project would disturb more than 5 acres per day, this disturbance would occur across the 75-acre site and would not be localized to a single area near sensitive receptors. Furthermore, as discussed above, a smaller LST acreage threshold would be conservative as the threshold values are lower. Thus, although the Project may disturb up to 9 acres per day, the Project's localized emissions are analyzed against the 5-acre LST thresholds. The Project is located in SRA 10 (Pomona/Walnut Valley), with sensitive receptors located within 25 meters of the Project Site. Thus, the closest LST receptor distance, which covers sensitive receptors within zero to 25 meters (82 feet) was used. **Table 4.3-7**, *SCAQMD Localized Significance Emissions Thresholds (Pounds per Day)*, highlights the SCAQMD LST construction and operational thresholds for a Project located in SRA 10, with 5-acres of disturbance per day,[116] and a receptor distance of zero to 25 meters/82 feet.

TABLE 4.3-7
SCAQMD REGIONAL OPERATIONAL EMISSIONS THRESHOLDS
(POUNDS PER DAY)

Activity	NO_X	CO	PM10	PM2.5
Construction	236	1,566	12	7
Operations	236	1,566	3	2

SOURCE: SCAQMD, Final Localized Significance Threshold Methodology: Appendix C, October 2009.

Toxic Air Contaminants

Based on the criteria set forth by the SCAQMD, the Project would expose sensitive receptors to substantial concentrations of toxic air contaminants if any of the following would occur:[117]

- The Project emits carcinogenic materials or TACs that exceed the maximum incremental cancer risk of ten in one million or a cancer burden greater than 0.5 excess cancer cases (in areas greater than or equal to 1 in 1 million) or chronic hazard index of 1.0.

Because the Project would have limited sources of TACs associated with construction and would not have any stationary sources during operations, a qualitative assessment was used to determine whether the Project would result in a significant impact by exceeding the above-referenced standard.

115 SCAQMD, *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, accessed March 2023, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2.

116 The 5-acre LST thresholds would be by design smaller and more conservative than a larger acreage LST threshold, similar to how the 1-acre and 2-acre thresholds are smaller than the 5-acre threshold. Thus, if the Project does not exceed the 5-acre threshold, which were meant for Project's with smaller disturbances, the Project would not result in a significant impact. Furthermore, Screening procedures are by design conservative, that is, the predicted impacts tend to overestimate the actual impacts.

117 SCAQMD, *Air Quality Analysis Handbook*, accessed May 20, 2022, www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.

4.3.4 Methodology

The evaluation of potential impacts to air quality emissions that may result from the construction and long-term operations of the Project was conducted as follows:

Consistency with Air Quality Plan

The SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Air Basin is in non-attainment of the NAAQS (e.g., ozone and PM2.5). The SCAQMD's 2022 AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving the NAAQS. These strategies are developed, in part, based on regional growth projections prepared by the SCAG. As part of its air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide and the 2020–2045 RTP/SCS which provide the basis for the land use and transportation components of the AQMP and are used in the preparation of the air quality forecasts and the consistency analysis included in the AQMP.[118] Both the Regional Comprehensive Plan and AQMP are based, in part, on projections originating with county and city general plans.

The 2022 AQMP was prepared to accommodate growth, reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are consistent with the assumptions used in the AQMP do not interfere with attainment because the growth is included in the projections utilized in the formulation of the AQMP. Thus, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's numeric indicators. As noted above, the 2020 AQMP was adopted by the SCAQMD and CARB and therefore will be used for consistency in this analysis.

Construction Emissions

Maximum daily construction emissions were estimated for each construction phase. Some individual construction phases potentially overlap and the maximum daily emissions include these overlaps by combining the relevant construction phase emissions. The maximum daily emissions are predicted values for a representative worst-case day and do not represent emissions that would occur for every day of construction. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as excavators and backhoes, and through vehicle trips generated from workers and haul trucks traveling to and from the Project Site. Consistent with Table 6-1 of the Transportation Impact Analysis (TIA),[119] a maximum of 50 trucks per day was used to calculate hauling truck emissions during the grading and excavation phase. This represents a worst case daily peak emissions scenario whereas on average there

118 SCAG, *2016–2040 RTP/SCS*, April 2016.

119 Linscott, Law & Greenspan (LLG) Engineers, *Royal Vista Residential and Parks Project, Transportation Impact Analysis*, July 18, 2023.

would only be approximately 33 hauling trucks per day. In addition, fugitive dust emissions would result from grading and excavation. During the finishing phase of building construction, paving operations and the application of architectural coatings and other building materials would potentially release VOCs. The assessment of construction air quality impacts considers each of these potential sources. Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as tractors and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considered each of these potential sources. Construction emissions were compared to the SCAQMD prescribed daily regional numerical indicators of significance as discussed in Table 4.3-5. If construction emissions exceed any of the applicable numerical indicators, the Project would potentially cause or contribute to an exceedance of an ambient air quality standard.

Emissions were estimated using the CalEEMod version 2022.1, the most recent version of CalEEMod (http://www.caleemod.com/). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying criteria pollutant and GHG emissions from construction and operations of various land use projects throughout California.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. CalEEMod utilizes emission factors for off-road equipment from CARB's OFFROAD model and on-road vehicles from CARB's Emission FACtors (EMFAC) model.[120] OFFROAD and EMFAC emission factors were used to calculate emissions from construction activities, including on- and off-road vehicles. Embedded within CalEEMod 2022.1 are on-road mobile source emission factors from the EMFAC2021 dataset from CARB. The emissions calculated in Section 4.3.6 Environmental Impact Analysis, below, include emissions based on EMFAC2021 emission factors. The input values used in this analysis are based on CalEEMod default values for phase length, construction equipment, worker trips, vendor trips, and hauling trips except where Project-specific information was provided and confirmed by the Applicant. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in Appendix B of this Draft EIR.[121]

[120] CARB, EMFAC2021, accessed May 20, 2022, https://arb.ca.gov/emfac/emissions-inventory/9006c9d087e6d7bd6466575c7e740cb36b59c8ec.

[121] Construction modeling is based on a construction start year of 2023, which would be more conservative than future years as equipment gets cleaner in the future.

The proposed Project would be executed in multiple phases. Construction would begin as early as the Fourth quarter of 2024 and would last 36 months. Construction may commence on a later date or construction could occur over a longer period of time than that analyzed in this air quality impact analysis. Should the Project commence construction on a later date or occur over a longer period of time than that analyzed in this air quality impact analysis, air quality impacts would be less than the impacts disclosed herein due to a more energy-efficient and cleaner burning construction equipment fleet mix and/or reduced peak daily emissions.[122]

Subphases of construction would include demolition, site preparation, grading/excavation, drainage/utilities/trenching, foundations/concrete pour, building construction, paving, and architectural coatings. The proposed Project would include roadways, curbs and gutters, sidewalks, fire hydrants, streetlights, landscaping, and irrigation for the Project Site. The proposed Project would also include the widening of East Walnut Drive South on the southern half of the road right-of-way from Bellavista Drive to the eastern limit of the Project Site, and other street improvements. All activities associated with the proposed Project would occur within the Project Site, except for off-site road improvements. Construction activities associated with the off-site road improvements are included within the site preparation and paving subphases. Building demolition of existing structures, infrastructure construction, and remedial grading would occur within the Project Site.

Project grading will require approximately 387,100 cubic yards of cut and approximately 253,400 cubic yards of fill, with a net export of approximately 133,700 cubic yards for the Project Site. Over excavation and re-compaction of up to 1,544,500 cubic yards each is anticipated. The maximum depth of excavation within the Project Site would be approximately 25 feet in areas where fill was deposited during the construction of the golf course. During Project excavation the 1,544,500 cubic yards would be temporary stockpiled on site and when the site is ready for re-compaction, the 1,544,500 cubic yards soil would be redistributed on site and compacted to create roadways and the residential lots (Project grading plus over-excavation, re-compaction, and export totals approximately 3,863,200 cubic yards).[123]

Export materials will be hauled to the closest landfill, which is expected to be the Olinda Landfill in the City of Brea. The haul route is expected to be the SR-60 Freeway East from the Project Site using Colima Road and Fairway Avenue, to the SR-57 Freeway South, and then exiting at Lambert Road (approximately ten miles away).

As shown in the CalEEMod modeling results, the Project's residential and open space uses would not generate emissions of hydrogen sulfide or vinyl chloride. Thus, these pollutants are not discussed further. See **Appendix B** of this Draft EIR for construction activity and scheduling assumptions.

[122] CARB, EMFAC2021, accessed May 20, 2022, https://arb.ca.gov/emfac/emissions-inventory/9006c9d087e6d7bd6466575c7e740cb36b59c8ec.

[123] Cut and fill, over-excavation and export grading quantities are rounded up and may differ slightly from quantities used for the tentative tract map review and air quality modeling assumptions.

Emissions Sources

Off-road equipment emissions, primarily NO_X and particulate matter, would result from the use of heavy construction equipment such as backhoes, loaders, bore drill rigs, and other equipment; refer to **Appendix B**. During the finishing phase, the application of architectural coatings (i.e., paints) and other building materials would release reactive organic compounds. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Construction generates on-road vehicle exhaust, evaporative, and dust emissions from workers, vendors, and haul trucks traveling to and from the site. These emissions are based on the number of trips and default CalEEMod vehicle miles traveled (VMT) along with emission factors from EMFAC2021.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings. The CalEEMod tool calculates the VOC evaporative emissions from application of residential surface coatings.

Operational Emissions

Operation of the Project would generate criteria pollutant emissions from Project-generated vehicle trips traveling to and from the Project Site, energy sources on-site such as natural gas combustion, area sources such as landscaping and maintenance equipment and the use of consumer products. The 360 homes will be plumbed for solar roof panels and every garage will be wired for EV car charging. The Project will use energy efficient appliances and building techniques to improve comfort and efficiency as described in Section 4.3.5 Regulatory Requirements and Project Design Features. Operational impacts were assessed for the Project full buildout year (2028). The Project's operational emissions were estimated using the CalEEMod software, which was used to forecast the daily regional emissions from area, energy, and mobile sources that would occur during long-term Project operations.

Emission Sources

Area source emissions were calculated using CalEEMod default assumptions for the proposed land uses. Area sources include consumer product use, architectural coatings, and landscape maintenance equipment.

Consumer products are chemically formulated products used by household and institutional consumers, including, but not limited to, detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products; but does not include other paint products, furniture coatings, or architectural coatings.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers. The CalEEMod tool calculates the VOC evaporative emissions from application of residential and non-residential surface coatings.

CalEEMod uses landscaping equipment emission factors from the CARB OFFROAD model and the CARB *Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment (6/13/2003)*. CalEEMod estimates that landscaping equipment operate for 250 days per year in the South Coast Air Basin.

Area source emissions are based on landscaping equipment, architectural coatings, and consumer product usage (including cleaners), in CalEEMod. Typically, area source emissions also include natural gas consumption emissions. However, the Proposed Project would not have any natural gas infrastructure and thus, no natural gas area source emissions.

Mobile source emissions are estimated based on the predicted number of trips to and from the Project Site determined by the TIA[124] and VMT Analysis and emission factors from EMFAC2021. The TIA accounts for trip generation for Project buildout of 360 dwelling units, as well as the removal of the existing 13-hole golf course and driving range. The existing uses generate approximately 764 trips per day, while the proposed Project buildout would generate 3,007 trips per day. In total, the proposed Project would generate a net 2,243 trips per day (refer to Table 2-2 in the TIA).

Operational air quality impacts are assessed based on the incremental increase in emissions compared to baseline conditions. As discussed previously, the Project Site is currently developed with a portion of a golf course and driving range. Therefore, the Project's operational emission impacts were calculated by subtracting the existing emissions of the current uses. The maximum daily emissions from operation of the Project are compared to the SCAQMD daily regional numeric indicators shown in Table 4.3-6. Detailed assumptions used in this analysis are included with the CalEEMod printout sheets in Appendix B of this Draft- EIR.

Substantial Pollutant Concentrations

The localized effects from the on-site portion of the emissions are evaluated at nearby receptor locations potentially impacted by the Project according to the SCAQMD's Localized Significance Threshold Methodology (June 2003, revised July 2008), which relies on on-site mass emission rate screening tables and project-specific dispersion modeling, where appropriate. The localized significance thresholds are only applicable to NO_X, CO, PM10, and PM2.5. For NO_X and CO, the thresholds are based on the ambient air quality standards. For PM10 and PM2.5, the thresholds are based on requirements in SCAQMD Rule 403, Fugitive Dust. The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without project-specific dispersion modeling. The screening criteria depend on: (1) the area in which the project is located, (2) the size of the Project Site, and (3) the distance between the Project Site and the nearest exposed individual. The maximum daily onsite emissions from construction and operation of the proposed Project were compared to these screening criteria. Based off the LST guidance, the proposed Project could disturb up to 9 acres per day during the Grading Phase. As sensitive receptors are within 25 meters (82 feet) of the Project site, the LST thresholds for the smallest distance to

[124] LLG Engineers. *Royal Vista Residential and Parks Project, Transportation Impact Analysis*, July 18, 2023.

sensitive receptors (zero to 25 meters) were adopted. As discussed above, for the localized construction and operational emissions, the screening criteria used in the analysis was for a 5-acre of disturbance per day in the SRA 10 (Pomona/Walnut Valley) area with sensitive receptors located zero to 25 meters (82 feet) away.

In addition, emissions of CO are produced in greatest quantities from motor vehicle combustion and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Localized areas where ambient concentrations exceed state and/or federal standards are termed CO hotspots. The potential for the Project to cause or contribute to the formation of offsite CO hotspots are evaluated based on prior dispersion modeling of the four busiest intersections in the Air Basin that has been conducted by the SCAQMD for its CO Attainment Demonstration Plan in the AQMP. The analysis compares the intersections with the greatest peak-hour traffic volumes that would be impacted by the Project to the intersections modeled by the SCAQMD. Project-impacted intersections with peak-hour traffic volumes that are lower than the intersections modeled by the SCAQMD, in conjunction with lower background CO levels, would result in lower overall CO concentrations compared to the SCAQMD modeled values in its AQMP.

Toxic Air Contaminants

Construction

Construction activities would occur on the Project Site over approximately 36 months. For potential health risks, the construction duration would be significantly lower than the 30-year residential exposure period associated with cancer health risks. Sensitive receptors (i.e., residential receptors) may be exposed to diesel particulate matter (DPM), which the State of California has identified as a toxic air contaminant (TAC), from the exhaust from construction equipment and diesel-fueled motor vehicles. The construction area is spread out over approximately 75 acres with open space buffers along multiple Project boundaries. Construction activities will move around the Project Site, and construction near any single receptor is expected to be of a much shorter duration than the estimated 36-month construction schedule.

Health risk impacts would not be anticipated due to the short-term and temporary construction duration, the buffers to nearby sensitive receptors, the movement of construction activities around the Project Site and short time frame near any single receptor, and the correspondingly small emissions relative to the SCAQMD thresholds. Furthermore, the proposed Project would incorporate Mitigation Measure AQ-1, which requires the use of Tier 4 Final off-road diesel construction equipment for any equipment greater than 50 horsepower. The use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 84.4 percent compared to the default CalEEMod fleet mix, which includes Tier 0 to Tier 2 equipment that produce larger amounts of DPM emissions.[125] Furthermore, construction contractors would be required to comply with regulations that limit diesel emissions, such as the CARB Air Toxics Control Measure that limits diesel vehicle idling to no more than five minutes at a location (Section 2485

[125] As shown in the CalEEMod results in Exhibit A, the incorporation of Tier 4 Final construction equipment reduces the off-road PM exhaust emissions by approximately 84.4 percent during the winter and summer construction scenarios.

in Title 13 of the California Code of Regulations [CCR]), the Truck and Bus regulation that reduces NO_X, PM10, and PM2.5 emissions from existing diesel vehicles operating in California (13 CCR, Section 2025) and the In-Use Off-Road Diesel Fueled Fleets regulation that reduces emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR, Section 2449).

Operations

During long-term operations, TACs could be emitted as part of periodic maintenance operations, routine cleaning, periodic painting, etc., and from periodic visits from delivery trucks and service vehicles. However, these events would be occasional and result in minimal emissions exposure to off-site sensitive receptors. As the Project consists of residential and open space land uses, the Project would not include sources of substantial TAC emissions identified by the SCAQMD or CARB siting recommendations (SCAQMD 2005) (CARB 2005). A qualitative analysis is included to analyze the Project's operational TAC emissions.

4.3.5 Project Design Features

The Project would comply with regulatory requirements and project design features described in this section.

PDF AQ-1 (Operations)

The Project shall incorporate the following energy and emission saving features as project design features (to the extent feasible, these measures have *been assumed in the impacts analysis):

- The 360 dwelling units will be wired for solar roof panels which can save energy by producing solar electricity and offer credit for excess solar electricity produced.
- Each garage will be wired for EV car charging.
- Radiant barrier roof sheathing to improve cooling energy efficiency.
- Low-E, dual pane windows block 95 percent of UV rays will reduce window heat gain by 64 percent compared to ordinary glass.
- Improved insulation techniques will help to minimize gaps and higher thermal properties (R-value) add to energy efficiency.
- Designed and properly sealed duct system will improve comfort and efficiency.
- Programmable thermostats will be included to regulate home temperatures year-round.
- High efficiency ENERGY STAR® rated water heater, refrigerator, and dishwashers will help save money by using less power.
- All lighting on the Project Site would be light-emitting diode (LED).
- The Project would include open space buffers adjacent to most existing adjacent residential land uses, within which public trails will be included to facilitate pedestrian and bicycle circulation within the Project Site.

4.3.6 Environmental Impact Analysis

Impact AIR-1: The Project's construction and operations would not conflict with implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) (Less than Significant with Mitigation)

Construction and Demolition

Criterion 1 – Air Emissions

The SCAQMD recommends that lead agencies demonstrate that a project would not directly obstruct implementation of an applicable air quality plan and that a project be consistent with the assumptions (typically land-use related, such as resultant employment or residential units) upon which the air quality plan is based. The Project's construction would result in an increase in short-term employment compared to existing conditions. Being relatively small in number and temporary in nature, construction jobs under the Project would not conflict with the long-term employment projections upon which the AQMP is based. Control strategies in the AQMP with applicability to short-term emissions from construction activities include strategies denoted in the 2022 AQMP as MOB-06 and MOB-11 and are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating replacement of older, emissions-prone engines with newer engines meeting more stringent emission standards. Construction contractors would be required to comply with the CARB Air Toxic Control Measure that limits heavy duty diesel motor vehicle idling to no more than five minutes at any given location with certain limited exceptions defined in the regulation for equipment in which idling is integral to the function of the equipment or activity (such as concrete trucks and concrete pouring). In addition, contractors would be required to comply with required and applicable BACT and the CARB In-Use Off-Road Diesel Vehicle Regulation to use lower emitting equipment in accordance with the phased-in compliance schedule for equipment fleet operators. The Project would not conflict with implementation of these strategies. The Project is also required to comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403. Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Furthermore, the Project would implement Mitigation Measure AQ-1, which requires the use of USEPA Tier 4 Final construction equipment for all construction equipment greater than 50 hp. Thus, the Project would not conflict with implementation of these strategies.

Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Therefore, construction of the Project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant.

Operation

Criterion 2 – Growth Assumptions

The AQMP was prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the AQMP.

The Project would include 200 detached single-family detached units, 58 duplex units, 30 triplex units, and 72 townhomes, which represent population growth as compared to the existing Project Site uses. The Project's population growth of 1,224 people would fall within the growth projections contained in the 2020–2045 RTP/SCS, which forms the basis of the growth projections in the 2022 AQMP. The total projected population in the unincorporated area of Los Angeles County is expected to grow from 1,044,500 people in 2016 to 1,258,000 in 2045. The Project's estimated increase in population would represent approximately 0.10 percent of the growth in population projected for unincorporated Los Angeles County in the 2020–2044 RTP/SCS, between 2016 and 2045. The Project would, therefore, also fall within the growth projections as contained in the 2020–2045 RTP/SCS, and ultimately the growth projections in the 2022 AQMP.

As discussed under Section 4.3.3, *Methodology*, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality reductions identified in the AQMP, even if their emissions exceed the SCAQMD's thresholds of significance.[126] The Project would incorporate operational control strategies listed in PDF AQ-1 to reduce emissions and require that each dwelling unit will be built with low-E double pane windows, radiant barriers, and more energy efficiency and energy conservation features. As detailed in Impact AIR-2 below and shown in Table 4.3-12, the projected operational emissions would not exceed the SCAQMD's regional significance thresholds. As a result, the Project would not conflict with or obstruct implementation of the AQMP. Therefore, regional operational impacts would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Mitigation Measure AQ-1: The construction contractor shall require that all off-road diesel equipment greater than 50 horsepower (hp) used during construction of the Project shall be registered with CARB and meet CARB Tier 4 final off-road emission standards. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board-certified Level 3 Diesel Particulate Filter. In order to ensure compliance with this measure, all contractors that utilize off-road diesel equipment that is greater than 50 horsepower shall participate in CARB's DOORS which is the State's online tool for Off-Road Diesel Reporting and shall submit a copy of the report to LA County Planning prior to issuance of a grading permit. Documentation of equipment emissions standards or Tier 4 certification shall also be kept onsite at all times during construction activities.

[126] SCAQMD, *CEQA Air Quality Handbook*, April 1993, page 12-1.

Impact AIR-2: Project construction 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. (Less than Significant with Mitigation)

Construction

Construction of the proposed Project has the potential to generate temporary regional criteria pollutant emissions through the use of heavy-duty construction equipment, such as grader, excavator, rubber tired dozer, crane, concrete/industrial saws, and loaders, and through vehicle trips generated by workers and haul trucks traveling to and from the Project Site, and through building activities such as the application of paint and other surface coatings. In addition, fugitive dust emissions would result from site preparation and various soil-handling activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as excavators, dozers, and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions.

The results of the unmitigated criteria pollutant calculations are presented in **Table 4.3-8**, *Maximum Unmitigated Regional Construction Emissions (Pounds per Day)*. The maximum daily construction emissions for the proposed Project were estimated for each construction phase. These calculations assume compliance with applicable dust control measures during each phase of construction, as required by SCAQMD Rule 403 (Control of Fugitive Dust). The maximum daily emissions are predicted values for a representative worst-case day, and do not represent the actual emissions that would occur for every day of construction, which would likely be lower on many days. As shown in Table 4.3-8, construction-related daily NO_X emissions would exceed the SCAQMD regional significance thresholds for the grading/excavation phase in 2025. Therefore, with respect to regional emissions from unmitigated construction activities, NO_X impacts would be significant. Mitigation measures would be required and are further discussed below.

As shown in Table 4.3-8, the unmitigated NOx emission during the Grading/Excavation phase in 2025 would exceed the established SCAQMD regional thresholds. The proposed Project would incorporate Mitigation Measure AQ-1 to reduce this impact to less than significant. Mitigation Measure AQ-1 requires the use of CARB Tier 4 Final off-road diesel equipment for any construction equipment that is greater than 50 horsepower. The use of CARB Tier 4 Final off-road diesel equipment for such construction equipment would greatly reduce exhaust emissions. **Table 4.3-9**, *Maximum Mitigated Regional Construction Emissions (Pounds per Day)*, highlights the Project's mitigated construction emissions. As seen in Table 4.3-9, with Mitigation Measure AQ-1 the Project's NOx emissions, as well as other criteria pollutant emissions, would be below the SCAQMD regional threshold. Thus, the construction of the proposed Project would have a less than significant impact with incorporation of mitigation.

TABLE 4.3-8
MAXIMUM UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10 [a]	PM2.5 [a]
Maximum Daily Emissions per Phase						
Demolition – 2024	1.4	11.7	13.6	<0.1	1.0	0.7
Site Preparation – 2024	1.1	9.1	10.8	<0.1	1.8	0.7
Site Preparation – 2025	1.0	8.3	10.7	<0.1	1.7	0.6
Grading/Excavation – 2025	12.1	102.4	98.8	0.3	21.7	8.6
Grading/Excavation – 2026	11.7	95.3	96.6	0.3	21.3	8.3
Foundations/Concrete Pour – 2026	3.1	27.4	28.9	0.1	10.6	4.8
Foundations/Concrete Pour – 2027	3.0	25.8	28.5	0.1	10.5	4.7
Building Construction – 2026	1.8	12.1	25.8	<0.1	3.2	1.0
Building Construction – 2027	1.7	11.6	24.8	<0.1	3.2	1.0
Paving – 2026	0.8	7.3	11.0	<0.1	0.6	0.4
Architectural Coating – 2027	15.1	1.3	3.5	<0.1	0.6	0.2
Drainage/Utilities/Trenching – 2026	4.0	32.5	35.2	<0.1	1.7	1.3
Maximum Daily Emissions per Construction Year						
2024	1.4	11.7	13.5	<0.1	1.8	0.7
2025	12.1	102.4	98.8	0.3	21.7	8.6
2026	11.7	95.3	96.5	0.3	21.3	8.3
2027	19.8	38.6	56.9	0.1	14.3	5.8
Maximum Daily Emissions	**19.8**	**102.4**	**98.8**	**0.3**	**21.7**	**8.6**
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Exceeds Thresholds?	No	**Yes**	No	No	No	No

SOURCE: ESA, 2023

NOTES:

Totals may not add up exactly due to rounding in the modeling calculations. The maximum daily emissions from either the summer or winter scenario is shown. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

a. Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

TABLE 4.3-9
MAXIMUM MITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10 [a]	PM2.5 [a]
Maximum Daily Emissions per Phase						
Demolition – 2024	0.4	3.6	13.4	<0.1	0.4	0.1
Site Preparation – 2024	0.2	1.5	10.9	<0.1	0.6	0.1
Site Preparation – 2025	0.2	1.4	10.8	<0.1	0.6	0.1
Grading/Excavation – 2025	3.3	21.3	161	0.3	8.7	2.8
Grading/Excavation – 2026	3.3	21.1	159.7	0.3	8.7	2.8
Foundations/Concrete Pour – 2026	0.7	4.6	36.6	0.1	3.9	1.6
Foundations/Concrete Pour – 2027	0.7	4.6	36.5	0.1	3.9	1.6
Building Construction – 2026	1.1	5.1	27.6	<0.1	2.9	0.8
Building Construction – 2027	1.0	5.0	26.7	<0.1	2.9	0.8
Paving – 2026	0.2	2.1	11.7	<0.1	0.3	0.1
Architectural Coating – 2027	15.0	1.1	3.4	<0.1	0.6	0.1
Drainage/Utilities/Trenching – 2026	1.0	5.9	50.2	0.1	0.5	0.3
Maximum Daily Emissions per Construction Year						
2024	0.4	3.6	13.4	<0.1	0.6	0.1
2025	3.3	21.2	161.0	0.3	8.7	2.8
2026	3.3	21.0	160.0	0.3	8.7	2.8
2027	16.8	10.7	66.7	0.1	7.4	2.5
Maximum Daily Emissions	**16.8**	**21.2**	**161.0**	**0.3**	**8.7**	**2.8**
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

SOURCE: ESA, 2023

NOTES:

Totals may not add up exactly due to rounding in the modeling calculations. The maximum daily emissions from either the summer or winter scenario is shown. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

a. Emissions include fugitive dust control measures consistent with SCAQMD Rule 403 and Mitigation Measure AQ-1. Mitigation Measure AQ-1 requires the use of USEPA Tier 4 Final construction equipment for construction equipment greater than 50 horsepower, which greatly reduces exhaust emissions.

Operation

Operation of the Project would generate criteria pollutant emissions from Project-generated vehicles trips traveling to and from the Project Site, energy sources on-site such as natural gas combustion, area sources such as landscaping equipment and use of consumer products including solvents used in non-industrial applications which emit VOCs during their product use, such as cleaning supplies and kitchen aerosols. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

The Project would implement PDF T-1 Increase Residential Density for a quantifiable 13.04 percent reduction in VMT for Planning Areas 1, 2, and 3, and a quantifiable 2.39 percent reduction in VMT for Planning Area 5 from the *2021 Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*

Final Draft Handbook (2021 CAPCOA Handbook). Furthermore, the 2021 Handbook also identifies a number of non-quantified or supporting measures that may enhance the ability of quantified measures to attain expanded reductions or co-benefits. Of those, T-32 (PDF T-2), Locate Project near Bike Path/Bike Lane would enhance the Project's VMT mitigation by locating the Project within 0.5-mile bicycling distance from an existing Class I bike path or Class II bike lane. Future bicycle lanes are planned for Colima Road and Brea Canyon Cutoff Road in the immediate vicinity of the Project, which would provide connections to the existing bicycle lanes west and south of the Project (see Section 4.17, *Transportation*, PDF T-2). The Project would also provide recreational multi-use trails within the Project Site that will connect internal roadways to public sidewalks and roadways including Colima Road. These measures would further reduce operational mobile emissions. More information on the Project's VMT and related PDF measures can be found in Section 4.17. Results of the criteria pollutant calculations are presented in **Table 4.3-10**, *Maximum Unmitigated Net Regional Operational Emissions*. The increase in unmitigated operational-related daily emissions for the criteria and precursor pollutants (VOC, NO_X, CO, SO_X, PM10, and PM2.5) would not exceed the SCAQMD threshold of significance for any non-attainment pollutants. Therefore, impacts would be less than significant.

TABLE 4.3-10
MAXIMUM UNMITIGATED NET REGIONAL OPERATIONAL EMISSIONS (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Proposed Project						
Area (Coating, Consumer Products, Landscaping)	14.7	0.2	20.5	<0.1	<0.1	<0.1
Mobile	8.7	6.1	65.0	0.2	14.8	3.8
Total Project Emissions	**23.4**	**6.3**	**85.5**	**0.2**	**14.8**	**3.8**
Existing Emissions	5.5	4.3	40.5	0.1	2.7	0.5
Net Emissions	**17.9**	**2.0**	**45.0**	**0.1**	**12.1**	**3.3**
SCAQMD Localized Significance Threshold	55	55	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

SOURCE: ESA, 2023

NOTE: Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures

Implement Mitigation Measure AQ-1.

Impact AIR-3: The proposed Project would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Mitigation)

Construction

The Localized construction emissions analysis only included on-site emissions from heavy-duty construction equipment in accordance with SCAQMD localized methodology. Localized

emissions are the same as regional emissions except that they don't include off-site (mobile) emissions. Table 4.3-7, above, shows the SCAQMD LST construction thresholds adopted for this Project. As shown in **Table 4.3-11**, *Localized Assessment of Project Construction Emissions (Pounds per Day)*, maximum localized construction emissions for sensitive receptors would not exceed the localized threshold of significance for any criteria pollutant. As the proposed Project's maximum localized emissions from construction would not exceed the localized thresholds of significance, localized construction emissions impacts would be less than significant. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

Operation

The maximum daily localized emissions from operational activities as compared to the SCAQMD operational significance thresholds shown in Table 4.3-7, above, are presented in **Table 4.3-12**, *Estimated Maximum Localized Operational Emissions (Pounds per Day)*. As shown in Table 4.3-12, maximum localized operational emissions would not exceed the localized threshold of significance. Therefore, the proposed Project's maximum localized emissions from emissions impacts would be less than significant. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

Carbon Monoxide Hotspots

As shown previously in Table 4.3-5, above, CO levels in the Project area are substantially below the federal and state standards. Maximum CO levels in recent years are 1.9 ppm (one-hour average) and 1.6 ppm (eight-hour average) compared to the thresholds of 20 ppm (one-hour average) and 9.0 ppm (eight-hour average). No exceedances of CO have been recorded at the SRA 10 monitoring stations in the last five years, as shown in Table 4.3-2, and the Air Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. Thus, it is not expected that CO levels at Project-impacted intersections would rise to the level of an exceedance of these standards.

Additionally, the SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the Air Basin. These include: (a) Wilshire Boulevard and Veteran Avenue; (b) Sunset Boulevard and Highland Avenue; (c) La Cienega Boulevard and Century Boulevard; (d) Long Beach Boulevard and Imperial Highway. In the 2003 AQMP, the SCAQMD notes that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The evidence provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (one-hour average) and 3.2 (eight-hour average) at Wilshire Boulevard and Veteran Avenue.

TABLE 4.3-11
LOCALIZED ASSESSMENT OF PROJECT CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Source	NO_X	CO	PM10 [a]	PM2.5 [a]
Demolition – 2024	3.3	12.2	0.1	0.1
Site Preparation – 2024	1.3	9.9	0.4	0.1
Site Preparation – 2025	1.3	9.9	0.4	0.1
Grading/Excavation – 2025	16.1	154	6.7	2.3
Grading/Excavation- 2026	16.1	154	6.7	2.3
Foundations/Concrete Pour – 2026	4.4	35.3	3.7	1.5
Foundations/Concrete Pour – 2027	4.4	35.3	3.7	1.5
Building Construction – 2026	2.8	14.8	0.1	0.1
Building Construction – 2027	2.8	14.8	0.1	0.1
Paving – 2026	1.9	10.6	<0.1	<0.1
Architectural Coating – 2027	0.7	1.0	<0.1	<0.1
Drainage/Utilities/Trenching (Trenching) – 2026	5.7	48.5	0.2	0.2
Overlapping Phases				
Foundations/Concrete Pour -2026 + Building Construction – 2026 + Paving 2026 + Trenching – 2026	14.8	109.2	4.0	1.8
Foundations/Concrete Pour – 2027 + Building Construction – 2027 + Architectural Coating – 2027	7.9	51.1	3.8	1.6
Maximum Daily Emissions	**16.1**	**154**	**6.7**	**2.3**
SCAQMD Localized Significance Threshold	236	1,566	12	7
Exceeds Thresholds?	No	No	No	No

SOURCE: ESA, 2023

NOTES:

Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

a. Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

TABLE 4.3-12
ESTIMATED MAXIMUM LOCALIZED OPERATIONAL EMISSIONS (POUNDS PER DAY)

Source	NO_X	CO	PM10 [a]	PM2.5 [a]
Area (Consumer Products, Landscaping)	0.2	20.5	<0.1	<0.1
Maximum Daily Emissions	**0.2**	**20.5**	**<0.1**	**<0.1**
SCAQMD Regional Significance Threshold	236	1,566	3	2
Exceeds Thresholds?	No	No	No	No

SOURCE: ESA, 2023

NOTES:

Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

a. Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

Based on the Project's Transportation Impact Analysis, the two worst performing studied intersections are Fairway Drive-Brea Canyon Cutoff Road and Colima Road, which are predicted to operate at LOS C under future operational year plus Project conditions. The street segment analysis shows that traffic volumes of all studied segments do not exceed 2,941 average daily trips.[127] As a result, CO concentrations are expected to be approximately 2.04 ppm (one-hour average) and 1.69 ppm (eight-hour average) or less, inclusive of background CO concentrations, which would not exceed the thresholds.[128] Total traffic volumes at the maximum impacted intersection would likely have to increase by 20 times or more to contribute to a CO hotspot given that vehicles operating today have reduced CO emissions as compared to vehicles operating in year 2003 when the SCAQMD conducted the AQMP attainment demonstration modeling. Thus, this comparison demonstrates that the Project would not contribute considerably to the formation of CO hotspots and no further CO analysis is required. The Project would result in less than significant impacts with respect to CO hotspots.

Toxic Air Contaminants

Construction

Construction activities would occur on the Project Site over approximately 36 months. For potential health risks, the construction duration would be significantly lower than the 30-year residential exposure period associated with cancer health risks. Sensitive receptors (i.e., residential receptors) may be exposed to diesel particulate matter (DPM), which the State of California has identified as a toxic air contaminant (TAC), from the exhaust from construction equipment and diesel-fueled motor vehicles. The construction area is spread out over the approximately 76-acre Project Site, with sensitive receptor distances from construction activity ranging from 25 feet to over 600 feet. Construction activities will move around the Project Site, and construction near any single receptor is expected to be of a much shorter duration than the estimated 36-month construction schedule.

Health risk impacts would not be anticipated due to the short-term and temporary construction duration, the buffers to nearby sensitive receptors, the movement of construction activities around the Project Site and short time frame near any single receptor, and the small number of construction equipment. Furthermore, as shown in Table 4.3-11, the proposed Project construction PM10 (DPM) and PM2.5 emissions are below the SCAQMD thresholds listed in Table 4.3-7. Additionally, the proposed Project would incorporate Mitigation Measure AQ-1, which requires the use of Tier 4 Final off-road diesel construction equipment for any equipment greater than 50 horsepower. The use of Tier 4 Final off-road diesel construction equipment reduces DPM emissions by at least 84.4 percent compared to the default CalEEMod fleet mix, which is composed of Tier 0 to Tier 2 equipment with higher DPM emissions.[129] This 84.4 reduction in DPM emissions would greatly reduce any health risk impacts at nearby sensitive receptors. Furthermore, construction contractors would be required to comply with regulations that limit diesel emissions, such as the CARB Air Toxics Control Measure that limits diesel vehicle idling to no more than five minutes

[127] LLG Engineers, *Royal Vista Residential and Parks Project, Transportation Impact Analysis*, July 18, 2023.

[128] Maximum background CO concentrations (2016–2020) in Table 4.3-2 were used in this calculation.

[129] As shown in the CalEEMod results in Exhibit A, the incorporation of Tier 4 Final construction equipment for equipment greater than 50 horsepower reduces the off-road DPM exhaust emissions by approximately 84.4 percent during both the winter and summer construction scenarios.

at a location (Section 2485 in Title 13 of the California Code of Regulations [CCR]), the Truck and Bus regulation that reduces NO_X, PM10, and PM2.5 emissions from existing diesel vehicles operating in California (13 CCR, Section 2025) and the In-Use Off-Road Diesel Fueled Fleets regulation that reduces emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR, Section 2449). Thus, with implementation of Mitigation Measure AQ-1, construction TAC impacts would be less than significant.

Operations

The SCAQMD recommends that operational health risk assessments be conducted for substantial sources of operational DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[130] The Project would not include any truck stop or warehouse distribution uses, and, as such, operations would generate only minor amounts of diesel emissions from mobile sources, such as delivery trucks and trash trucks. Furthermore, Project trucks would be required to comply with the applicable provisions of 13 CCR, Section 2025 (Truck and Bus regulation) to minimize and reduce PM10, PM2.5, and NO_X emissions from existing diesel trucks. Therefore, Project operation would not be considered a substantial source of DPM.

With respect to the use of consumer products and architectural coatings, the residential and open space uses associated with the Project would be expected to generate minimal emissions from these sources. The Project's land uses would not include installation of industrial-sized paint booths or require extensive use of commercial or household cleaning products. Furthermore, as shown in Table 4.3-10, the Project's operational VOC emissions would be below the adopted SCAQMD threshold. As a result, toxic or carcinogenic air pollutants are not expected to occur in any substantial amounts in conjunction with operation of the proposed land uses within the Project Site. Based on the uses expected on the Project Site, operation of the Project would not expose sensitive receptors to substantial TAC concentrations, and operational impacts would be less than significant.

Valley Fever

Valley Fever is an infective disease caused by the fungus *Coccidioides immitis*. Infection occurs via inhalation of *Coccidioides immitis* spores that have become airborne from the upturn of dry, dusty soil by wind, construction, farming, or other activities. Several factors indicate a project's potential to expose sensitive receptors to Valley Fever: disturbance of the topsoil of undeveloped land, dust storms, strong winds, earthquakes, archaeological digs, agricultural activities, and construction activities. *Coccidioides immitis* spores are often found in the soil around rodent burrows, native American ruins, and burial grounds.

Construction activities for the proposed Project could result in the exposure of sensitive receptors to *Coccidioides immitis* growing in the soil and dirt of the Project Site. In particular, construction

[130] SCAQMD, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, August 2003.

activities that disturb topsoil, especially of undeveloped land, have the potential to cause *Coccidioides immitis* spores in soil to become airborne. Individuals who work outdoors and who are exposed to wind and dust are more likely to contract Valley Fever. The proposed Project would have the potential to expose persons to the spores that cause Valley Fever from fugitive dust generated during construction. The proposed Project would implement Mitigation Measure AQ-2 to reduce the risk of Valley Fever exposure. Specifically, the Project would follow the requirements and guidelines listed in the 2019 County of Los Angeles Coccidioidomycosis (Valley Fever) Management Plan: Guidelines for Employers, to help reduce the risk of Valley Fever to workers and the surrounding community.[131] In addition, compliance with independently enforceable rules and other measures that reduce emissions of fugitive dust, such as SCAQMD fugitive dust control rules (e.g., Rule 403), would reduce the potential for Coccidioides emits spores in soil to become airborne. Applicable California Division of Occupational Safety and Health (Cal/OSHA) requirements would provide additional protection of construction workers, as well as the nearby community. Such compliance would require the control and mitigation of all sources of construction-related fugitive dust, and thereby potential sources of airborne *Coccidioides immitis* spores, to at or below applicable regulatory limits for on-site and off-site receptors. These regulatory requirements, together with Mitigation Measure AQ-2, would reduce impacts to a less-than-significant level with mitigation.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Mitigation Measure AQ-2: During the construction phases with any soil disturbance, the construction contractor(s) shall comply with the 2019 County of Los Angeles Coccidioidomycosis (Valley Fever) Management Plan: Guidelines for Employers, as well as the following measures, as feasible, to reduce potential Valley Fever impacts. Compliance with the 2019 County of Los Angeles Valley Fever Management Plan would reduce Valley Fever impacts for on-site workers, as well as the off-site neighboring communities.

- **Equipment, vehicles, and other items shall be thoroughly cleaned of dust before they are moved off-site to other work locations.**
- **Wherever possible, grading and trenching work shall be phased so that earth-moving equipment is working well ahead or downwind of workers on the ground and nearby sensitive uses.**
- **The area immediately behind grading or trenching equipment shall be sprayed with water before ground workers move into the area to limit dust from blowing off-site.**
- **To the greatest extent feasible, heavy-duty earth-moving vehicles shall be closed-cab and equipped with a high-efficiency particulate (HEP)-filtered air system.**
- **Workers shall receive training in procedures to minimize activities that may result in the release of airborne Coccidioides immitis spores on-site and off-site, to recognize the symptoms of Valley Fever, and shall be instructed to promptly**

[131] County of Los Angeles, *Coccidioidomycois (Valley Fever) Management Plan: Guidelines for Employers*, August 2019, accessed March 2023, http://www.ph.lacounty.gov/acd/docs/valleyfeverplan2019.pdf.

report suspected symptoms of work-related Valley Fever to a supervisor. Evidence of training shall be provided to the Los Angeles County Department of Planning within 5 days of the training session.

- **A Valley Fever informational handout shall be provided to all onsite construction personnel, as well as neighboring off-site sensitive uses within 100 feet of the Project Site. The handout shall, at a minimum, provide information regarding the symptoms, health effects, preventative measures, and treatment.**
- **On-site personnel shall be trained on the proper use of personal protective equipment, including respiratory equipment. National Institute for Occupational Safety and Health–approved respirators shall be provided to on-site personal, upon request. When exposure to dust is unavoidable, provide appropriate National Institute for Occupational Safety and Health-approved respiratory protection to affected workers and off-site receptors. If respiratory protection is deemed necessary, employers must develop and implement a respiratory protection program in accordance with Cal/OSHA's Respiratory Protection standard (8 CCR 5144).**

Impact AIR-4: Construction and operation of the Project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people. (Less than Significant)

Construction

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the allowable amount of VOCs from architectural coatings and solvents. Since compliance with SCAQMD Rules governing these compounds is mandatory, no construction activities or materials are proposed that would create objectionable odors adversely affecting a substantial number of people. Therefore, no significant impact would occur and no mitigation is required.

Operation

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Long-term Project operations would not introduce new sources of odors and would not create objectionable odors that could adversely affect a substantial number of people. The Project does not include any uses identified by the SCAQMD as being typically associated with objectionable or nuisance odors. Waste collection areas and disposal for the Project would be covered and situated away from the property line and sensitive off-site uses. Additionally, the proposed Project and its uses would be required to comply with SCAQMD Rule 402 – Nuisance. Therefore, potential odor impacts would be less than significant and no mitigation is required.

Significance Determination: Less than Significant.

Mitigation Measures

No Mitigation is Required.

4.3.7 Cumulative Impacts

As discussed in the Project TIA, there are 12 cumulative projects identified in the vicinity of the Project. The nearest cumulative project is a preschool located south-west of the project on Brea Canyon Cut-off Road. Other unincorporated County cumulative projects include a mini-warehouse, located at 985 Fairway Drive, approximately 0.4 miles north of the Project site; 18800 Railroad Street shopping center and hotel located approximately 1.25 miles northwest of the Project Site; a residential project located at 19606 Shelyn Drive about 0.8 miles southwest of the Project site; and a light industrial use located at 19237 East Walnut Drive North approximately 0.85 miles northwest from the Project Site. In Diamond Bar, cumulative projects include a residential project on Crooked Creek Drive about 2 miles south of the Project Site; fitness center at 2825 South Diamond Bar Boulevard located about 1.5 miles southeast of the Project Site; a second residential project on Alamo Heights Drive located 2 miles southeast of the Project Site; and a mixed use hotel, general office, and medical office located at 850 Brea Canyon Road, approximately 1-mile northeast of the Project Ste. There are two related cumulative project within the City of Industry, a light industrial use at 20922 Currier Road located about 1.25 miles northeast of the Project Site, and a second light industrial use at 20701 Currier Road located approximately 1.05 miles northeast of the Project Site. There is one related cumulative project in the City of Walnut, a mixed-use residential and commercial development at 19901 Valley Boulevard located approximately 0.60 miles north of the Project Site.

The SCAQMD CEQA Air Quality Handbook states that the "Handbook is intended to provide local governments, project proponents, and consultants who prepare environmental documents with guidance for analyzing and mitigating air quality impacts of projects" (SCQMD 1993). The SCAQMD CEQA Air Quality Handbook also states that "[f]rom an air quality perspective, the impact of a project is determined by examining the types and levels of emissions generated by the project and its impact on factors that affect air quality. As such, projects should be evaluated in terms of air pollution thresholds established by the District" (SCQMD 1993). The SCAQMD has also provided guidance on an acceptable approach to addressing the cumulative impacts issue for air quality as discussed below (SCAQMD 2018b):

> *As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR … Projects that exceed the Project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.*

As shown in Table 4.3-8 through Table 4.3-12, the proposed Project would not exceed the established SCAQMD regional mass emission thresholds or SCAQMD LST thresholds for construction and operations. Thus, as the proposed Project would does not exceed the SCAQMD thresholds, the proposed Project would not be cumulative considerable. Furthermore, the Project would not hinder SCAQMD from implementing its AQMP goals of attaining the CAAQS and NAAQS standards. Therefore, cumulative impacts would be less than significant with the implementation of Mitigation Measures AQ-1 and AQ-2. (**Less than Significant with Mitigation**)

4.4 Biological Resources

This section of the Environmental Impact Report (EIR) describes and evaluates potential impacts to biological resources that could result from implementation of the Royal Vista Residential Project (Project). Existing biological conditions within the Project Site; applicable policies, ordinances, and regulations; potential environmental impacts; and mitigation measures, where appropriate, are described. The information included in this analysis is based on a general biological reconnaissance conducted by Placeworks on July 13, 2020, and summarized in a technical memorandum dated December 1, 2021 (Placeworks 2021; see **Appendix C**), as well as an arborist tree report memorandum (LSA 2023; see **Appendix C-1**), and a jurisdictional delineation conducted by Glenn Lukos Associates in 2021, 2022, and 2023 and summarized in a technical memorandum dated June 1, 2022, revised March 13, 2023 (Glenn Lukos Associates 2023; see **Appendix D**). ESA also reviewed relevant literature regarding the Project Site and conducted a query of the U.S. Fish and Wildlife Service (USFWS) Information, Planning, and Conservation System (IPaC) (USFWS 2021), California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (CDFW 2021a), and California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants (CNPS 2021).

4.4.1 Existing Conditions

The Project Site is located on a portion of the Royal Vista Golf Club, which was established in 1962, and is comprised of six irregularly shaped parcels within a highly developed and urbanized area surrounded by residential development and commercial uses. The Project Site contains ornamental vegetation typical of golf course habitats that supports common plant and wildlife species. The site contains two small ponds used for the golf course irrigation that were constructed during development of the existing golf course, as well as related golf course drainage features.

Vegetation

Ornamental

The dominant vegetation community is comprised of turf and other non-native grasses in the golf course fairways and greens, and ornamental trees and shrubs along the fairways and Project Site periphery. The turf grass is typically Bermuda grass (*Cynodon dactylon*) and other non-native grass species. The ornamental trees and shrubs include weeping willow (*Salix babylonica*), palm trees (*Washingtonia* spp.), western sycamore (*Platanus racemosa*), various pine tree species (*Pinus* spp.), several eucalyptus species (*Eucalyptus globulus*, *E. camaldulensis*, *E.* sp.), Araucaria (*Araucaria* sp.), and tobacco tree (*Nicotiana glauca*), among others.

Irrigation Ponds

There are two irrigation ponds on the Project Site. The ponds are located within the northern portion of the Project Site, north of Colima Road, approximately 230 feet apart. The western pond covers approximately 0.57 acres and is mostly unvegetated but has a small patch of non-native palms in the southwest corner, and the pond shoreline consists of vertical wooden logs. The eastern pond is approximately 0.30 acres, is mostly unvegetated but has a small patch of

California bulrush (*Schoenoplectus californicus*) and southern cattails (*Typha domingensis*) at the periphery and has a gently sloped concrete border. Both ponds are aerated and used for irrigating the golf course landscape and are periodically maintained with vegetation removal.

Disturbed

The driving range contains disturbed habitat and fairway (non-native) grassland.

Non-native Grassland and Ruderal

The margins of the golf course support nonnative annual grassland and ruderal plant species.

Developed

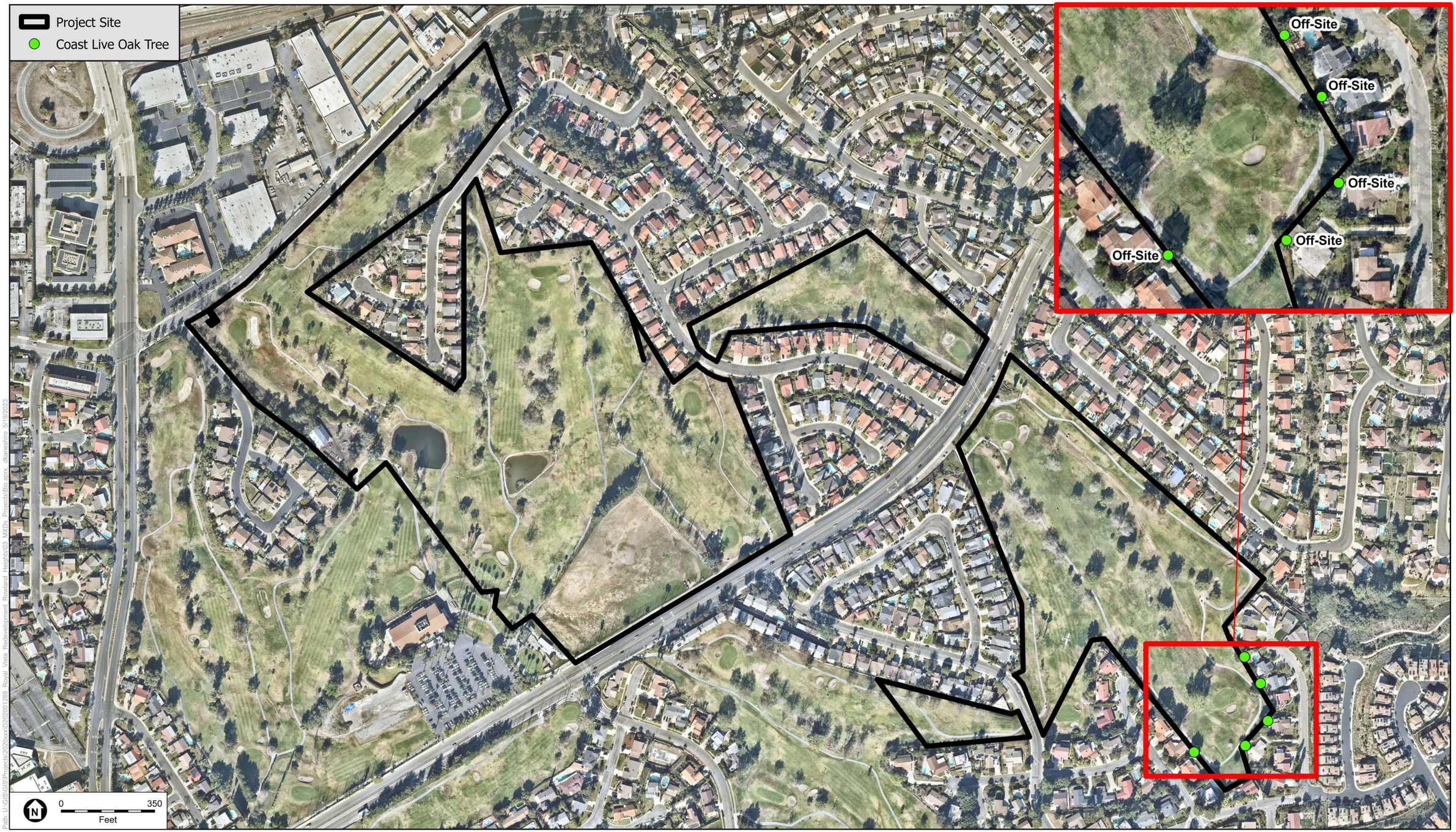
Developed areas include paved golf cart trails and maintenance buildings, the largest of which is a metal frame maintenance building located in the northwestern part of the Project Site.

Regulated Trees

The County of Los Angeles Oak Tree Ordinance, Zoning Code Sections 22.174.010 to 22.174.110, requires an oak tree permit if removal or encroachment of oak trees with trunk diameter of eight inches or greater will occur. There are five coast live oak (*Quercus agrifolia*) trees located off-site within residential lots adjacent to the southeast portion of the Project Site (**Figure 4.4-1**, *Regulated Trees*). Each of the oak trees have a canopy that overhangs onto the Project Site. All of these coast live oak trees are at the periphery of the Project Site but with trunks outside of the Project Site boundary. The Project will not remove or encroach into the protected zones by the proposed Project design by confining Project grading to be located outside of the dripline plus five feet of these five off-site oak trees (see Vesting Tentative Tract Map 83534 dated 2023). Protective fencing will be installed outside the protected zones prior to the start of construction to prevent removal or encroachment of these oak trees, as a condition of approval. The proposed Project does not propose any oak tree encroachments or removals; therefore, an oak tree permit is not required for the Project.

Wildlife

Wildlife observed on the golf course and constructed irrigation ponds is typical of the suburban golf course landscaping. Bird species observed included Canada goose (*Branta canadensis*), mallard (*Anas platyrhynchos*), American kestrel (*Falco sparverius*), mourning dove (*Zenaida macroura*), black phoebe (*Sayornis nigricans*), western kingbird (*Tyrannus verticalis*), bushtit (*Psaltriparus minimus*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), great-tailed grackle (*Quiscalus mexicanus*), American goldfinch (*Carduelis tristis*), and house sparrow (*Passer domesticus*). Three mammal species were observed or detected by their sign, including California ground squirrel (*Otospermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), and coyote (*Canis latrans*).



SOURCE: NearMap, 2021-01-30 (Aerial); Arborgate Consulting, Inc., 2023

Royal Vista Residential Project

Figure 4.4-1

Regulated Trees

ESA

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Sensitive Biological Resources

"Special-status" species include plants and animals that are listed under the Federal Endangered Species Act (FESA) or California Endangered Species Act (CESA), that are considered sufficiently rare or sensitive under the California Environmental Quality Act (CEQA), and species protected under other regulations. Special-status species include the following:

- Species listed or proposed for listing as threatened or endangered, or are candidates for possible future listing as threatened or endangered, under FESA or CESA;
- Species that meet the definitions of rare or endangered under CEQA;
- Plants listed as rare under the California Native Plant Protection Act (NPPA) (Fish and Game Code Section 1900 et seq.);
- Plants considered by the CNPS to be rare, threatened, or endangered in California (California Rare Plant Rank [CRPR] 1, 2, 3, and 4);
- Species covered under an adopted Natural Community Conservation Plan/Habitat Conservation Plan; and/or
- CDFW Species of Special Concern or wildlife fully protected in California (Fish and Game Code Section 3511, 4700, and 5050).

Following the database searches and literature review, special-status species with potential to occur within and/or adjacent to the Project Site were assessed, and each species was assigned to one of the categories listed below:

- **Present:** Species is known to occur within the Project Site, based on recent (within 20 years) CNDDB or other records, and there is suitable habitat present within the Project Site, or the species was observed within the Project Site during field surveys.
- **Moderate Potential:** Species is known to occur in the vicinity of the Project Site (based on recent [within 20 years] CNDDB or other records or based on professional expertise specific to the project area or species), and there is suitable habitat within the Project Site that makes the probability of the species occurring there moderate to high. Alternatively, there is suitable habitat within the Project Site and within the known range of the species.
- **Low Potential:** Species is known to occur in the vicinity of the Project Site (within the area comprised by the surrounding United States Geological Survey [USGS] quadrangles); however, there is only poor quality or marginal habitat within the Project Site and the probability of the species occurring is low.
- **None/Not Observed:** There is no suitable habitat for the species within the Project Site, or the area is located outside the known range of the species. Alternatively, a species was surveyed for during the appropriate season with unequivocal negative results for species occurrence.

Special-Status Plant Species

Table 4.4-1, *Special-Status Plant Species with Potential to Occur within the Project Site,* lists the special-status plant species historically recorded from the Project region and assesses their potential to occur on the Project Site, as based from a query of the CNDDB for USGS 7.5' quadrangles of Yorba Linda, Baldwin Park and San Dimas. Due to the absence of suitable habitat,

none of these have moderate or high potential to occur on the Project Site. No special-status plant species are expected to occur within the Project Site.

TABLE 4.4-1
SPECIAL-STATUS PLANT SPECIES WITH POTENTIAL TO OCCUR WITHIN THE PROJECT SITE

Common Name Scientific Name	Federal/State/ CRPR[a] Status	General and Micro-Habitats[b]	Potential to Occur within the Project Site
intermediate mariposa-lily *Calochortus weedii* var. *intermedius*	None / None / 1B.2	Coastal sage scrub, chaparral, and grassland habitats. Dry, rocky open slopes and rock outcrops.	Low. There is no suitable general or micro-habitat on-site.
Southern California black walnut *Juglans californica*	None / None / 4.2	Grasslands, Riversidian sage scrub, alluvial fan sage scrub. In city areas, often associated with walnuts not native to southern California including *J. hindsii*, *J. nigra*, and *J. regia*.	Not observed during field reconnaissance.
Robinson's peppergrass *Lepidium virginicum* var. *robinsonii*	None / None / 1B.2	Openings of coastal scrub and chaparral.	Low. There is no suitable general or micro-habitat on-site.
San Bernardino aster *Symphyotrichum defoliatum*	None / None / 1B.2	Meadows, seeps, marshes, and other seasonal or perennial wetlands. Vernally mesic grassland or near ditches, streams and springs; disturbed areas.	Low. There is no suitable general or micro-habitat on-site.

SOURCE: CNDDB, 2021

a. CRPR = California Rare Plant Rank
1A Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere
1B CNPS Priority List 1B: plant Rare, Threatened, or Endangered in CA and elsewhere; eligible for state listing.
2B Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
0.1 = Seriously threatened in California (high degree/immediacy of threat).
0.2 = Fairly threatened in California (moderate degree/immediacy of threat).
0.3 = Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

b. General Habitat and Micro-Habitat are taken from the CNDDB descriptions of the species and/or Placeworks 2020.

Special-Status Wildlife Species

Table 4.4-2, *Special-Status Wildlife Species with Potential to Occur within the Project Site*, lists the special-status wildlife species historically recorded from the Project region and the table assesses these special-status wildlife species' potential to occur on the Project Site. No threatened or endangered wildlife species are recorded from the Project Site. Of the non-listed special-status animals reported from the Project area with the potential to occur, five California Species of Special Concern (SSC) have low potential to occur on the Project Site: coastal whiptail (*Aspidoscelis tigris stejnegeri*), San Diego coast horned lizard (*Phrynosoma blainvillii*), western pond turtle (*Emys marmorata*), burrowing owl (*Athene cunicularia*), pallid bat (*Antrozous pallidus*), and big free-tailed bat (*Nyctinomops macrotis*). Three California SSC have low to moderate potential to occur on the Project Site: southern California legless lizard (*Anniella stebbinsi*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), and San Diego desert woodrat (*Neotoma lepida intermedia*). In addition, Cooper's hawk (*Accipiter cooperi*), a CDFW Special Animal Watch List species, has a high potential to forage on the Project Site and a moderate potential to nest. No special-status wildlife species are expected to occur within the Project Site, including those with low or moderate potential to occur, with the exception of Cooper's hawk noted above.

TABLE 4.4-2
SPECIAL-STATUS WILDLIFE SPECIES WITH POTENTIAL TO OCCUR WITHIN THE PROJECT SITE

Common Name Scientific Name	Federal/State[a]/ Local Status	General and Micro-Habitats[b]	Potential to Occur within the Project Site
INVERTEBRATES			
Crotch bumble bee *Bombus crotchii*	None / Candidate Endangered / None	Occurs on *Eriogonum* and other host plants in the project region.	None. There is no suitable general or micro-habitat on-site.
FISHES			
arroyo chub *Gila orcutti*	None / SSC / None	Slow sections of streams with aquatic vegetation.	None. There is no suitable general or micro-habitat on-site.
AMPHIBIANS			
western spadefoot *Spea hammondii*	None / SSC / None	Open areas with sandy or gravelly soils, in a variety of habitats including grasslands, chaparral, and sandy washes. Breeds in ponds, streams, and rain pools that do not contain bullfrogs and fish, which prey on tadpoles. Shallow vernal pools in these habitats are essential for breeding and egg-laying.	None. There is no suitable general or micro-habitat on-site.
REPTILES			
Southern California legless lizard *Anniella stebbinsi*	None / SSC / None	Generally, south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Variety of habitats; generally, occurs in moist, loose soil. They prefer soils with a high moisture content.	Low to moderate potential in marginally suitable habitat in periphery of golf course fairways.
coastal whiptail *Aspidoscelis tigris stejnegeri*	None / SSC / None	Occurs in coastal sage scrub, chaparral and wash habitats.	Low potential in marginally suitable habitat in periphery of golf course fairways.
western pond turtle *Emys marmorata*	None / SSC / None	Slow-water aquatic habitats with available basking sites (e.g., submerged logs, open mud banks). Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	Low potential of occurrence because irrigation pond provides marginally suitable habitat. Not observed during site visit onsite.
San Diego coast horned lizard *Phrynosoma blainvillii*	None / SSC / None	Occurs in variety of habitats including coastal sage, grassland, chaparral, oak woodland, and riparian woodland with loose sandy soils and abundant native ants or other insects.	Low potential in marginally suitable habitat in periphery of golf course fairways.
BIRDS			
Cooper's hawk *Accipiter cooperii*	None / Watchlist (nesting only) / None	Occurs in various woodland habitats, including riparian.	Moderate potential for nesting, high potential for foraging on-site.
California black rail *Laterallus jamaicensis coturniculus*	None / Threatened / None	Coastal spartina marshes, inland in dense, shortgrass, shallow marshes.	None. There is no suitable general or micro-habitat on-site.
burrowing owl *Athene cunicularia*	None / None / SSC	Open grassland, fallow fields, sparsely vegetated desert scrub, and edges of disturbed lands, where soil is friable for nesting burrows.	Low potential; not observed during site visit.

Common Name Scientific Name	Federal/State[a]/ Local Status	General and Micro-Habitats[b]	Potential to Occur within the Project Site
least Bell's vireo *Vireo bellii pusillus*	Endangered / Endangered / None	Occurs in cottonwood-willow forest, but may also occur in oak woodland, shrubby thickets, and dry washes with willow thickets at the edges.	None. There is no suitable general or micro-habitat on-site.
California horned lark *Eremophila alpestris actia*	None / SSC / None	Occurs in a variety of open habitats, and in southern California breeds mainly in open fields, grasslands, and rangelands.	None. There is no suitable general or micro-habitat on-site.
coastal cactus wren *Campylorhynchus brunneicapillus cousei*	None / SSC / None	Occurs in coastal sage scrub and chaparral plant communities with substantial cacti (*Opuntia* sp.) stands. Recorded from the S. end of Christy Ave, near the eastern edge of Hansen Dam Park.	None. There is no suitable general or micro-habitat on-site.
coastal California gnatcatcher *Polioptila californica californica*	Threatened / SSC / None	Occurs primarily in coastal sage scrub habitat, but also use chaparral, grassland, and riparian habitats where they occur in proximity to sage scrub. Although historically found (Monrovia) within sage scrub in the region of the Project Site, this species has not been observed in the central portion of the lower San Gabriel Mtns. in recent years. The species is known to occur within the Puente Hills, south and west of the Project Site	None. There is no suitable general or micro-habitat on-site.
grasshopper sparrow *Ammodramus savannarum*	None / SSC / None	Grasslands and grassy coastal sage scrub.	None. There is no suitable general or micro-habitat on-site.
yellow warbler *Setophaga petechia brewsteri*	None / SSC / None	Occurs in a range of woodland habitats but breeds in riparian woodlands.	None There is no suitable general or micro-habitat on-site.
yellow-breasted chat *Icteria virens*	None / SSC / None	Occurs in dense riparian woodlands, willows thickets, and dense brush along flowing streams.	None. There is no suitable general or micro-habitat on-site.
southern California rufous-crowned sparrow *Aimophila ruficeps canescens*	None / WL / None	Occurs in sparsely vegetated scrubland on hillsides and canyons, preferring coastal sage scrub dominated by California sagebrush (*Artemisia californica*) and grassy successional growth.	None. There is no suitable general or micro-habitat on-site.
tricolored blackbird *Agelaius tricolor*	None / Threatened, SSC / None	Occurs in freshwater marshes, dominated by cattails or bulrushes.	None. There is no suitable general or micro-habitat on-site.
MAMMALS			
San Diego black-tailed jackrabbit *Lepus californicus bennetti*	None / SSC / None	Occurs in a variety of habitats, including sage scrubs, chaparral, agricultural lands and other disturbed habitats, but prefers open grassland.	None. There is no suitable general or micro-habitat on-site.
pallid bat *Antrozous pallidus*	None / SSC / None	Occurs in a variety of habitats, including woodlands, scrub, rocky canyons, farmland, and desert. Roosts in rock crevices, old buildings, bridges, caves, mines, and tree cavities. In the region this species is generally associated with sycamore and oak woodlands.	Low potential for roosting on-site.
pocketed free-tailed bat *Nyctinomops femorosaccus*	None / SSC / None	Occurs in creosote bush and chaparral habitats, mainly with prominent rock features. Roosts in crevices located in high cliffs and rugged rock outcroppings but has also been found in caves and buildings.	None. There is no suitable general or micro-habitat on-site.

Common Name Scientific Name	Federal/State[a]/ Local Status	General and Micro-Habitats[b]	Potential to Occur within the Project Site
big free-tailed bat *Nyctinomops macrotis*	None / SSC / None	Arid floodplain habitats, such as arroyo, shrub desert, and woodlands. Typically roosts in rock crevices in canyon settings, but also known to roost in buildings and caves. Not known whether this species breeds in California.	Low potential to occur for foraging.
western mastiff bat *Eumops perotis californicus*	None / SSC / None	Variety of habitats, from desert scrub and chaparral to oak woodland and ponderosa pine, but only where there are significant rock features for roosting. Natural roosts are often found under large exfoliating slabs of granite, sandstone slabs, or in columnar basalt, on cliff faces, or in large boulders. Some roosts have been found in buildings.	None. There is no suitable general or micro-habitat for roosting on-site.
Los Angeles pocket mouse *Perognathus longimembris brevinasus*	None / SSC / None	Inhabits coastal sage scrub and alluvial fan sage scrub habitats	None. There is no suitable general or micro-habitat on-site.
Northwestern San Diego pocket mouse *Chaetodipus fallax fallax*	None / SSC / None	Occurs mainly in sage scrub, chaparral, and grassland habitats.	Low to moderate potential for occurrence in non-native grassland areas that border the golf course.
San Diego desert woodrat *Neotoma lepida intermedia*	None / SSC / None	Occurs in scrub and desert habitats, usually in association with rock outcroppings, boulders, cacti, or areas of dense undergrowth.	Low to moderate potential for occurrence in non-native grassland areas that border the golf course.

SOURCE: CNDDB, 2021

a. CDFW Status
FP = Fully Protected. species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the bird species for the protection of livestock.
SSC = Species of Special Concern. Species are given this designation by CDFW due to declining population levels, limited ranges, and/or continuing threats have made them vulnerable to extinction.
WL = Watch List. For species that were previously SSC but no longer merit SSC status, or which do not meet SSC criteria but for which there is concern and a need for additional information to clarify its status.

b. General Habitat and Micro-Habitat are taken from the CNDDB descriptions of the species and/or Placeworks 2020.

Sensitive Natural Communities

Sensitive natural communities are habitats of concern to the CDFW (CDFW 2020). The Project Site is a portion of an existing golf course surrounded by developed land uses. Sensitive plant communities that are known to occur in the region (such as southern coast live oak riparian forest and California walnut woodland) are absent from the Project Site.

Aquatic Resources

As summarized in Jurisdictional Delineation of Golf Course Drainage and Water Storage Features at Royal Vista Golf Course Located in Rowland Heights, Los Angeles County, California (Jurisdictional Delineation) (Glenn Lukos Associates 2023), up to five features on the golf course could be potentially subject to U.S. Army Corps of Engineers (USACE) jurisdiction. Specifically, and using the nomenclature of the Jurisdictional Delineation, the Concrete Ditch 1,

Basin/Pit, Eastern Earthen V-Ditch and Southern Concrete V-Ditch could be considered waters of the United States under USACE jurisdiction, while the Earthen Drainage Ditch meets the definition of a wetland and could be considered a Water of the United States under USACE jurisdiction (**Figure 4.4-2A**, *Corps Potential Jurisdictional Delineation Map*). (See Regulatory Framework section, below, for discussion of these jurisdictional terms.) In addition, there are three features—East Walnut Drive Roadside Ditch, East Walnut Drive V-Ditch, and Central Concrete V-Ditch—that are considered waters of the state. The two irrigation ponds on the Project Site are not considered to be jurisdictional. See **Table 4.4-3**, *Summary of Potential USACE Jurisdiction (Waters of the U.S.)*; **Table 4.4-4**, *Summary of RWQCB Jurisdiction*; and **Table 4.4-5**, *Summary of CDFW Jurisdiction*.

Regional Water Quality Control Board (RWQCB) jurisdiction under Clean Water Act Section 401 would be identical to the USACE should they determine that the five features noted above are waters of the United States. For areas not subject to USACE jurisdiction, the RWQCB has broad discretion over waters of the state and the RWQCB could exercise discretion over some or all of the remaining features (**Figure 4.4-2B**, *RWQCB Potential Jurisdictional Delineation Map*).

It is assumed that CDFW would assert jurisdiction over the Earthen Drainage Ditch, as a riparian stream, accounting for approximately 0.10 acre, which consists of a predominance of non-native Mexican fan palms (*Washingtonia robusta*), Brazilian pepper (*Schinus terebinthifolia*) with small patches of southern cattail. Another 0.32-acre of non-riparian features may not clearly meet CDFW's definition of a stream or a lake; however, CDFW would request notification regarding these other 0.32-acre of non-riparian features on the Project Site to determine whether they would require a Lake or Streambed Alteration Agreement for any of these other features on the Project Site (**Figure 4.4-2C**, *CDFW Potential Jurisdictional Delineation M*ap).

Detailed descriptions of each of the features are provided in Appendix D of this Draft EIR.

TABLE 4.4-3
SUMMARY OF POTENTIAL USACE JURISDICTION (WATERS OF THE U.S.)

Project Site Feature Name	Potential USACE Non-Wetland Waters (acres)	Potential USACE Jurisdictional Wetlands (acres)	Total Potential USACE Jurisdiction (acres)	Length (linear feet)
Concrete Ditch 1	0.02	0.00	0.02	233
Earthen Drainage Ditch	0.00	0.04	0.04	245
Eastern Earthen V-Ditch	0.02	0.00	0.03	493
Southern Concrete V-Ditch	0.17	0.00	0.17	1,488
Basin/Pit	0.003	0.00	0.003	40
Total	**0.22**	**0.04**	**0.26**	**2,457**

D2020008300 - New Urban West, Inc., Lyons Canyon\05 Graphics-GIS-Modeling

SOURCE: Glenn Lukos Associates, 2023

Royal Vista Residential Project

Figure 4.4-2A
Corps Potential Jurisdictional Delineation Map

ESA

TABLE 4.4-4
SUMMARY OF RWQCB JURISDICTION

Project Site Feature Name	Non-Wetland Waters of the State (acres)	Wetland Waters of the State (acres)	Total RWQCB Jurisdiction (acres)	Length (linear feet)
Waters of the U.S./State				
Concrete Ditch 1	0.02	0.00	0.02	233
Earthen Drainage Ditch	0.00	0.04	0.04	245
Eastern Earthen V-Ditch	0.02	0.00	0.03	493
Southern Concrete V-Ditch	0.17	0.00	0.17	1,488
Basin/Pit	0.003	0.00	0.003	40
Waters of the State Only				
East Walnut Drive Roadside Ditch	0.03	0.00	0.03	465
East Walnut Drive V-Ditch	0.05	0.00	0.05	719
Central Concrete V-Ditch	0.02	0.00	0.02	305
Total	**0.32**	**0.04**	**0.36**	**3,947**

TABLE 4.4-5
SUMMARY OF CDFW JURISDICTION

Project Site Feature Name	CDFW Non-Riparian Stream (acres)	CDFW Riparian Stream (acres)	Total CDFW Jurisdiction (acres)	Length (linear feet)
Concrete Ditch 1	0.02	0.00	0.02	233
Earthen Drainage Ditch	0.00	0.10	0.10	245
Eastern Earthen V-Ditch	0.02	0.00	0.03	493
Southern Concrete V-Ditch	0.17	0.00	0.17	1,488
Basin/Pit	0.003	0.00	0.003	40
East Walnut Drive Roadside Ditch	0.03	0.00	0.03	465
East Walnut Drive V-Ditch	0.05	0.00	0.05	719
Central Concrete V-Ditch	0.02	0.00	0.02	305
TOTAL	**0.32**	**0.10**	**0.42**	**3,947**

D2020008300 - New Urban West, Inc., Lyons Canyon\05 Graphics-GIS-Modeling

SOURCE: Glenn Lukos Associates, 2023

Royal Vista Residential Project

Figure 4.3-2B
RWQCB Potential Jurisdictional Delineation Map

ESA

D2020008300 - New Urban West, Inc., Lyons Canyon\05 Graphics-GIS-Modeling

SOURCE: Glenn Lukos Associates, 2023

Royal Vista Residential Project

Figure 4.4-2C
CDFW Potential Jurisdictional Delineation Map

ESA

Wildlife Movement

Existing land use surrounding the Project Site consists of single-family residential development on all sides except the north. Commercial and hotel uses are located to the north, along East Walnut Drive South, including a Quality Inn, supply goods store, home improvement, storage facility, and associated surface parking lot. South of Colima Road are the existing golf course, landscaping, and residential uses surrounding the southeasternmost edge of the Project Site. Land uses further north of the Project Site, between SR-60 (Pomona Freeway) and Valley Boulevard, include business parks and commercial uses such as, car wash, restaurants, dance studio, gas station, storage facilities, and several retail stores. Beyond the residential development to the south are fragmented patches of undeveloped lands interspersed with scattered residential development, beyond which lies the undeveloped open space area of the Puente Hills farther to the south. Due to the development surrounding the Project Site, which does not provide habitat or has low habitat value to most wildlife, there are no wildlife corridors or habitat connectivity between the Project Site and any natural areas in the region that might support the movement of native wildlife. However, urban tolerant species, e.g., coyote (*Canis latrans*), raccoon (*Procyon lotor*), etc. may access the Project Site for localized foraging.

4.4.2 Regulatory Framework

Federal Level

Endangered Species Act (USC, Title 16, Sections 1531 through 1543)

The FESA and subsequent amendments provide guidance for the conservation of endangered and threatened species and the ecosystems upon which they depend. In addition, the FESA defines species as threatened or endangered and provides regulatory protection for listed species. The FESA also provides a program for the conservation and recovery of threatened and endangered species as well as the conservation of designated critical habitat that USFWS determines is required for the survival and recovery of these listed species. As noted above, there are no plant or animal species that are protected by the FESA on the Project Site.

Section 7 of the FESA requires federal agencies, in consultation with and assistance from the Secretary of the Interior or the Secretary of Commerce, as appropriate, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of critical habitat for these species. The USFWS and National Marine Fisheries Service (NMFS) share responsibilities for administering the FESA. Regulations governing interagency cooperation under Section 7 are found in California Code of Regulations (CCR) Title 50, Part 402. The opinion issued at the conclusion of consultation will include a statement authorizing "take" (i.e., to harass, harm, pursue, hunt, wound, kill, etc.) that may occur incidental to an otherwise legal activity.

Section 9 lists those actions that are prohibited under the FESA. Although take of a listed species is prohibited, it is allowed when it is incidental to an otherwise legal activity. Section 9 prohibits take of listed species of fish, wildlife, and plants without special exemption. The definition of "harm" includes significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns related to breeding, feeding, or

shelter. “Harass” is defined as actions that create the likelihood of injury to listed species by disrupting normal behavioral patterns related to breeding, feeding, and shelter significantly.

Section 10 provides a means whereby a nonfederal action with the potential to result in take of a listed species can be allowed under an incidental take permit. Application procedures are found at 50 Code of Federal Regulations (CFR) 13 and 17 for species under the jurisdiction of USFWS and 50 CFR 217, 220, and 222 for species under the jurisdiction of NMFS.

Migratory Bird Treaty Act (16 USC Sections 703 through 711)

The Migratory Bird Treaty Act (MBTA) is the domestic law that affirms, or implements, a commitment by the U.S. to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. The MBTA makes it unlawful at any time, by any means, or in any manner to pursue, hunt, take, capture, or kill migratory birds. The law also applies to the removal of nests occupied by migratory birds during the breeding season. The MBTA makes it unlawful to take, pursue, molest, or disturb these species, their nests, or their eggs anywhere in the U.S.

Clean Water Act (33 U.S.C. 1251 et seq.)

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (USACE) and the United States Environmental Protection Agency regulate the discharge of dredged and/or fill material into “waters of the United States.” For purposes of the Clean Water Act, 33 U.S.C. 1251 et seq. and its implementing regulations, subject to the exclusions set forth in Section 404 of the Clean Water Act, the term ‘‘waters of the United States’’ means: (i) The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide; (ii) Tributaries; (iii) Lakes and ponds, and impoundments of jurisdictional waters; and (iv) Adjacent wetlands. The term “wetlands” (a subset of waters of the United States) is defined in 33 Code of Federal Regulations (CFR) 328.3(b) as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.”

Section 401 of the Clean Water Act requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with applicable effluent limitations and water quality standards. The certification must be obtained from the state in which the discharge originates or would originate, or, if appropriate, from the interstate water pollution control agency having jurisdiction over the affected waters at the point where the discharge originates or would originate. A certification obtained for the construction of any facility must also pertain to the subsequent operation of the facility. Responsibility for the protection of water quality in California rests with the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs). The agency with jurisdiction over projects in Los Angeles County is the Los Angeles RWQCB.

State Level

California Endangered Species Act (California Fish and Game Code Section 2050 et seq.)

The CESA establishes the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. The CESA mandates that state agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. There are no state agency consultation procedures under the CESA. For projects that would affect a listed species under both the CESA and the FESA, compliance with the FESA would satisfy the CESA if CDFW determines that the federal incidental take authorization is "consistent" with the CESA under California Fish and Game Code Section 2080.1. For projects that would result in take of a species listed under the CESA only, the project operator would have to apply for a take permit under Fish and Game Code Section 2081(b). As noted above, there are no plant or animal species that are protected by the CESA on the Project Site.

California State Fish and Game Code Section 1600 et seq.

Under sections 1600 et. seq. of California Fish and Game Code, CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife and requires a Streambed Alteration Agreement for such activities. The CDFW issues a Streambed Alteration Agreement with any necessary mitigation to ensure protection of the State's fish and wildlife resources. The CDFW has jurisdiction over riparian habitats associated with watercourses.

California State Fish and Game Code Sections 3503, 3503.5, and 3513

Under these sections of the California Fish and Game Code, the project operator is not allowed to conduct activities that would result in the taking, possessing, or destroying of any birds of prey; the taking or possessing of any migratory nongame bird as designated in the federal MBTA; the taking, possessing, or needlessly destroying of the nest or eggs of any raptors or nongame birds protected by the MBTA; or the taking of any nongame bird pursuant to California Fish and Game Code Section 3800.

Native Plant Protection Act (California Fish and Game Code Sections 1900 through 1913)

California's Native Plant Protection Act (NPPA) requires all state agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the NPPA prohibit the taking of listed plants from the wild and require notification of CDFW at least 10 days in advance of any change in land use. This allows CDFW to salvage listed plant species that would otherwise be destroyed. The project operator is required to conduct botanical inventories and consult with CDFW during project planning to comply with the provisions of this act and sections of CEQA that apply to rare or endangered plants. There are no plant species that are protected by the NPPA on the Project Site.

California Environmental Quality Act Guidelines, Section 15380

Although threatened and endangered species are protected by specific federal and state statutes, State CEQA Guidelines Section 15380(b) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definition in FESA and the section of the California Fish and Game Code dealing with rare or endangered plants or animals. This section was included in CEQA primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on, for example, a candidate species that has not been listed by either USFWS or CDFW. Thus, CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agencies have an opportunity to designate the species as protected, if warranted. CEQA also calls for the protection of other locally or regionally significant resources, including natural communities. Although natural communities do not at present have legal protection of any kind, CEQA calls for an assessment of whether any such resources would be affected and requires findings of significance if there would be substantial losses. Natural communities listed by CNDDB as sensitive are considered by CDFW to be significant resources and fall under the State CEQA Guidelines for addressing impacts. Local planning documents such as general plans often identify these resources as well.

Porter-Cologne Water Quality Control Act

Waters of the state are defined by the Porter-Cologne Water Quality Control Act as "any surface water or groundwater, including saline waters, within the boundaries of the state." The RWQCB protects all waters in its regulatory scope but has special responsibility for isolated wetlands and headwaters. These water bodies tend to have high resource value, are vulnerable to filling, and may not be regulated by other programs, such as Section 404 of the Clean Water Act. Waters of the state are regulated by the RWQCB under the State Water Quality Certification Program, which regulates discharges of dredged and fill material under Section 401 of the Clean Water Act and the Porter-Cologne Water Quality Control Act. Projects that require a USACE permit, or fall under other federal jurisdiction, and have the potential to impact waters of the State are required to comply with the terms of the State Water Quality Certification Program. If a proposed project does not require a federal license or permit but does involve activities that may result in a discharge of harmful substances to waters of the State, the RWQCB has the option to regulate such activities under its State authority in the form of Waste Discharge Requirements or Certification of Waste Discharge Requirements.

Local Level

County of Los Angeles Significant Ecological Area

Los Angeles County is host to a remarkable assortment of biological diversity in North America. Natural communities in the Los Angeles County extend from the Pacific Ocean to the Mojave Desert, with coastal plains and valleys, a 10,000-foot-tall mountain range, and hills and canyons in every orientation in between. This diversity of natural and biological resources is the reason the County developed the Significant Ecological Area (SEA) Program. The SEA Program was originally established as a part of the 1980 Los Angeles County General Plan, to help conserve the genetic and physical diversity within Los Angeles County by designating biological resource

areas capable of sustaining themselves into the future. The Los Angeles County General Plan 2035 ("General Plan") updated the SEA boundary map, goals, and policies in 2015 (County of Los Angeles 2020).

SEAs are places where the County deems it important to facilitate a balance between development and biological resource conservation. Where occurring within SEAs, development activities are carefully guided and reviewed with a key focus on site design as a means for conserving fragile resources such as streams, woodlands, and threatened or endangered species and their habitats. The SEA Program does not change the land use designation or the zoning of a property; rather it uses guidance and biological review and the application of certain development standards to balance the preservation of the County's natural biodiversity with private property rights.

There is no County-designated SEA on the Project Site. The closest SEA is the Puente Hills SEA, about 1.2-miles south of the Project Site. The Puente Hills SEA stretches nearly 15 miles from the Los Angeles-San Bernardino County line in the east to almost the 605 Freeway on the west. The SEA continues further to the west for another 3 miles within the Whittier Narrows and starting at the 605 Freeway.

County of Los Angeles Oak Tree Ordinance

Coast live oaks are protected by the Los Angeles County tree ordinance (Ord. 2019-0004 § 1, 2019), which stipulates that "a person shall not cut, destroy, remove, relocate, inflict damage, or encroach into a protected zone of any tree of the oak genus which is:

- 25 inches or more in circumference (eight inches in diameter) as measured four and one-half feet above mean natural grade; in the case of an oak with more than one trunk, whose combined circumference of any two trunks is at least 38 inches (12 inches in diameter) as measured four and one-half feet above mean natural grade, on any lot within the unincorporated area of the County; or
- Any tree that has been provided as a replacement tree, pursuant to Section 22.174.070 (Conditions of Approval), on any lot within the unincorporated area of the County, unless an Oak Tree Permit is first obtained."

4.4.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the CEQA Guidelines. A project would result in a significant adverse impacts related to biological resources if it would:

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 Game (CDFW) or U.S. Fish and Wildlife Service (USFWS). [Impact BIO-1]

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS. [Impact BIO-2]

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. [Impact BIO-3]

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. [Impact BIO-4]

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. [Impact BIO-5]

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. [Impact BIO-6]

4.4.4 Methodology

The following describes the methodology used to determine the biological resources characteristics and species potential for the Project Site.

Background Research and Desktop Analysis

A literature and database review was conducted that included a review of aerial photographs (Google Earth 2021) of the Project Site and surrounding vicinity. Biological resource databases that were queried included the CDFW CNDDB, CNPS Online Inventory of Rare and Endangered Vascular Plants of California, and the USFWS Information, Planning, and Conservation System (IPaC) (CDFW 2021a, CNPS 2021, USFWS 2021). Additional resources reviewed included:

- Biological Reconnaissance, Royal Golf Residential and Parks Project (Placeworks 2021)
- Jurisdictional Delineation of Golf Course Drainage and Water Storage Features at Royal Vista Golf Course Located in Rowland Heights, Los Angeles County, California. June 1, 2022 (revised March 13, 2023). (Glenn Lukos Associates 2023)
- Royal Vista Residential Project Arborist Tree Report. May 31, 2023. (LSA 2023)
- USFWS Critical Habitat Portal map web-based application (USFWS 2021b)
- USFWS National Wetlands Inventory data (USFWS 2021c)
- CDFW Summary of Natural Community Conservation Plans (NCCPs) (CDFW 2021b)
- Calflora's What Grows Here web-based plant database (Calflora 2021)
- eBird's web-based bird database (The Cornell Lab of Ornithology 2021)

Database searches helped identify which special-status species have been previously recorded within the region that could potentially be affected by the implementation of the proposed Project. The CNDDB, CNPS, and IPaC were queried for special-status resources with the potential to occur within the USGS Yorba Linda 7.5-minute topographic quadrangle map within which the Project Site occurs, and the surrounding eight quadrangles: Baldwin Park, San Dimas, Ontario, La Habra, Prado Dam, Anaheim, Orange, and Black Star Canyon. The CNDDB was also queried for the purposes of identifying sensitive natural communities that have been recorded in the vicinity of the Project Site. Sensitive natural communities are designated as such by various

resource agencies, such as the CDFW, or in local policies and regulations, and are generally considered to have important functions or values for wildlife and/or are recognized as declining in extent or distribution and are considered threatened enough to warrant some level of protection. Sensitive natural communities include those that are identified in the CDFW *California Natural Community List* (CDFW 2020).

Biological Resources Reconnaissance Survey

A biological resources reconnaissance survey of the Project Site was conducted by Placeworks biologist Phil Brylski on July 13, 2020, to assess potential biological resource constraints within the Project Site. This included special-status species, such as plant and animal species either listed as threatened or endangered by state and/or federal wildlife agencies or not listed but potentially regulated, and sensitive and/or regulated habitats, such as wetlands, waterways, and associated habitats potentially subject to USACE, RWQCB, and/or CDFW jurisdiction. Plant species observed were listed by vegetation community. Wildlife species were identified during the field reconnaissance by sight or call, or other evidence of presence such as tracks, nests, scat, or remains, and with use of taxonomic keys where appropriate.

Regulated Trees

Based on a desktop review of aerial photographs and brief site visit conducted by ESA biologist Daryl Koutnik on January 11, 2021, there are approximately 410 landscape trees within the Project footprint, 102 of which are Mexican fan palms. None of the landscape trees are regulated by local or State regulations. Five (5) coast live oak trees located immediately off-site were also identified during the site visit and subsequently mapped by LSA on May 24, 2023 (2023). As depicted in Figure 4.4-1, regulated trees (i.e., oak trees) are found only offsite adjacent to Planning Area 5. The off-site regulated trees will not be encroached by the Project, according to the Oak Tree Report dated May 31, 2023, found in Appendix C-1. There are no other regulated or protected trees elsewhere in or adjacent to the Project Site. The LSA arborist tree report addresses all regulated (oak) trees occurring immediately adjacent to the Project Site, confined to the five coast live oak trees in the southeast portion of Planning Area 5.

Special-Status Species and Sensitive Natural Community Assessment

A list of potential special-status species was developed based on the search results of the databases (as summarized in Tables 4.4-1 and 4.4-2 above). Available background information from the literature review and database searches were used in conjunction with vegetation mapping, to determine whether special-status species have potential to occur within and/or immediately adjacent to the Project Site based upon known range and habitat suitability and determine if the Project Site supports any sensitive natural communities.

Wildlife Movement

The analysis of potential wildlife habitat linkages (i.e., wildlife migration corridors) within the Project Site and surrounding landscape was assessed based on the conditions documented during the field reconnaissance surveys, as well as information compiled from literature and analysis of

aerial photographs. This information was used to identify whether the Project Site, in its current condition, is critical to large-scale wildlife movement within the region. The review of wildlife movement focused on areas within the Project Site, immediate vicinity, and general region.

4.4.5 Environmental Impact Analysis

Impact BIO-1: The proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species. (Less Than Significant with Mitigation)

Special-Status Plant Species

There are four special-status plant species that have recorded occurrences in the vicinity of the Project Site (see Table 4.4-1 above). However, all of these species are anticipated to be absent from the Project Site because these special-status plant species are associated with specific native vegetation communities and micro-habitats that are not found on the Project Site due to the existing development and non-native vegetation on-site and the high level of development of the region. No special-status plant species are expected to occur within the Project Site. As such, there would be no impact to rare, threatened, and endangered or other special-status plant species during construction of the proposed Project or during long-term operation of the proposed Project.

Special-Status Wildlife Species

There are 27 special-status wildlife species that have recorded occurrences in the vicinity of the Project Site, including five species listed or candidates for listing under the FESA and CESA (see Table 4.4-2 above). A total of 26 species are expected to not be present on the Project Site because there is no suitable general or micro-habitat on-site to support these species, or they have only a low or low to moderate potential to occur.

There is also moderate potential for Cooper's hawk to nest on-site, but a high potential for this species to forage on-site. Cooper's hawk (nesting) is a CDFW Watch list species (CDFW 2021c). This species was not observed on the Project Site during the site visits.

Construction

Construction could impact Cooper's hawk if it were nesting on-site. Since this species is protected under the MBTA, impact to a Cooper's hawk nest would be potentially significant. **Mitigation Measure BIO-1** prescribed below would reduce impacts to Cooper's hawk and nesting birds to less than significant by avoiding breeding bird nests. There is a high potential for Cooper's hawk to forage on the Project Site, portions of which would be unavailable to the species during and after construction. The Planning Areas 4 and 6 would remain as undisturbed open space during construction and could provide foraging habitat for Cooper's hawk. There are also off-site parks and open space areas such as the Larkstone Park and surrounding areas in the City of Diamond Bar that would continue to provide foraging habitat for this species, and the species is known to forage within residential communities, as well. Impacts to Cooper's hawk foraging habitat during construction would be less than significant because other foraging habitats are available.

Construction could impact the eight California Species of Special Concern with low or low to moderate potential to occur: (Southern California legless lizard, coastal whiptail, San Diego coast horned lizard, burrowing owl, pallid bat, big free-tailed bat, northwestern San Diego pocket mouse, and San Diego desert woodrat) if these species occur on-site. The existing landscape trees and maintenance structure on the Project Site provide low potential for suitable habitat that would support special-status bat species. The maintenance structure is currently in use and the maintained landscape trees do not constitute a woodland setting, which combined result in a low potential for special-status bat species to occur. In addition, the biological reconnaissance survey did not observe bat species. However, because there is a low or low to moderate potential for these species to occur, and the majority of the habitat found on-site is not suitable to support these species, any populations of these species present would be in limited amounts and any potential impacts associated with the proposed Project would be expected to be less than significant to regional populations of these species. Therefore, no mitigation is warranted.

Operation

Upon Project buildout, Cooper's hawk, if present, would not be disturbed or impacted by the operation of the proposed Project, as the species is known to occur in residential areas. In addition, the remaining 26 species are expected to not be present on the Project Site because there is no suitable general or micro-habitat on-site to support these species, or they have only a low or low to moderate potential to occur. As such, there would be no impact to rare, threatened, and endangered species during long-term operation of the proposed Project.

Thus, neither construction nor operation of the Project would have a substantial adverse impact on any species identified as a candidate, sensitive, or special status species.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Mitigation Measure BIO-1: Nesting Birds. Impacts to nesting birds will be avoided through implementation of the following measures:

- **Project-related construction and tree maintenance activities should occur outside of the general avian breeding season (February 1st to through August 31st) to the extent feasible. If Project-related construction and tree maintenance activities cannot occur outside of the general avian breeding season, a pre-activity nesting bird survey shall be conducted prior to the onset of the aforementioned activities, within a maximum of 7 days prior to commencement. The survey shall be conducted by a qualified biologist. The survey shall be conducted within all suitable nesting habitat located within the area of activity, which includes a 300-foot survey buffer around the activity site to account for all potentially nesting birds on and in the immediate vicinity. If no nesting birds are found, the Project-related activities may commence without potential impacts to nesting birds.**
- **If any active nests or sign of nesting activity (e.g., carrying nesting material or food) is observed during the pre-activity survey, a suitable buffer shall be established around the nest as determined by a qualified biologist to ensure no direct or indirect impacts occur to the nest. Many avian species that would nest**

in the area are accustomed to urban environments and human activities; therefore, the buffer distance will be determined based on the location of the nest as well as the species tolerance to human presence. A qualified biologist will monitor the nesting activity after the buffer is delineated and during typical Project-related noises to verify that the buffer is adequately placed and to confirm that breeding is not compromised by the Project. Any excessive noise or lighting that could potentially impact the nest shall be directed away from the nest to the greatest extent feasible. The buffer shall remain in place for the duration the nest is active as determined by a qualified biologist.

Impact BIO-2: The proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. (Less Than Significant with Mitigation)

Riparian Habitat and Sensitive Natural Communities

As set forth in the Jurisdictional Delineation, the proposed Project would impact various golf course drainage features including concrete V-ditches, earthen drainage ditches, and the mostly unvegetated golf course irrigation ponds (see Figures 4.4-2A to 4.4-2C), including:

Up to 0.26 acres of potential waters of the United States, subject to Section 404 and 401 jurisdictions, including Concrete Ditch 1 (0.02 acres), Earthen Drainage Ditch (0.04 acres), Eastern Earthen V-Ditch (0.02 acres), Basin/Pit (0.003 acres), and Southern Concrete V-Ditch (0.17 acres). There is no riparian habitat associated with these features with the exception of Earthen Drainage Ditch in the northwest corner of the Project Site. The Earthen Drainage Ditch contains riparian habitat that would be affected by Project grading and cause potentially significant impacts to riparian habitat associated with Section 404 or 401 jurisdiction. **Mitigation Measure BIO-2** is recommended to reduce impacts to riparian vegetation to less than significant. Impacts to other golf course drainage features and/or irrigation ponds associated with Section 404 or 401 jurisdiction would not otherwise be considered significant.

Up to 0.36 acres of potential waters of the state subject to the Waste Discharge Requirements of the Porter-Cologne Act would be affected by the Project. However, there is no riparian habitat associated with these features, with the exception of 0.04-acre of Earthen Drainage Ditch in the northwest corner of the Project Site. The Earthen Drainage Ditch contains riparian habitat that would be affected by Project grading and cause potentially significant impacts to riparian habitat associated with RWQCB jurisdiction under Porter-Cologne would occur. Mitigation Measure BIO-2 is recommended to reduce impacts to riparian vegetation to less than significant. Impacts to other golf course drainage features and/or irrigation ponds associated with RWQCB jurisdiction would not otherwise be considered significant.

Up to 0.42 acres of potential Lake and Streambed subject to the Notification Requirements of Section 1602 of the Fish and Game Code would be affected by the Project. However, there is no riparian habitat associated with these features, with the exception of 0.10-acre of Earthen Drainage Ditch in the northwest corner of the Project Site. The CDFW jurisdiction of 0.10 acre includes the riparian vegetation canopy and is greater than the 0.04 acres of USACE and RWQCB jurisdiction because the agencies use different parameters in calculating jurisdictional

area. The Earthen Drainage Ditch contains riparian habitat that would be affected by Project grading and cause potentially significant impacts to riparian habitat associated with CDFW jurisdiction under Fish and Game Code. Mitigation Measure BIO-2 is recommended to reduce impacts to riparian vegetation to less than significant. Impacts to other golf course drainage features and/or irrigation ponds associated with CDFW jurisdiction would not otherwise be considered significant.

As such, the Project would have potentially significant impacts to riparian habitat and jurisdictional resources as discussed above, and mitigation in the form of regulatory compliance is required.

As concluded by the biological reconnaissance prepared for the Project, the Project Site does not support sensitive natural communities. As such, there would be no impacts to sensitive natural communities from the proposed Project.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Mitigation Measure BIO-2: Riparian Habitat/Jurisdictional Resources. Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features or riparian habitat (e.g., Earthen Drainage Ditch), the Project subdivider shall obtain a CWA Section 404 permit from the USACE, a CWA Section 401 certificate from the RWQCB, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the CDFW, where the Project warrants. The following would be incorporated into the permitting, subject to approval by the regulatory agencies:

- **On- and/or off-site restoration and/or enhancement of USACE/RWQCB jurisdictional "waters of the U.S."/"waters of the State" and wetlands at a ratio no less than 1:1 for permanent impacts, and for temporary impacts, restore impact area to pre-project conditions (i.e., revegetate with native species, where appropriate). Off-site restoration and/or enhancement at a ratio no less than 1:1 may include the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program (e.g., Soquel Canyon Mitigation Bank).**
- **On- and/or off-site restoration and/or enhancement of CDFW jurisdictional streambed and associated riparian habitat at a ratio no less than 1:1 for permanent impacts, and for temporary impacts, restore impact area to pre-project conditions (i.e., revegetate with native species, where appropriate). Off-site restoration and/or enhancement at a ratio no less than 1:1 may include the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program (e.g., Soquel Canyon Mitigation Bank).**

Impact BIO-3: The proposed Project would not have a substantial adverse effect on state or federally protected wetlands. (Less Than Significant Impact with Mitigation)

Wetlands and Waters

Wetlands within the golf course are limited to the Earthen Drainage Ditch near the northwest corner of the Project Site accounting for 0.04 acres of USACE and RWQCB jurisdiction and 0.10 acre of CDFW jurisdiction (Figure 4.4-2C). The Earthen Drainage Ditch in the northwest corner of the Project Site consists of a predominance of non-native Mexican fan palms (Washingtonia robusta), non-native yellow iris (Iris pseudacorus) with small patches of southern cattail (*Typha* domingensis). Castor bean (*Ricinus communis*) was also found at this location. Another 0.32-acre of non-riparian Project Site features may not clearly meet CDFW's definition of a stream or a lake as discussed within the Jurisdictional Delineation; however, CDFW would request notification regarding the 0.32-acre of non-riparian features on the site to determine whether they would require a Lake or Streambed Alteration Agreement for these other features on the golf course. The Project would impact the Earthen Drainage Ditch area with Project grading and thus, there would be potentially significant impacts to protected wetlands and waters associated with the Project, and mitigation is required. Mitigation Measure BIO-2 would reduce impacts to wetlands and waters to less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implement Mitigation Measure BIO-2.

Impact BIO-4: The proposed Project would not 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. (Less than Significant with Mitigation)

Wildlife Movement and Migratory Birds

Due to the existing development surrounding the Project Site, which does not provide habitat or has low habitat value to most wildlife, there are no wildlife corridors or habitat connectivity between the Project Site and any natural areas in the region that might support the movement of native wildlife.

However, the landscaped trees and developed infrastructure on the Project Site do provide suitable nesting habitat for bird species that are protected under federal and State regulations. Impacts to protected birds are described below.

Construction

The existing landscape trees and structures on the Project Site provide suitable nesting habitat for avian species protected under the MBTA. Disturbing or destroying active nests is a violation of the MBTA (16 U.S.C. 703 et seq.), and areas containing active bird nests are considered a wildlife nursery site. In addition, avian nests and eggs are protected under California Fish and Game Code Section 3503. If any construction or demolition activities occur during the general avian breeding season of February 1 to through September 1, Project activities could result in direct impacts to active bird nests due to the removal existing structures or vegetation removal that may be used for nesting. Indirect impacts to active nests may also occur due to construction-related noise and nighttime lighting and by construction personnel or vehicles being in close

proximity to the nests. Impacts to bird nests would be significant during construction activities. Implementation of Mitigation Measure BIO-1 prior to and during construction activities would reduce impacts to active bird nests to less than significant.

Operation

Regular tree and landscape maintenance is expected to occur during the operation of the new residential development. As part of the operational practices, tree and landscape maintenance should be conducted from September 2 to January 31 to avoid conflicts with nesting birds protected under the MBTA and California Fish and Game Code which may occur onsite. These typical maintenance activities would result in less than significant impacts. Operational impacts would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implement Mitigation Measure BIO-1.

Impact BIO-5: The proposed Project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (No Impact)

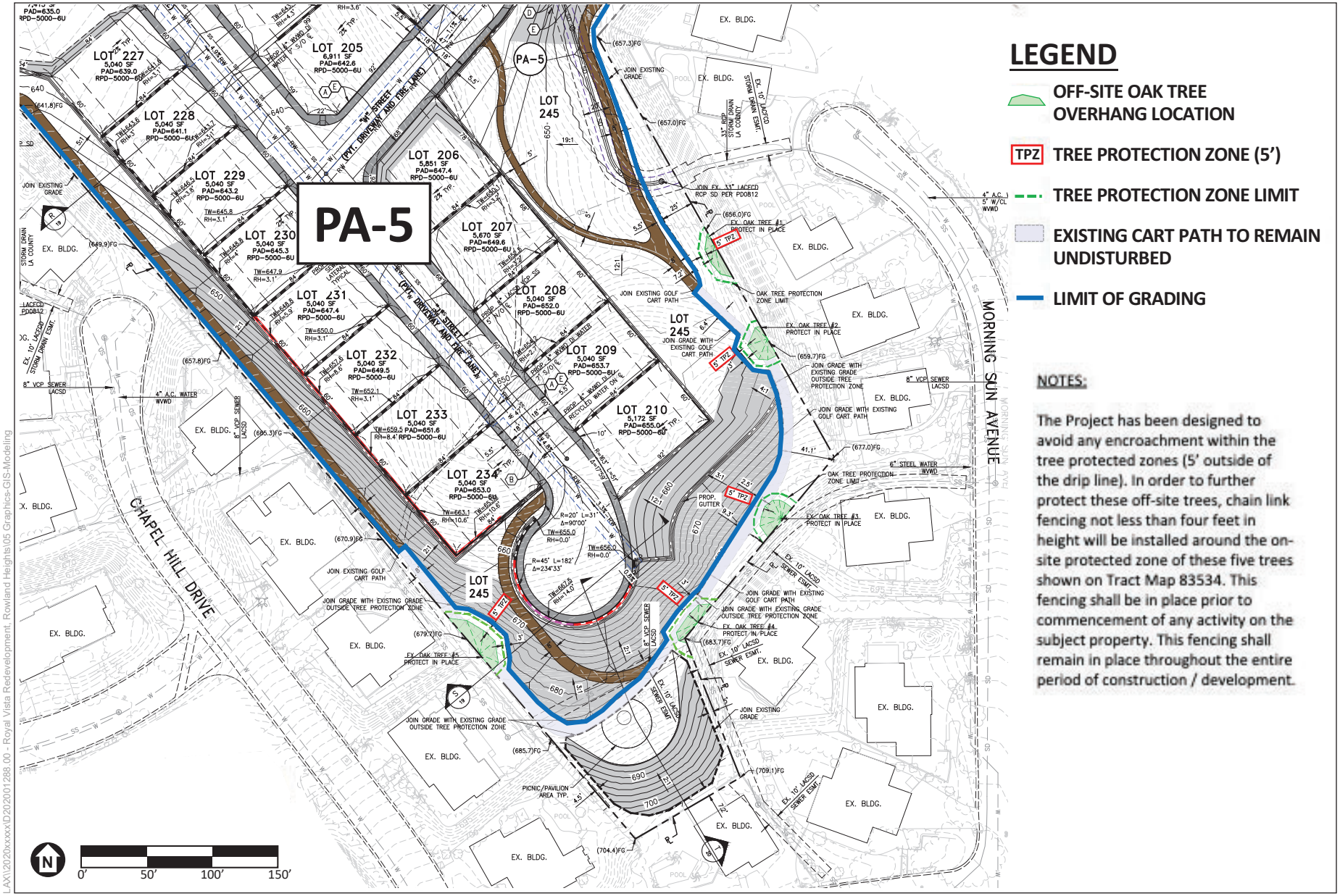
Regulated Trees

There are no oak trees or other regulated trees on the Project Site. There are five coast live oak trees located off-site in the southeast corner of the Project Site, within adjacent residential lots (see Figure 4.4-1). All of these coast live oak trees are off-site and outside the periphery of the Project Site and Project grading will avoid removal and encroachment by the proposed Project by confining grading to be located outside of the dripline plus five feet of the five oak trees (**Figure 4.4-3**, *Offsite Oak Tree Protection Exhibit*; see also arborist tree report memorandum prepared by LSA 2023). Protective fencing will be installed outside the protected zones prior to the start of construction to prevent removal or encroachment of these oak trees, as a condition of approval. An oak tree permit will not be required because the Project design will avoid removal and encroachment. Therefore, the proposed Project would not conflict with the Los Angeles County oak tree ordinance. Additionally, no other policies or ordinances protecting biological resources apply to the Project because the Project Site is not located within a wildflower reserve area, a significant ecological area, nor a coastal resource area. The Rowland Heights Community Standards District does not contain policies regarding protection of biological resources.

Significance Determination: No Impact.

Mitigation Measure

No Mitigation is Required.



SOURCE: LSA Associates, Inc.and Fuscoe Engineering, Inc., 2023

Royal Vista Residential Project

Figure 4.4-3
Offsite Oak Tree Protection Exhibit

ESA

Impact BIO-6: The proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. (No Impact)

Conservation Plans

The proposed Project is not located in any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. The proposed Project would not impact or conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan, therefore there would be no conflicts and no impact attributable to a conflict.

Significance Determination: No Impact.

Mitigation Measure

No Mitigation is Required.

4.4.6 Cumulative Impacts

The twelve cumulative projects listed in Table 3-1, *Cumulative Projects*, are almost entirely located within urban settings where there would be no change to biological resources. The proposed Project does not contain sensitive biological resources, aside from the regulated jurisdictional features described above, but it does have the potential to support nesting by birds protected by State and federal regulation. Impacts to nesting birds for the proposed Project and the cumulative projects would be below the level of significance with the incorporation of the stated mitigation measure and compliance with regulations protecting nesting birds. Thus, impacts to biological resources would not be cumulatively significant. Further, given the developed nature of the Project Site and limited potential impacts of the proposed Project, implementation of the Project would not have a cumulatively considerable contribution to cumulative effects on biological resources. Therefore, cumulative impacts to biological resources as a result of implementation of the proposed Project would not be expected to be significant. (**Less than Significant with Mitigation**)

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4.5 Cultural Resources

This section of the Environmental Impact Report (EIR) analyzes the potential effects of the Project's impacts related to cultural resources (historic architectural and archaeological resources, and human remains). The analysis in this section is based on the findings provided in the report *Royal Vista Residential Project Cultural Resources Assessment Report* (Clark and Garcia Kellar 2021) found in **Appendix E** of this Draft EIR.

4.5.1 Existing Conditions

Natural Setting

The Project Site is located in a predominately residential area in the unincorporated County of Los Angeles community of Rowland Heights. State Route (SR) 60 is located approximately 0.1 mile north of the Project Site and the SR 57 is located approximately 0.75 miles east. The Project Site slopes slightly to the northwest. Surface elevation of the Project Site is approximately 710 feet above mean sea level (amsl) on the southern area of the Project Site. Near East Walnut Drive South in the north, the elevation is approximately 505 feet amsl.

The Project Site is currently developed as a portion of the Royal Vista Golf Club, with tees, greens, fairways, water features, sand traps, and an approximately 2,000-square-foot metal and wood golf course maintenance facility building with areas of hazardous materials storage, used oil containers, flammable storage, parts washer, and an above ground storage tank (PlaceWorks 2020, 31). Storm drains and catch basins are present within the Project Site (PlaceWorks 2020).

The Project Site is situated within the eastern portion of the Los Angeles Basin, and in the northwesternmost part of the Santa Ana Mountains in the Peninsular Ranges Geomorphic Province. The Project Site is also located "in the heavily urbanized area between the Puente Hills and the East and West Coyote Hills. The area of the Project Site is in the low laying region between the hills and consists of gently to moderately sloping alluvium surfaces. The Pliocene Fernando Formation and the late Miocene Puente Formation underlie this region and Quaternary deposits are located in the canyons and low valley areas" (PlaceWorks 2020, 8).

Prehistoric Setting

The prehistoric chronology for the region has been divided into four general time periods: the Paleocoastal Period (12,000 to 8,500 Before Present [B.P.]), the Millingstone Period (8,500 to 3,000 B.P.), the Intermediate Period (3,000 to 1,000 B.P.), and the Late Period (1,000 B.P. to A.D. 1542). This chronology is manifested in the archaeological record by particular artifacts and burial practices that indicate specific technologies, economic systems, trade networks, and other aspects of culture.

Paleocoastal Period (12,000–8,500 B.P.)

While it is not certain when humans first came to California, their presence in Southern California by about 11,000 B.P. has been well documented. At Daisy Cave, on San Miguel Island, cultural remains have been radiocarbon dated to between 11,100 and 10,950 B.P. Radiocarbon dates from

the Arlington Springs Woman site on Santa Rosa Island indicate a human presence in the region by about 13,000 years B.P. (Glassow et al. 2007). On the southern Channel Island of San Clemente, site SCLI-43 (Eel Point) revealed evidence of boat technology dating to around 8,000 B.P. (Cassidy et al. 2004). During this time period, the climate of Southern California became warmer and more arid and the human population, residing mainly in coastal or inland desert areas, began exploiting a wider range of plant and animal resources (Byrd and Raab 2007).

Millingstone Period (8,500–3,000 B.P.)

This time period, known as the Millingstone Period due to the appearance of ground stone implements, is characterized by regional differentiation and adaptation to local conditions and the intensified use of ground stone (Wallace 1955). During this time period, there is evidence for the processing of acorns for food and a shift toward a more generalized economy. Millingstone cultures were characterized by the collection and processing of plant foods, particularly acorns, and the hunting of a wider variety of game animals (Byrd and Raab 2007; Wallace 1955). Millingstone cultures also established more permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than 5,000 B.P. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region (Vellanoweth and Altschul 2002). Cogged stones (cog-shaped stones) and discoidals (stone discs) are also indicative of the Millingstone Period.

Intermediate Period (3,000–1,000 B.P.)

During this time period, many aspects of Millingstone culture persisted, but a number of socioeconomic changes occurred (Erlandson 1994; Wallace 1955; Warren 1968). The indigenous populations of Southern California were becoming less mobile and began to gather in small sedentary villages with satellite resource-gathering camps. Increasing population size necessitated the intensified use of existing terrestrial and marine resources (Erlandson 1994). Evidence indicates that the overexploitation of larger, high-ranked food resources may have led to a shift in subsistence, towards a focus on acquiring greater amounts of smaller resources, such as shellfish and small-seeded plants (Byrd and Raab 2007). This period is characterized by increased labor specialization, expanded trading networks for both utilitarian and non-utilitarian materials, and extensive travel routes. Trade increased dramatically during this period, with asphaltum (tar), seashells, and steatite being traded from Southern California to the Great Basin. Use of the bow and arrow spread to the coast around 1,500 B.P, largely replacing the dart and atlatl (Homburg et al. 2014). Increasing population densities, with ensuing territoriality and resource intensification, may have given rise to increased disease and violence between 3,300 and 1,650 B.P. (Raab et al. 1995).

The Intermediate Period is characterized by a lack of manos, metates, and core tools, an increase in the use of mortars and pestles, and the introduction of stone-lined earthen ovens. There is a wider variety and increased numbers of projectile points, and flexed burials are common (Douglass et al. 2016).

In the Project Site vicinity, the population density increased, possibly as a result of the migration of eastern desert Takic peoples into the Los Angeles Basin, which is postulated to have begun by the end of the late Millingstone period and to have continued into the late Intermediate period. The Takic incursion resulted in the introduction of new material culture and mortuary practices, and an increase in genetic variation, population, number of sites, and focus on terrestrial resources. Other important local developments during this time period include organized site structure with designated areas for different types of activities, and the rise of the mourning ceremony with the ritual destruction and burial of ground stone and the deceased's personal possessions (Douglass et al. 2016).

Late Period (1,000 B.P.–A.D. 1542)

The Late Period is associated with the florescence of the Gabrielino (Gabrieleño, Tongva, or *Kizh*), who are estimated to have had a population numbering around 5,000 in the pre-contact period. The Gabrielino occupied what is presently Los Angeles County and northern Orange County, along with the southern Channel Islands, including Santa Catalina, San Nicholas, and San Clemente (Kroeber 1925). This period saw the development of elaborate trade networks and use of shell-bead currency. Fishing became an increasingly significant part of subsistence strategies at this time, and investment in fishing technologies, including the plank canoe, are reflected in the archaeological record (Erlandson 1994; Raab et al. 1995). Settlement at this time is believed to have consisted of dispersed family groups that revolved around a relatively limited number of permanent village settlements that were located centrally with respect to a variety of resources (Koerper et al. 2002).

Ethnographic Setting

The Project is located within Gabrielino (Gabrieleño, Tongva, or *Kizh*) territory. According to Bean and Smith (1978), the Gabrielino, with the exception of the Chumash to the north, "were the wealthiest, most populous, and most powerful ethnic nationality in aboriginal Southern California." Named after the San Gabriel Mission, the Gabrielino occupied sections of Los Angeles, Orange, and San Bernardino counties, and the islands of San Nicolas, Santa Catalina, and San Clemente. The Gabrielino subsisted on a variety of resources in several ecological zones. Acorns, sage, and yucca were gathered throughout the inland areas whereas shellfish, fish, as well as a variety of plants and animals were exploited within the marshes and along the coast. Deer and various kinds of small mammals were hunted on an opportunistic basis. Their material culture reflected the subsistence technology. Lithic tools such as arrow points and modified flakes were used to hunt and process animals. A variety of ground stone grinding implements, such as the mortar, pestle, mano, and metate, were used to process both plant and animal remains for food (Bean and Smith 1978).

The settlement patterns of the Gabrielino, and other nearby groups such as the Juaneño and Luiseño, were similar and they often interacted through marriage, trade and warfare. The seasonal availability of water and floral and faunal resources dictated seasonal migration rounds with more permanent villages and base camps being occupied primarily during winter and spring months. In the summer months, the village populations divided into smaller units that occupied seasonal food procurement areas. The more permanent settlements tended to be near major waterways and food

sources and various secular and sacred activities, such as food production and storage and tool manufacturing, were conducted at these areas (Bean and Smith 1978).

Historic Setting

European contact with the Gabrielino that inhabited the surrounding region began in 1542 when Spanish explorer Juan Rodriguez Cabrillo arrived by sea during his navigation of the California coast. Sebastian Vizcaino arrived in 1602 during his expedition to explore and map the western coast that Cabrillo visited 60 years earlier. In 1769, another Spanish explorer, Gaspar de Portola, passed through Gabrielino territory and interacted with the local indigenous groups (Bean and Smith 1978). In 1771, Mission San Gabriel was established approximately 15 miles northwest of the Project Site and it slowly integrated Gabrielinos from the surrounding region. By 1833, the California missions had been secularized and most Gabrielinos became laborers for the gentry class (Bean and Smith 1978).

Rowland Heights Community

In 1842, a total of nearly 49,000 acres encompassing the current Rowland Heights community (which encompasses the Project Site and was formerly known as Rancho La Puente) was granted to the American settlers John Rowland and William Workman by the Mexican government.[1] Rowland and his family were prominent in the region's early development and the community of Rowland Heights is named after him. In 1851, Rowland and Workman decided to split the lands between themselves. Rowland took possession of 29,000 acres to the east and Workman acquired the remaining lands to the west. In 1881, oil was discovered in the hills surrounding the community and for the subsequent 40 years, the Puente Oil Company and its successors provided oil to a beet sugar refinery in Chino and to the Los Angeles Cable Railway. Before 1960, the land is known to have been used for agricultural purposes and was dotted with a multitude of walnut, avocado, and citrus trees. By 1960, the area changed, with farms giving way to housing tracts, and eventually the construction of the SR 60 Freeway. The population also grew from about 4,500 people in 1960 to about 49,000 today (U.S. Census Bureau 2021).

Identification of Cultural Resources within the Project Site

South Central Coastal Information Center Records Search

In connection with ESA's preparation of the *Royal Vista Residential Project Cultural Resources Assessment Report,* a records search for the Project Site was conducted on March 19, 2021, at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at the California State University, Fullerton. The records search included a review of all previously recorded cultural resources and previous studies conducted within the Project Site and a 0.5-mile radius. The Project Site is composed of Planning Area 1 [southern portion of Assessor Parcel Number (APN) 8762-023-001], Planning Area 2 (APN 8762-022-002), Planning Area 3 (northern portion of APN 8762-023-001), Planning Area (APN 8762-027-039), Planning Area 5 (APN 8764-002-006), and Planning Area 6 (APN 8764-002-005). ESA also reviewed the Built Environment Resources Directory (BERD), the Archaeological

[1] The name of La Puente goes back to Portola's expedition in 1769 when members of the team built a bridge (Puente in Spanish) over San Jose Creek during a land survey for Spain.

Determinations of Eligibility, and the Office of Historic Preservation's list of California Historical Resources, which includes listings in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), California State Historical Landmarks, and California Points of Interest.

Previous Cultural Resources Investigations

The records search results indicate that 20 cultural resources studies have been conducted within a 0.5-mile radius of the Project Site. Approximately 25 percent of the current 0.5-mile records search radius has been included in previous cultural resources surveys. Of the 20 previous studies, none overlap the Project Site.

Previously Recorded Cultural Resources

The records search results indicate that two historic architectural resources consisting of Captain William Banning's home (P-19-186578) and Union Pacific/Southern Pacific Railroad (P-19-186112) have been previously recorded within the 0.5-mile radius of the Project Site. Of the two historic architectural resources, P-19-186578 (Captain William Banning's home) is shown as recorded outside, but in close proximity to the Project Site and P-19-186112 (Union Pacific/Southern Pacific Railroad) is located 0.25-mile north of the Project Site. No archaeological resources have been previously recorded within the Project Site or within the 0.5-mile radius.

Resource P-19-186578/Captain William Banning's Home is listed in the BERD as Property Number 090790 and has been designated as a Point of Historical Interest (PHI). The short PHI form for the resource indicates that Captain William Banning was the "son of Phineas Banning of Wilmington. Title of Captain came from his sailing old scow *Hermosa* with visitors between Wilmington and Catalina Island. His home was in Walnut and here he transported the old Banning stable barn from Wilmington and set it up at his home in Walnut. In the barn were the stagecoaches belonging to Phineas Banning, with advertisement of horse and coach businesses of early Los Angeles on wall. The barn and all its contents burned to the ground in a tragic fire in 1940s. Still standing is the home of the colorful Captain William Banning" (Mize 1976). The PHI form indicates that the location of the resource is located in Walnut (Mize 1976). A location map (topographic map) attached to the PHI form shows that this resource is located in the City of Diamond Bar. However, the GIS shapefiles received from the SCCIC place resource P-19-186578 as located in close proximity to the Project Site.

Additional research was conducted to determine the location of resource P-19-186578. Research included contacting the Banning Museum in Wilmington, reviewing an online newspaper database, reviewing aerial imagery of an area outside of the Project Site, and reviewing general plans (for city boundaries) for the cities of Diamond Bar and Walnut. The results of the additional research indicated that resource P-19-186578 is properly located outside the Project Site and approximately 0.50 miles away.

Sacred Lands File Search

The Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SLF) that contains sites of traditional, cultural, or religious value to the Native American

community. The NAHC was contacted on February 22, 2021, to request a search of the SLF. The NAHC responded to the request in a letter dated March 3, 2021, indicating that the results were positive. The response letter did not provide details on resources within the Project Site but suggested contacting the Gabrieleño Band of Mission Indians – Kizh Nation. The NAHC also provided a list of other Native American tribes to contact as they may have knowledge of cultural resources within the Project Site. The County has conducted consultation with tribes pursuant to Assembly Bill 52 and the results of that consultation can be found in Section 4.18, Tribal Cultural Resources of this Draft EIR.

Historic Maps and Aerial Photographs

Historic topographic maps and historic aerial photographs were examined to provide information about historic land uses of the Project Site and to contribute to an assessment of the Project Site's archaeological sensitivity.

Review of 1894/1896 and 1898 historic topographic maps indicate that the closest body of water (San Jose Creek) is located approximately 0.50 miles to the north of the Project Site. Review of a 1901 historic topographic map indicates that two small structures are mapped within the southernmost portion of APN 8762-023-002, which corresponds to the Project's proposed Planning Area 1 (southeast portion). (PlaceWorks 2020).

Review of historic aerial photographs (from 1928 until prior to 1962, when the Royal Vista Golf Course was constructed) similarly indicate that in historic times the majority of the Project Site was undeveloped and located within hilly terrain. A historic aerial photograph from 1928 depicts a partially developed parcel (APN 8762-022-002, which corresponds to the Project's proposed Planning Area 2) with a homestead containing at least one structure located to the north of a large tree. In a 1938 historic aerial photograph, two additional structures are depicted west of the structure originally depicted (north of the large tree) in the 1928 aerial photograph. A 1952 aerial photograph shows a dirt road and a row of trees within APN 8762-023-002 and at least one structure in the northern portion (southeast portion of Planning Area 2) (PlaceWorks 2020).

Archaeological Resources Survey

An archaeological resources survey of the Project Site was conducted on April 12, 2021, by ESA staff. Approximately 5 percent of the Project Site was subject to a systematic pedestrian survey using transect intervals spaced at no more than 5 meters (approximately 16 feet) apart in areas with visible ground surface to identify surface evidence of archaeological resources. Approximately 90 percent of the Project Site was subject to a windshield survey to identify any areas of visible ground surface. The windshield survey utilized golf carts to efficiently cover the Project Site and to reduce the exposure from the golfing activity and safety hazards presented by the active golf environment (i.e., flying golf balls). Approximately 5 percent of the Project Site could not be surveyed since this portion of the Project Site (driving range) was actively in use.

The survey indicated that the majority of the Project Site (encompassing approximately 90 percent) consists of fairways, putting greens, sand traps, and paved concrete paths, which yielded between 0 to 10 percent ground surface visibility. The remaining 5 percent (located within a small

portion of Planning Area 2) yielded between 50 to 100 percent ground surface visibility. No archaeological resources were observed.

Geoarchaeological Review

Prehistoric Archaeological Analysis

The potential for finding buried prehistoric archaeological deposits at the Project Site has been assessed based on the following concepts: 1) age of the underlying soil contemporaneous with period of human occupation of the area; 2) proximity to permanent or semi-permanent water sources capable of supporting long-term or seasonal occupation of the area; and 3) flat or gently sloped topography conducive to human habitation. Previous research conducted elsewhere in California has indicated that the presence of buried archaeological sites is positively correlated with proximity to water, as well as flat to gently sloped landforms (Meyer et al. 2010).

Geologic map review indicates that the majority of the Project Site is mapped within older sediments of the Yorba Shale Member (Tmy) and Soquel Sandstone Member and facies (Tmss) of the Puente Formation, which are too old (predating human occupation in southern California) and not conducive to the preservation of archaeological resources. A small portion of the Project Site (within portions of Planning Areas 1 through 3) is mapped as containing Quaternary alluvium deposits (Qa) (dating back to 11,700 years ago to present), which are contemporaneous with the period for which there is widely accepted evidence for human occupation of Southern California (Byrd and Raab 2007).

The geotechnical investigation conducted within portions of the Project Site (within Planning Areas 1 through 3 and 5) also indicates that these portions are underlain by artificial fill introduced in 1963 during the construction of the golf course (encountered at depths extending from the surface to 25 feet below existing grade). Moreover, the geotechnical investigation also indicates that fill is underlain by bedrock associated with the Puente Formation.

As noted above, review of 1894/1896 and 1898 historic topographic maps indicate that the closest body of water [San Jose Creek, which could have provided prehistoric inhabitants with a fresh water source] to the Project Site is located approximately 0.5 miles to the north. Review of historic aerial photographs indicate that in historic times the majority of the Project Site was undeveloped and located within hilly terrain, which would make it unsuitable for human habitation. Although the NAHC indicates that the results of the SLF search (based on records of confidential sacred land locations provided by tribes and archaeologists) are positive, no prehistoric archaeological resources have been previously recorded within the Project Site or a 0.5-mile radius. Additionally, the *Kirkman-Harriman Pictorial and Historical Map of Los Angeles County* (Kirkman 1938)] does not show a Native American village in the vicinity of the Project Site. This map is a good resource, but it may not be completely comprehensive or totally accurate. Therefore, there may have been villages that were not shown on the map, and the location of the shown villages may not be exactly accurate. The two closest unnamed Native American villages are located approximately 1 mile and 3.85 miles away from the Project Site and are depicted adjacent to water sources. Lastly, the pedestrian survey yielded negative results. As previously mentioned, the potential for finding buried archaeological resources was assessed based on the concepts by Meyer et al., 2010. The research indicated that the majority of the

Project Site contains older sediments of the Puente Formation not conducive to the preservation of archaeological resources, no bodies of water are located nearby, and the Project Site was once located within hilly terrain, making it unsuitable for human occupation. Based on these results, the majority of the Project Site has a low sensitivity.

Although a small portion of the Project Site (within portions of Planning Areas 1 and 2) is mapped as containing Quaternary alluvium deposits, the geotechnical investigation has revealed that in fact, fill and bedrock of the Puente Formation are found within Planning Area 1. Furthermore, although the northeast portion of Planning Area 2 is mapped as located within Quaternary deposits, this area is currently developed as a fairway likely to have been graded at the time the golf course was developed, and also contains an artificial sand trap composed of imported sand. Based on these factors, Planning Areas 1 and 2 have a low sensitivity for buried prehistoric archaeological resources (Clark and Garcia Kellar 2021).

Historic Archaeological Analysis

As discussed above, the results of ESA's archival research through the SCCIC indicated that one resource, P-19-186578/Captain William Banning's home is located in close proximity to the Project Site. However, additional archival research conducted by ESA revealed that this resource is located outside and approximately 0.5 miles away from the Project Site. Review of historic topographic maps and aerial photographs have shown that several structures once existed within some portions of the Project Site. These structures are discussed below.

Structures within Planning Area 1

As noted above, review of a 1901 historic topographic map indicates that two small structures are mapped within the southernmost portion of the parcel. A 1952 aerial photograph shows a dirt road and a row of trees within the parcel and at least one structure in the northern portion. A 1968 aerial photograph no longer shows any development within the parcel. Based on the developed nature of the Royal Vista Golf Club, it is likely that the previous structures (including foundations) were removed to facilitate the development and continual upkeep of the golf course. Therefore, Planning Area 1 has a low sensitivity for historic-period archaeological resources (Clark and Garcia Kellar 2021).

Structures within Planning Area 2

As noted above, a historic aerial photograph from 1928 depicts a partially developed parcel with a homestead containing at least one structure located to the north of a large tree. In a 1938 historic aerial photograph, two additional structures are depicted west of the structure originally depicted (north of the large tree) in the 1928 aerial photograph. The pedestrian survey conducted by ESA revealed that one of the structures depicted in aerial photographs may be the maintenance building that is still standing today (and currently utilized as the golf course's maintenance facility building), while the other two structures (not located on the Project Site) are known to have been removed by at least 2002 or earlier (per review of the 2002 aerial photograph). Based on the developed nature of the Royal Vista Golf Club, it is likely that the previous structures (including foundations) were removed to facilitate the development of the adjacent Harvard Estates condominium project. Therefore, APN 8762-022-002 has a low sensitivity for historic-period archaeological resources (Clark and Garcia Kellar 2021).

Identification of Historic Architectural Resources

A historic architectural resources survey was conducted to evaluate potential historic architectural resources over 45 years in age within the Project Site for compliance with CEQA. A total of three potential historic architectural resources were identified and evaluated as a result of the survey: a maintenance facility building constructed c. 1928-1938, the Royal Vista Golf Club constructed in 1962, and the Royal Vista Golf Club Clubhouse constructed in 1964 as a part of the golf club. The maintenance facility building and a portion of the Royal Vista Golf Club are part of the Project Site. The remainder of the Royal Vista Golf Club and the Royal Vista Golf Club Clubhouse are not located on the Project Site and are not part of the Project but were evaluated due to their proximity and relationship to the Project Site. Each of the three potential resources is described briefly and the results of the evaluation are summarized below and discussed in greater detail in the *Royal Vista Residential Project Cultural Resources Assessment Report*. None of the three potential historic architectural resources has been previously evaluated for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or for local listing. The investigations entailed historic property research, survey and analysis of the buildings and structures, and evaluation within associated historic contexts and themes utilizing the applicable evaluation criteria for listing in the National, State and Local registers.

The historic architectural survey included an intensive pedestrian survey that was recorded in digital 35mm color photographs of the maintenance facility building, Royal Vista Golf Club including the golf course with associated features, and the Clubhouse (not on the Project Site) for its association with the larger golf club resource. Sources consulted to understand the history and development of the Project Site included local historical newspapers, Sanborn maps, aerial photographs, relevant historic contexts on golf courses, the American Institute of Architects website, and the Los Angeles County Department of Public Works. A brief construction chronology and ownership history is included below for each potential resource.

As summarized below and described in in the *Royal Vista Residential Project Cultural Resources Assessment Report*, two of the potential historic architectural resources (maintenance facility building identified within the Project Site and Royal Vista Golf Club Clubhouse (not within the Project Site) are not eligible for listing in the National Register, California Register, or as Los Angeles County Landmarks under Criteria A/1/4-D/4/4, and Los Angeles County Landmark Criteria 7. Further, the off-site Royal Vista Golf Club Clubhouse is not eligible individually for its architectural merit nor does it contribute to the eligibility of the Golf Club as a whole as a potential historic district. As such, they do not qualify as historical resources under CEQA, and no further evaluation is required for compliance with CEQA. The historical background for identified potential historical resources is summarized below followed by the survey results.

Historical Background

Maintenance Facility Building (ca. 1938)

The earliest aerial photograph including the maintenance facility building was taken in 1938, indicating that the structure was constructed by that time; early aerial photographs have low resolution, making it difficult to accurately discern whether or not the building was present in the 1928 aerial. As indicated in the historic aerials by regularly spaced plantings, it is likely that the

Project Site was being developed for agricultural purposes in the later 1930s. The subject structure was likely used as a maintenance building to house materials, equipment, or potentially livestock to support the property's agricultural use. An aerial photograph taken in 1952 reflects the growth of the regularly spaced plantings encircling the adjacent off-site homestead. The Phase I report indicates that this land may have been farmed or pastureland (Placeworks 2020, 11). The maintenance facility building remained in its same location, and its paved area immediate surrounding it appears to have included more space for maintenance vehicle or storage.

By 1962, the land surrounding the maintenance facility building was developed with the "Walnut Valley Golf Club," a private 18-hole golf club that expanded to include 9 additional holes by the following year (Claire 1962, 39). According to the Los Angeles County Assessor's portal, the maintenance facility building parcel became appraised for property taxation in 1964, around the same time that Walnut Valley Golf Club was constructed. Paved golf cart paths, sand traps, a pond, plantings, and fairways are visible golf course features by 1968. It appears that the golf cart paths led directly from the golf course to the maintenance facility building by the late 1960s, indicating that the structure was used by the Walnut Valley Golf Club as a maintenance building to house equipment and supplies to maintain the golf course, as currently occurs today. Further, the lean-to roof addition is visible on the maintenance facility building by 1968, as is currently present today. By 2002, the adjacent off-site homestead had been demolished and redeveloped with single family residences constructed in 2002 along a cul-de-sac.

The golf course changed ownership several times, and as such the maintenance facility building served the Walnut Valley Golf Club from 1962 to 1968, the Pomona National Golf Club from 1968 to 1984, and the Los Angeles Royal Vista Golf Club from 1984 to the present. As such, the maintenance facility building has been used as a maintenance building for golf course purposes for at least 60 years.

Royal Vista Golf Club (1962)

The Royal Vista Golf Club as included in this section and in the *Royal Vista Residential Project Cultural Resources Assessment Report* (Clark and Garcia Kellar 2021) discusses the entire existing golf course, but the Project Site includes only a portion of the golf course. The existing golf course was first developed by South Hills Realty Company of West Covina as the privately owned Walnut Valley Golf and Country Club or Walnut Valley Golf Club, in 1962 (Johns 1961, 97; Progress-Bulletin 1962, 29). The golf course was originally planned to be developed as part of a larger phased project that included surrounding single-family and multi-family residences (Johns 1961, 97). The Walnut Valley Golf Club was designed by golf course architect, Theodore G. Robinson (b. 1923–d. 2008).

Shortly after initial planning efforts were announced in newspapers, further mention of a phased golf course-residential development ceased. There is limited documentary and physical information to suggest that the golf course and surrounding residential neighborhoods were developed in tandem. The three neighboring residential developments were eventually constructed in 1973, 1979, and 2002, as discussed below.

Upon its opening in November of 1962, the Walnut Valley Golf Club had 18 holes, and another 9 holes were constructed by February of 1963. Ponds or water hazards were lined with plastic sheeting to prevent water from soaking into the ground and were serviced by deep water-wells (The Los Angeles Times 1963, 38).

Later additions and modifications to the original golf course are indicated in newspaper articles and in limited building permits on file with the Los Angeles County Department of Public Works. An additional 250 mature specimen trees, ranging from 15 to 32 feet in height were planted in the spring of 1963 (Claire 1963, 47). Upon an ownership change in 1964, plans were announced to improve the golf course, including a 30,000-square-foot clubhouse (discussed below), tennis courts, a swimming pool, and modifications to the golf course (The Los Angeles Times 1964, 38; Clark and Garcia Kellar 2021).

The golf course became a public course in 1968, changing its name to the Pomona National Golf Club (East Review 1968, 27). Undeveloped land located adjacent to the northern portion of the golf course was developed as residential housing, which was largely constructed in 1979 according to the Los Angeles County Assessor's portal website. With the exception of the maintenance facility building, no other storage or maintenance structures exist on the portion of the golf course within the Project Site's boundaries. A building permit was issued in 1993 for a 50-foot-high netting for the golf course. Additional later permits were issued to install pole lights at the driving range.

Royal Vista Golf Club Clubhouse

The existing clubhouse (Clubhouse) is not located within the Project Site boundaries nor is it proposed to be altered in connection with the Project. Notwithstanding, as a potential historic resource located adjacent to the Project Site, within the boundaries of the Golf Club as a whole, it is discussed and assessed herein.

The Clubhouse, constructed to house the dining and assembly facilities and locker rooms of the Walnut Valley Golf Club, was planned as early as 1962, as indicated by newspaper articles. While the Walnut Valley Golf Club golf course opened in 1962, the clubhouse was still under construction in 1964. The building opened in December 1964 and included locker rooms at the ground floor with steam and massage rooms (The Los Angeles Times 1964, 120). Visible in 1968 and 1977 aerial photographs, a recreation area that is no longer extant includes a swimming pool, a heated therapeutic pool, and a fountain pool for children (The Los Angeles Times 1964, 120). A 1968 advertisement noted the clubhouse was luxurious with banquet rooms and a restaurant which served breakfast and lunch seven days a week (The Los Angeles Times 1968, 44).

There were no building permits issued for the address associated with the Clubhouse (originally 20005 5th Avenue, now 20005 Colima Road) between 1966 and 1992. In 1993, a building permit was issued to install a clarifier at the end of the Clubhouse. In 1995, modifications to an electrical meter and power apparatus were issued. Building permits issued for the Clubhouse in the early 2000s included work to repair a wood deck; reroof the building; interior lath/drywall; upgrades for ADA requirements; new lavatories/sinks and water closets; and a new T-Mobile monopole antenna. By the time of a 2007 aerial photograph, the swimming pool had been removed. Permits

issued in the 2010s included plumbing work; the replacement of the T-Mobile monopole antenna; new electrical outlets; seismic retrofitting under the building and the replacement of the balcony and roof; and temporary shoring of the existing outdoor deck.

Historic Architectural Survey Results

Maintenance Facility Building

A structure that is currently used as a maintenance building for the Royal Vista Golf Club (maintenance facility building) is located in the northwest portion of the Project Site on APN 8762-022-002. The structure was built 1929-1938, according to aerial photographs, and was likely originally used as a barn for agricultural purposes. The two-story barn structure has a rectangular footprint, and includes a main volume with a gabled roof, and a lean-to shed addition at the northeast elevation. The wood-framed structure is clad in corrugated metal, and includes a corrugated metal roof, and a concrete slab foundation. The lean-to shed portion at the north east elevation is supported by steel columns, and is enclosed with a metal fence, and is partially enclosed and includes stucco walls and aluminum frame slider windows – modifications to the building which appear to be from the 1960s, when the lean-to was constructed. At the inside of the barn, the beam and post construction is apparent.

Over the course of several building campaigns to develop the adjacent agricultural land, the area has been redeveloped with housing and the Royal Vista Golf Club, such that the maintenance facility building no longer retains its setting or association with the original farmstead or agricultural activities from the early 20th century period.

Furthermore, the maintenance facility building has not attained significance either as an individual building or as a contributor to the Royal Vista Golf Club. It is a utilitarian storage and maintenance support building that has been modified over the years to accommodate its functional use. It is not eligible as an historic agricultural structure because it does not have integrity from its original period of significance to convey its historic significance from 1929-1938, and the other farm buildings and homestead associated with it were demolished many years ago. The building is not eligible as a contributor to the Golf Club because it was built during an earlier period. As such the maintenance facility building does not appear to be eligible for listing under National Register Criterion A-D, California Register Criterion 1-4, or as a Los Angeles County Landmark.

Royal Vista Golf Club

The Royal Vista Golf Club was constructed in 1962 and currently consists of 14 parcels; of these, 6 parcels make up the Project Site. The golf course is comprised of three nine-hole courses, landscaped with wide swaths of grass and groupings of mature trees. Portions of the golf course that abut Colima Road from the south and portions of the golf course and driving range located to the north of Colima Road are lined with tall netting affixed to wooden posts. A paved cart path begins at the Royal Vista Golf Club Clubhouse, which is centrally located north from Colima Road, and leads through the nine-hole north course, then to the nine-hole east course which crosses over Colima Road and heads south to the nine-hole south course. Tee boxes, fairways, and putting greens comprise each hole on the golf course. The golf course includes three lined water hazards, or ponds, with simple wood post barriers, sand traps, hole signage, and concrete

drainage ditches throughout. There is one wood shed pump house which houses an old non-functioning well-water pump. A driving range extends northwest and includes a shade structure on a concrete pad, which is separated from a nearby putting green by a metal fence that rests atop concrete masonry units. No other structures other than the maintenance facility building described above are located on the portion of the golf course comprising the Project Site.

The Royal Vista Golf Club was evaluated as a potential historic district as an example of a golf course property type. While the Walnut Valley Golf Club is one of many golf courses established in the Los Angeles County area in the 1960s as the sport of golf was becoming highly popularized, it does not appear to be associated with any significant events that have made a significant contribution to the history of recreation and leisure or to be associated with lives of persons important in our past that would qualify it for listing in the National or California Registers. Further, the surrounding neighborhoods were constructed around 1973, 1979, and 2002, indicating that the golf course and neighboring suburban communities were not developed together, and the Walnut Valley Golf Club does not have any significant associations with a planned residential community. While it was designed by golf course architect, Theodore G. Robinson, it is not among his top ranked courses. It is an early example of his work at the time his career was first beginning and is not identified as a significant project in his body of work. As such the Royal Vista Golf Club does not appear to possess sufficient historic or architectural significance to be eligible for listing under National Register Criterion A-D, California Register Criterion 1-4, or as a Los Angeles County Landmark or Los Angeles County Historic District.

The Royal Vista Golf Club Clubhouse (Clubhouse) is roughly centered within the golf course, immediately north of Colima Road. The Clubhouse is not located within the Project Site and is not part of the proposed Project but has been evaluated as a clubhouse building that is a component of the larger golf course, a portion of which comprises the Project Site. The Clubhouse is a 2-story structure, with a landscaped patio and adjacent parking lot. The Clubhouse has a roughly rectangular footprint and massing. Designed by architect William Rudolph and constructed in 1964, the building has a Contemporary Spanish Colonial Revival Style design with a stucco exterior finish, archways, terracotta barrel tile roof. The building is constructed of reinforced concrete with a gabled roof and has wood projecting eaves visible on the north and south elevations. A trapezoidal-shaped parapet enframes a flat portion of the roof which sits atop a banquet hall area with a raised ceiling.

The Clubhouse was constructed in 1964 as a part of the Walnut Valley Golf Club, two years after the golf course was originally constructed. While the Clubhouse is associated with the history of the golf course and many of the social events associated with the golf club were held in the building, it does not appear that any of the events hosted there made a significant contribution to the broad patterns of history or rise to a level of significance necessary to satisfy National Register Criterion A, California Register Criterion 1, or as a Los Angeles County Landmark. Furthermore, the architecture of the Clubhouse is not a significant example of a Contemporary Spanish-style recreation facility from the 1960s. It was designed by architect William L. Rudolph, whose firm specialized in resorts, hotels, marinas and recreation centers. The Clubhouse is one of several clubhouse buildings Rudolf designed during his career and is not unique, distinctive or significant in his portfolio. As such the Clubhouse does not appear to be individually eligible for

listing under National Register Criterion C, California Register Criterion 3, or Los Angeles County Landmark Criterion 3. There are no significant persons associated with the Clubhouse and the building does not appear eligible for National Register Criteria B or D, California Register Criteria 2 or 4, or under and Los Angeles County Landmark Criteria. Furthermore, since the Golf Course does not appear eligible as a historic district, as discussed above, the Clubhouse is not eligible as a contributor to a potential historic district.

4.5.2 Regulatory Framework

State Level

California Environmental Quality Act

CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

The State CEQA Guidelines (Title 14 California Code of Regulations [CCR] Section 15064.5) recognize that historical resources include (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register; (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of CEQA Section 21084.1 and CEQA Guidelines Section 15064.5 apply. If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of Section 21083, which is as a unique archaeological resource. As defined in CEQA Section 21083.2 a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required. The State CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (State CEQA Guidelines Section 15064.5(c)(4)).

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines Section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (State CEQA Guidelines Section 15064.5(b)(1)). According to State CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

B. Account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards) (Grimmer 2017) is considered to have mitigated its impacts to historical resources to a less-than-significant level (State CEQA Guidelines Section 15064.5(b)(3)).

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1(a)). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1(b)). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the Native American Heritage Commission (NAHC) within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

California PRC Section 5097.98 provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

California Government Code Sections 7927.000 and 7927.005

These sections of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 7927.000 explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred place maintained by, or in the possession of, the Native American Heritage Commission, another state agency, or a local agency." Section 7927.005 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency."

Public Resources Code Section 5097.5

PRC Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

Local Level

Los Angeles County Historic Preservation Ordinance

The Los Angeles County Board of Supervisors adopted the County's Historic Preservation Ordinance (HPO) on September 1, 2015 (Los Angeles County Historic Preservation Ordinance, Ord. 2015-0033 Section 3, 2015). The HPO establishes criteria for designating landmarks and historic districts and provides protective measures for designated and eligible historic architectural resources. The HPO applies to all privately owned property within the unincorporated territory of the County and all publicly owned designated or nominated landmarks, except properties that were not listed prior to the issuance of a demolition permit or properties affiliated with religious organizations. The HPO defines a landmark as "any property,

including any structure, site, place, object, tree, landscape, or natural feature, that is designated as a landmark by the Board of Supervisors." The HPO defines a historic district as, "A contiguous or noncontiguous geographic area containing one or more contributing properties which has been designated as an historic district by the Board of Supervisors." Landmarks and historic districts may be designated if it is 50 years of age and meets one of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located;
2. It is associated with the lives of persons who are significant in the history of the nation, State, County, or community in which it is located;
3. It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located;
4. It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, State, County, or community in which it is located;
5. It is listed, or has been formally determined eligible by the United States National Park Service for listing, in the National Register of Historic Places, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the California Register of Historical Resources;
6. If it is a tree, it is one of the largest or oldest trees of the species located in the County; or
7. If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with an historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.

Historic Districts

A property less than 50 years of age may be designated as a landmark if it meets one or more of the criteria and exhibits exceptional importance. A geographic area, including a noncontiguous grouping of related properties, may be designated as an historic district if all of the following requirements are met:

1. More than 50 percent of owners in the proposed district consent to the designation;
2. The proposed district satisfies one or more of criteria 1 through 5; and
3. The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.

County of Los Angeles General Plan

The Conservation and Natural Resources Element (the Element) of the County's General Plan indicates that "Historic, cultural, and paleontological resources are an important part of Los Angeles County's identity" (Los Angeles County General Plan 2015, 163). The Element provides

the following goal and policies for the treatment of historic, cultural, and paleontological resources.

Goal C/NR 14: Protected historic, cultural, and paleontological resources.

Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.

Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.

Policy C/NR 14.3: Support the preservation and rehabilitation of historic buildings.

Policy C/NR 14.5: Promote public awareness of historic, cultural, and paleontological resources.

Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

4.5.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impacts related to cultural resources if it would:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines Section 15064.5.[Impact CUL-1]

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5. [Impact CUL-2]

c. Disturb any human remains, including those interred outside of dedicated cemeteries. [Impact CUL-3]

4.5.4 Methodology

Evaluation of the Project's potential impacts on historical resources, unique archaeological resources, and human remains is based on the *Cultural Resources Assessment Report* prepared for the Project, which includes a review of the SCCIC records search results and SLF results, review of historic topographic maps and aerial photograph, a field survey, and a geoarchaeological review.

Historical Resources

According to the State CEQA Guidelines, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (State CEQA Guidelines Section 15064.5(b)). A substantial adverse change means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, resulting in material impairment of the significance of the historical resource (State CEQA Guidelines Section 15064.5(b)(1)). According to State CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project:

a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

Archaeological Resources

Analysis of impacts to archaeological resources includes consideration of archaeological resources that qualify as historical resources (as defined in State CEQA Guidelines Section 15064.5) and as unique archaeological resources (as defined in PRC Section 21083.2). Per State CEQA Guidelines Section 15064.5(c), a lead agency shall first determine whether a site is a historical resource. If the archaeological site does not meet the criteria for historical resource, it is then assessed for significance as a unique archaeological resource.

If a lead agency determines an archaeological site is a historical resource, its significance may be materially impaired for the same reasons outlined above under the heading "Historical Resources." Typically, the significance of a historical resource of an archaeological nature is materially impaired through ground-disturbing activities that destroy partially or in whole the surface and subsurface expression of the resource such that it no longer conveys its historical significance. However, the resource may also be materially impaired through the introduction of new visual elements that alter the setting of the resource, thereby diminishing its integrity. Other

actions that can impact these types of resources include vandalism and unauthorized collection as a result of increased human presence during construction and/or operation of a project.

State CEQA Guidelines Section 15126.4(b)(3) states that the lead agency should seek to avoid damaging effects on historical resources of an archaeological nature and shall consider preservation in place as the preferred manner of mitigating impacts. If preservation in place is not feasible, mitigation must be developed to minimize significant adverse impacts. For resources eligible under California Register Criterion 4 (information potential), data recovery through excavation should be undertaken to recover the scientifically consequential information contained within the archaeological resource. For resources eligible under Criterion 1 (significant events), Criterion 2 (important persons), or Criterion 3 (design/workmanship) other types of mitigation may be necessary to address those elements of the resource. State CEQA Guidelines Section 15370 provides guidance on the types of mitigation that may be considered and includes: avoiding impacts altogether; minimizing impacts; rectifying impacts through repair, rehabilitation, or restoration; reducing impacts through preservation; and compensating for impacts by providing substitute resources. For resources eligible under Criteria 1–3, applicable mitigation could include documentary/archival research, oral history, public interpretation, etc., depending on the nature of the resource and the type/degree of impact.

If an archaeological site does not meet the criteria for a historical resource contained in the State CEQA Guidelines, then the site may be treated in accordance with the provisions of PRC Section 21083.2, which is as a unique archaeological resource. Similar to as described for historical resources of an archaeological nature, impacts to unique archaeological resource can occur from project-related ground disturbance, and vandalism and unauthorized collection as a result of increased human presence during construction and/or operation of a project. PRC Section 21083.2(b) states that if the project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. If avoidance is not feasible, then mitigation measures, such as data recovery excavation, shall be required (PRC Section 21083.2(c)). It should be noted that the time and cost limitations of PRC Section 21083.2 only apply to unique archaeological resources (State CEQA Guidelines Section15064.5(c)(2)).

Human Remains

A project may also cause a significant environmental effect if it disturbs human remains, including those interred outside of dedicated cemeteries. As with archaeological resources, impacts to human remains occur mainly as a result of project-related ground disturbance. Impacts to human remains can be mitigated by following the procedures outlined in California Health and Safety Code Section 7050.5 and PRC Section 5097.98.

4.5.5 Environmental Impact Analysis

Impact CUL-1: The proposed Project would not cause a substantial adverse change in the significance of an historical resource pursuant to State CEQA Guidelines Section 15064.5. (No Impact)

Historic Architectural Resources

A historic architectural resources survey and evaluation was conducted to evaluate potential historic architectural resources, including all structures at the Project Site over 45 years of age. As discussed above and in the *Cultural Resources Assessment Report* prepared for the Project, three potential historic architectural resources were evaluated for eligibility for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and Los Angeles County Register of Landmarks and are recommended ineligible as a result of these investigations.

The maintenance facility building (c. 1938) was evaluated as an individual resource as an example of a vernacular barn structure that was formerly associated with the original homestead and agricultural use of the property. The maintenance facility building predates the development of the existing golf course. The maintenance facility building was found ineligible as a historical resource because the building and its associated agricultural setting have been heavily modified over the years including removal of other out buildings, related groves/orchards or other related structures from the early 20th century period of significance, and alterations to the building after the period of significance including the 1960s addition of a lean-to shed roof and enclosure of a room at the northeastern end of the structure. As such the maintenance facility building does not appear to be eligible for listing under National Register Criterion A, California Register Criterion 1, or Los Angeles County Landmark Criterion 1. Further, the building is not eligible as a contributor to the Golf Club because it was built during an earlier period. The maintenance facility building is not an excellent example of the building type, nor does it possess high artistic value, nor is it an excellent example of an architectural style. As such, the maintenance facility building does not appear eligible under National Register Criterion C, California Register Criterion 3, or Los Angeles County Landmark Criterion 3. Since it is not eligible as a historical resource, no potential impacts would occur as a result of its demolition under the Project and no further evaluation is required.

The Royal Vista Golf Club was evaluated as a potential historic district under the context for Private Recreational Facilities for listing in the National Register/California Register under Criteria A/1-D/4 and as a Los Angeles County Historic District. The period of significance for Private Recreational Facilities context ranges from 1880 to 1990, and the Royal Vista Golf Club was evaluated as a golf course property type. The Royal Vista Golf Club was constructed in 1962, was fully evaluated and found ineligible because it lacks significant historical or architectural associations with private recreation facilities in southern California. The golf course was designed by notable golf course architect Ted Robinson, yet it does not appear on lists of Robinson's legacy courses or original courses, which indicates that the course was not identified as a significant project in his much larger and prolific body of work. While the Royal Vista Golf Club is one of many golf courses established in the Los Angeles County area in the 1960s as the sport

of golf was becoming highly popularized, it does not appear to have made a significant contribution to the history of recreation and leisure as needed for listing under National Register Criterion A, California Register Criterion 1, or Los Angeles County Landmark Criterion 1. Further, while the property does retain many character-defining features of a golf course property type, and does is not significant within Robinson's larger body of prolific golf course designs, the Royal Vista Golf Club does not retain sufficient architectural associations that would make the golf course property eligible as a historic district to be eligible for listing under National Register Criterion C, California Register Criterion 3, or as a Los Angeles County Landmark. Since it is not eligible as a historical resource, no potential impacts would occur as a result of its partial demolition under the Project and no further evaluation is required. Since it is not eligible as a historical resource, no potential impacts would occur as a result of its demolition under the Project and no further evaluation is required.

While not located within the Project Site, the Royal Vista Golf Clubhouse, constructed in 1964, was evaluated both as an individual architectural resource and as a contributor to a potential Royal Vista Golf Club historic district as a potential contributing feature of the golf course, and therefore was evaluated both as a part of the golf club as a whole and individually. The Clubhouse was found ineligible because it lacks the sufficient historical and architectural significance to qualify as a historical resource. The events hosted at the Clubhouse do not appear to rise to a level of significance necessary to satisfy National Register Criterion A, California Register Criterion 1, or Los Angeles County Landmark Criterion 1. No significant persons appear to have been associated with the Clubhouse. The building is not a strong example of a Contemporary Spanish Colonial Revival Style recreation facility; and the building does not appear to be unique within architect William Rudolph's larger portfolio of work, and as such the Clubhouse does not appear to be eligible for individual listing under National Register Criterion C, California Register Criterion 3, or Los Angeles County Landmark Criterion 3. The Clubhouse is situated outside of the Project Site and the proposed Project would result in no change to the Clubhouse. Since the Clubhouse is not eligible as a historical resource, and no change would occur to the Clubhouse as a result of the proposed Project, no impact would occur and no further evaluation is required.

As a result of these investigations no historic architectural resources qualifying as historical resources under CEQA were identified within the Project Site or in the surrounding vicinity and no impact to historical resources would occur.

Impact CUL-2: The proposed Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. (Less than Significant with Mitigation)

This section discusses archaeological resources potentially qualifying as historical resources under State CEQA Guidelines Section 15064.5, as well as unique archaeological resources defined in PRC Section 21083.2(g).

As previously discussed, the records search results from the SCCIC indicate that no archaeological resources have been recorded within the Project Site or 0.5-mile radius. Additionally, the geoarchaeological review concluded that the Project Site has a low potential for

encountering prehistoric archaeological resources based on the following factors: 1) the majority of the Project Site is mapped within older sediments of the Puente Formation not conducive to the preservation of archaeological resources or is underlain by fill soils; 2) the closest body of water which could have provided prehistoric inhabitants with a fresh water source, is located 0.05 miles from the Project Site; 3) historic topographic maps indicated that in historic times, the Project Site was located within hilly terrain, which would make it unsuitable for human habitation; 4) no prehistoric archaeological resources have been previously recorded with the 0.50-mile radius and no known Native American villages are known to be located within close proximity to the Project Site; and 5) the pedestrian survey yielded negative results. The geoarchaeological review also concluded that the Project Site has a low potential for encountering historic-period archaeological resources based on the following: 1) the pedestrian survey revealed that only one structure (maintenance facility building) is still standing at the Project Site, while the previously depicted structures (in historic aerial photographs) are no longer present; and 2) based on the developed nature of Royal Vista Golf Club, it is likely that previously depicted structures were removed to facilitate development and continual upkeep of the golf course.

The potential for encountering archaeological resources (historic-period and prehistoric) qualifying as either historical resources or unique archaeological resources as defined by CEQA is considered low. However, in the event that archaeological resources are encountered during construction, Mitigation Measures CUL-1 and CUL-2 are recommended to reduce potential impacts to archaeological resources to less than significant levels under CEQA.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures

Mitigation Measure CUL-1: Prior to the start of ground-disturbing activities, a Qualified Archaeologist (defined as meeting the Secretary of the Interior's Professional Qualification Standards for archaeology) shall be retained in the event of an archaeological find and to conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, and safety precautions to be taken when working with archaeological monitors. The Subdivider shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. A copy of the retainer shall be provided to the LA County Planning prior to grading plan approval.

Mitigation Measure CUL-2: In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted in the vicinity of the find and a Qualified Archaeologist shall be notified. An appropriate buffer area shall be established by the Qualified Archaeologist around the find where construction activities shall not be allowed to continue until resources have been recovered. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by the Qualified Archaeologist. The County shall consult with appropriate Native American representatives in

determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond those that are is scientifically important, are considered. If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to State CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the Subdivider and the County to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. The treatment plan shall include measures regarding the curation of the recovered resources that may include curation at an accredited public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles, if such an institution agrees to accept the material. If no accredited institution accepts the materials, they may be donated to a local school or historical society in the area for educational purposes. The Qualified Archaeologist shall determine the need for archaeological construction monitoring in the vicinity of the find thereafter.

The Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of treatment and/or any follow-up archaeological construction monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted by the Subdivider to the County, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

Impact CUL-3: The proposed Project would not disturb any human remains, including those interred outside of dedicated cemeteries. (Less than Significant with Mitigation)

No dedicated cemeteries or other burial places are known to exist within the Project Site. However, since the Project would involve ground-disturbing activities, it is possible that such actions could unearth, expose, or disturb previously unknown human remains. As a result, Mitigation Measure CUL-3 would be implemented to reduce potential construction-related impacts to unknown human remains to less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Mitigation Measure CUL-3: If human remains are encountered during implementation of the project, in accordance with State Health and Safety Code Section 7050.5 no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section

5097.98. If human remains are discovered during excavation activities, the following procedure shall be observed:

- **Stop immediately and contact the County Coroner:**
- **If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the NAHC.**
- **The NAHC will immediately notify the person it believes to be the MLD of the deceased Native American.**
- **The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.**
- **If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.**

4.5.6 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed Project in combination with other past, present, and reasonably foreseeable future projects that could cause cumulatively considerable impacts. Cumulative projects in the vicinity of the proposed Project are presented in Chapter 3, *Environmental Setting*, of this Draft EIR.

Historic Architectural Resources

Since the proposed Project would have no impact to historic architectural resources qualifying as historical resources, the Project would not contribute to cumulative impacts on historical resources. (No Impact)

Archaeological Resources

Multiple projects, mostly development within urban settings, are proposed in relative proximity to the Project. Cumulative impacts to archaeological resources could occur if any of these projects, in conjunction with the proposed Project, would have impacts on resources that, when considered together, would be significant. No archeological resources have been identified on the Project Site and while there is the potential for impacts to unknown archaeological resources that could potentially qualify as historical resources or unique archaeological resources under CEQA, such as those that might be discovered during ground-disturbing activities during Project construction, the potential is low. Furthermore, in the event that significant archaeological resources are encountered, implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that potential impacts are reduced to a less-than-significant level. In addition, as part of the environmental review processes for the cumulative projects, it is expected that similar mitigation measures would be established as necessary to address the potential for uncovering archaeological resources. Therefore, Project impacts to archaeological resources would not be cumulatively considerable, and cumulative impacts would be less than significant. (**Less than Significant with Mitigation**)

Human Remains

As indicated in the analysis above, Project impacts on human remains are not anticipated and, if they were to occur, would be addressed and reduced to a less than significant level through implementation of Mitigation Measure CUL-3. In addition, in the event human remains are encountered with development of the cumulative projects, State Health and Safety Code Section 7050.5 and PRC Section 5097.98, as amended, would apply which includes procedures in the event of discovery of human remains during project implementation. Therefore, in light of the Project's mitigation measure to address inadvertent discovery of human remains, and applicability of Health and Safety Code Section 7050.5 and PRC Section 5097.98 to cumulative projects, the Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be less than significant. (**Less than Significant with Mitigation**)

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4.6 Energy

This section analyzes impacts on energy resources due to construction and operation of the proposed Project. This section provides a summary of the Project's anticipated energy needs, impacts, and conservation measures. Issues that relate to the Project's energy usage are also discussed elsewhere in this EIR, including in Chapter 2, *Project Description*, and Sections 4.3, *Air Quality;*4.8, *Greenhouse Gas Emissions;* 4.11, *Land Use and Planning;* and 4.17, *Transportation*, of this Draft EIR.

4.6.1 Existing Conditions

Existing Electricity Supply

Southern California Edison (SCE) and the Clean Power Alliance (CPA) is the electricity provider within the Rowland Heights Community Plan area. The CPA sources and acquires clean energy supply from local and regional solar, wind, geothermal, and hydro resources and delivers it via SCE to Los Angeles and Ventura County customers (CPA 2023). Currently, 92.7 percent of homes within the CPA service area (e.g., Los Angeles and Ventura County) opt-in for the 100 percent renewable energy mix (CPA 2023). Overall, 92.7 percent of all CPA active energy customers opt-in for the 100 percent renewable energy mix (CPA 2023). SCE provides electrical services to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area (SCE 2016). In 2021, SCE's total electricity sales in the SCE service area was estimated to be 84,421 million kilowatt hours (gigawatt hours [GWh]) (SCE 2022).

SCE produces and purchases its energy from a mix of conventional and renewable generating sources. **Table 4.6-1**, *Electric Power Mix Delivered to Retail Customers in 2021*, shows the electric power mix that was delivered to retail customers for SCE compared to the statewide power mix for 2021, the most recent year in which data is available. This table also includes the 2022 CPA 100 percent Green Power mix that would be used at the Project Site and delivered via SCE.

SCE is required to commit to the use of renewable energy sources for compliance with the State's Renewables Portfolio Standard (RPS), as described below. Specifically, SCE is required to meet the requirement to procure at least 33 percent of its energy portfolio from renewable sources by 2020 through the procurement of energy from eligible renewable resources, to be implemented as fiscal constraints, renewable energy pricing, system integration limits, and transmission constraints permit. Senate Bill (SB) 350 (Chapter 547, Statutes of 2015) further increased the RPS to 50 percent by 2030 and included interim targets of 40 percent by 2024 and 45 percent by 2027. Eligible renewable resources are defined in the RPS to include biodiesel; biomass; hydroelectric and small hydro (30 megawatts [MW] or less); aqueduct hydro power plants; digester gas; fuel cells; geothermal; landfill gas; municipal solid waste; ocean thermal, ocean wave, and tidal current technologies; renewable derived biogas; multi-fuel facilities using renewable fuels; solar photovoltaic (PV); solar thermal electric; wind; and other renewables that may be defined later. SB 100 (Chapter 312, Statutes of 2018) further increased the RPS to 50 percent by December 31, 2026, and to 60 percent by December 31, 2030. SB 100 also states that eligible renewable energy sources and zero-carbon resources supply 100 percent of retail sales of

TABLE 4.6-1
ELECTRIC POWER MIX DELIVERED TO RETAIL CUSTOMERS IN 2021

Energy Resource	2021 CPA 100% Green Power	2021 SCE	2021 CA Power Mix (for comparison)
Total Sales/Total Usage (million kilowatt-hours)[a]	**—**	**84,421**	**247,249**
Eligible Renewable:[b]	100%	31.4%	33.6%
Biomass & bio-waste	*0*	*0.1*	*2.3*
Geothermal	*0*	*5.7*	*4.8*
Small hydroelectric	*0*	*0.5*	*1.0*
Solar	*47.9*	*14.9*	*14.2*
Wind	*52.1*	*10.2*	*11.4*
Coal	0	0.0	3.0
Large Hydroelectric	0	2.3	9.2
Natural Gas	0	22.3	37.9
Nuclear	0	9.2	9.3
Other	0	0.2	0.2
Unspecified sources of power[c]	0	34.6	6.8
Total	**100%**	**100%**	**100%**

a. SCE 2022, CPA 2022, CEC 2023, EIA 2023.
b. The Eligible Renewables category is further delineated into the specific sources: biomass & waste, geothermal, small hydroelectric, solar, and wind.
c. "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.

electricity and 100 percent of electricity procured to serve state agencies by December 31, 2045. As shown in Table 4.6-1, SCE provided approximately 35 percent of its 2019 electric sales from renewable power. Furthermore, as shown in Table 4.6-1, CPA provided 100 percent renewable energy to customers via the 100 percent Green Power Mix. This energy mix would be sent to the Project site via SCE infrastructure, and it is estimated that 92.7 percent would opt-in for the 100 percent renewable energy mix (CPA 2023). The Project anticipates a 100 percent renewable energy use and is consistent with the CPA opt-in commitments.

Existing Natural Gas Supply

Natural gas is used for cooking, space heating, water heating, electricity generation, and as an alternative transportation fuel. Southern California Gas Company (SoCalGas) is responsible for providing natural gas supply to the Project Site and is regulated by the California Public Utilities Commission (CPUC) and other state agencies. SoCalGas's annual natural gas demand in 2020 was approximately 898,630 million cubic feet (MMcf) (California Gas and Electric Utilities 2020). However, the Project proposes all-electric residential uses and natural gas is not a factor in use or capacity concerning the proposed Project.

Existing Transportation Energy

According to the California Energy Commission (CEC), transportation accounts for nearly 41 percent of California's total energy consumption (CEC 2020). Based on available fuel

consumption data from the CEC, in 2019, Los Angeles County users consumed a total of 3.56 billion gallons of gasoline and 585 million gallons of diesel fuel (CEC, 2019c).

Existing Project Site

The Project Site consists of six irregularly-shaped parcels (Planning Areas), as depicted in Figure 2-6, comprising portions of the existing Royal Vista Golf Club, which was established in 1963 (Assessor Parcel Numbers [APNs] 8762-022-002, 8762-023-001, 8762-023-002, 8762-027-039, 8764-002-005, and 8764-002-006). The proposed Project generally comprises 13 holes and the driving range of the existing 27-hole golf course. The only existing building within the Project Site is the golf course maintenance facility building located on Assessor's Parcel Number (APN) 8762-022-002, which would be removed in connection with the Project. The Project Site is not accessible to the general public except for golf course patrons. A chain link fence forms a perimeter around the golf course. A tall driving range safety fence exists along the north side of Colima Road and security lighting fixtures are also present on the Project Site, both of which will be removed in connection with the Project. Existing energy demands for the current Project Site uses are calculated to be 1,408 MWh for electricity, 106 cubic feet (cf) for natural gas, and 76,576 gallons of gasoline and 6,953 gallons of diesel fuel for transportation needs (**Appendix F** of this Draft EIR).

4.6.2 Regulatory Framework

Federal

Established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of passenger cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and United States Environmental Protection Agency (USEPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy (NHTSA 1975). On April 1, 2010, federal CAFE standards were adopted for passenger cars and light-duty trucks for model years 2012 through 2016 and in August 2012, CAFE standards were adopted for model year 2017 through 2025 for passenger cars and light-duty trucks. The standards surpass the prior CAFE standards.

In March 2020, USEPA and NHTSA issued the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule that would maintain the CAFE standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE standards for model year 2020 are 43.7 miles per gallon (mpg) for passenger cars and 31.3 mpg for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012.

On January 20, 2021, President Biden issued Executive Order 13990 ''Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis'' directing EPA to consider whether to propose suspending, revising, or rescinding the standards previously revised under the "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks," promulgated in April 2020 (NHTSA 2020). As of

December 2021, the EPA revised the GHG standards to be more stringent than the SAFE rule standards in each model year from 2023 through 2026. These new GHG standards include several flexibilities to incentivize the production and sale of vehicles with zero and near-zero emissions technology to reduce compliance costs and to address the lead time of the proposed standards (Federal Register 2021). As of March 15, 2022, the USEPA published its Notice of Decision to restore California's waiver, thereby ending the SAFE rule (87 Federal Register 14,332). Fuel-efficiency standards for medium- and heavy-duty trucks have also been jointly developed by USEPA and NHTSA. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type (USEPA 2011). USEPA and NHTSA have also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type (USEPA 2016).

State

Senate Bill 1389

SB 1389 (Public Resources Code Sections 25300–25323) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301(a)). The 2022 Integrated Energy Policy Report, the latest published report from CEC, provides the results of the CEC's assessments related to energy sector trends, building decarbonization and energy efficiency, zero-emissions vehicles, energy equity, climate change adaptation, electricity reliability in the Southern California region, natural gas assessment, and electricity, natural gas, and transportation energy demand forecasts (CEC 2023).

California's Renewables Portfolio Standard

The State of California has adopted standards to increase the percentage that retail sellers of electricity, including investor-owned utilities and community choice aggregators, must provide from renewable sources. The standards are referred to as the Renewables Portfolio Standards (RPS) and require retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent by 2020 (Center for Climate Strategies 2008). As of 2019, SCE's renewable portfolio was at 35 percent (SCE, 2020b).

Senate Bill 350

Senate Bill (SB) 350 (Chapter 547, Statutes of 2015) further increased the RPS to 50 percent by 2030 and included interim targets of 40 percent by 2024 and 45 percent by 2027. Eligible renewable resources are defined in the RPS to include biodiesel; biomass; hydroelectric and small hydro (30 megawatts [MW] or less); aqueduct hydro power plants; digester gas; fuel cells; geothermal; landfill gas; municipal solid waste; ocean thermal, ocean wave, and tidal current technologies; renewable derived biogas; multi-fuel facilities using renewable fuels; solar photovoltaic (PV); solar thermal electric; wind; and other renewables that may be defined later.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, which requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that the California Air Resources Board (CARB) should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. The California Public Utilities Commission (CPUC) and the CEC jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy (CPUC 2018). Refer to Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR for additional details regarding this regulation. With SCE exceeding the 33 percent by 2020 goal, and current new renewable development, SCE is on track to meet the 2030 goal of 60 percent.

Senate Bill 1020

This bill would instead include as regions for these workshops federal extreme nonattainment areas that have communities with minority populations, communities with low-income populations, or both.

Under existing law, it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045.

This bill would revise that state policy to instead provide that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035, as specified.

California Building Standards Code (Title 24)

California Building Energy Efficiency Standards (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective on January 1, 2023 (CEC 2023). The 2023 Title 24 standards include efficiency improvements to the residential and non-residential standards (CEC 2023).

California Green Building Standards (Title 24, Part 11)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the California Green Building Standards (CALGreen) Code,

includes mandatory measures for residential and non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. When compared to the previously applicable 2019 CALGreen Code, changes were related to solar photo-voltaic system requirements, new requirements for newly constructed healthcare facilities, encouraging demand responsive technologies (residential developments), updating indoor and outdoor lighting (non-residential developments), and the use of highly efficient air filters (both residential and non-residential developments) (DGS 2023).

California Assembly Bill 1493 (AB 1493, Pavley)

In response to the transportation sector's large share of California's CO_2 emissions, Assembly Bill (AB) 1493 (commonly referred to as the Pavley regulations), enacted on July 22, 2002, requires CARB to set greenhouse gas (GHG) emission standards for new passenger vehicles, light-duty trucks, and other vehicles manufactured in and after 2009 whose primary use is non-commercial personal transportation. Phase I of the legislation established standards for model years 2009–2016 and Phase II established standards for model years 2017–2025 (CARB 2002; USEPA 2012). As discussed above, in April 2020, USEPA promulgated the SAFE Vehicles Rule for model years 2021–2026 in the federal register (Federal Register, Vol. 85, No. 84, Thursday April 30, 2020, Rules and Regulations) that maintains the vehicle miles per gallon standards applicable in model year 2020 for model years 2021 through 2026. California and 23 other states and environmental groups in November 2019 in U.S. District Court in Washington, filed a petition for USEPA to reconsider the published rule. As of March 15, 2022, the USEPA published its Notice of Decision to restore California's waiver, thereby ending the SAFE rule (87 Federal Register 14,332). Refer to Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR for additional details regarding this regulation.

California Health and Safety Code, Division 25.5/California Global Warming Solutions Act of 2006

In 2006, the California Legislature adopted AB 32 (codified in the California Health and Safety Code [HSC], Division 25.5, California Global Warming Solutions Act of 2006), which focused on reducing GHG emissions in California to 1990 levels by 2020. Under HSC Division 25.5, CARB had the primary responsibility for reducing the state's GHG emissions; however, AB 32 also tasked the CEC and the CPUC with providing information, analysis, and recommendations to CARB regarding strategies to reduce GHG emissions in the energy sector.

In 2016, the California Legislature adopted SB 32 and its companion bill AB 197; both were signed by Governor Jerry Brown. SB 32 and AB 197 amend HSC Division 25.5 and establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and include provisions to ensure that the benefits of state climate policies reach into disadvantaged communities. Refer to Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR for additional details regarding these regulations.

California Air Resources Board

CARB's Advanced Clean Cars Program

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 and is closely associated with the Pavley regulations (CARB 2002). The program requires an increase in the number of zero-emissions vehicle models for years 2015 through 2025 to control smog, soot and GHG emissions. By 2025, zero-emissions vehicles (ZEVs) must be 22 percent of large volume manufacturers overall production (CARB 2012). This program includes the Low-Emissions Vehicle (LEV) regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles; and ZEV regulations to require manufacturers to produce an increasing number of pure ZEVs (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles (PHEV) between 2018 and 2025.

CARB's Advanced Clean Trucks Program

The Advanced Clean Trucks (ACT) regulations were approved on June 25, 2020, and require that manufacturers sell zero-emissions or near-zero-emissions trucks as an increasing percentage of their annual California sales beginning in 2024. The goal of this proposed strategy is to achieve nitrogen oxide (NOx) and GHG emission reductions through advanced clean technology, and to increase the penetration of the first wave of zero-emissions heavy-duty technology into applications that are well suited to its use. According to CARB, "Promoting the development and use of advanced clean trucks will help CARB achieve its emission reduction strategies as outlined in the State Implementation Plan (SIP), Sustainable Freight Action Plan, SB 350, and AB 32." (CARB 2021)

The percentage of zero-emissions truck sales is required to increase every year until 2035 when sales would need to be 55 percent of Classes 2b–3 (light/medium- and medium-duty trucks) truck sales, 75 percent of Classes 4–8 (medium- to heavy-duty trucks) straight truck sales, and 40 percent of truck tractor (heavy-duty trucks weighing 33,001 pounds or greater) sales. Additionally, large fleet operators (of 50 or more trucks) would be required to report information about shipments and services and their existing fleet operations.

In-Use Heavy-Duty Diesel-Fueled Fleets Regulation

Because off-road vehicles that are used in construction and other related industries can last 30 years or longer, most of those that are in service today are still part of an older fleet that do not have emission controls.

In 2007, CARB approved the "In-Use Off-Road Diesel Fueled Fleets Regulation" to reduce emissions from existing (in-use) off-road diesel vehicles that are used in construction and other industries (13 CCR Section 2449). It also establishes emission rate targets for the off-road vehicles that decline over time to accelerate turnover to newer, cleaner engines and require exhaust retrofits to meet these targets. Revised in October 2016, the regulation enforced off-road restrictions on fleets adding vehicles with older tier engines and started enforcing beginning July 1, 2014. By each annual compliance deadline, a fleet must demonstrate that it has either met the fleet average target for that year or has completed the Best Available Control Technology requirements (BACT). Large fleets have compliance deadlines each year from 2014 through 2023, medium fleets each year from 2017 through 2023, and small fleets each year from 2019

through 2028. While the goal of this regulation is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from the use of more fuel-efficient engines.

Sustainable Communities Strategy

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan (since updated to 2022 Climate Change Scoping Plan) for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associate with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

California Environmental Quality Act

In accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines Appendix F, Energy Conservation, and to assure that energy implications are considered in project analysis and decisions, EIRs are required to include a discussion of the potential significant energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. State CEQA Guidelines Appendix F provides a list of energy-related topics that should be analyzed in an EIR. In addition, while not described or required as significance thresholds for determining the significance of impacts related to energy, Appendix F provides the following topics for consideration in the discussion of energy use in an EIR, to the extent the topics are applicable or relevant to the Project:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;
- The effects of the project on local and regional energy supplies and on requirements for additional capacity;
- The effects of the project on peak and base period demands for electricity and other forms of energy;
- The degree to which the project complies with existing energy standards;
- The effects of the project on energy resources; and
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Regional

Southern California Association of Governments

On September 3, 2020, the Southern California Association of Governments' (SCAG's) Regional Council formally adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as the Connect SoCal, which is an update to the previous 2012–2035 RTP/SCS and 2016–2040 RTP/SCS (SCAG 2020). Using growth forecasts and economic trends, both the 2016–2040 RTP/SCS and 2020–2045 RTP/SCS provide a vision for transportation throughout the region for the next several decades by considering the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. Both the 2016–2040 RTP/SCS and 2020–2045 RTP/SCS describe how the region can attain the GHG emission-reduction targets set by CARB by achieving an 8 percent reduction in per capita transportation GHG emissions by 2020 and a 19 percent reduction in per capita transportation emissions by 2035 compared to the 2005 level on a per capita basis (SCAG 2020). Compliance with and implementation of the 2016–2040 RTP/SCS and 2020–2045 RTP/SCS policies and strategies would have co-benefits of reducing vehicle gasoline and diesel fuel consumption associated with reduced per capita vehicle miles traveled (VMT). In addition, refer to Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR for additional details regarding these requirements.

Local Level

Los Angeles County Sustainability Plan

The Los Angeles Countywide Sustainability Plan (OurCounty Plan) is a regional sustainability plan for Los Angeles that outlines what local governments and stakeholders can do to enhance the well-being of every community in the County while reducing damage to the natural environment and adapting to the changing climate, particularly focusing on those communities that have been disproportionately burdened by environmental pollution (County of Los Angeles 2019). OurCounty includes a total of 12 sustainable goals, with the following goals that would help reduce fossil fuel and other energy demand within the County:

Goal 2: Building and infrastructure that support human health and resilience.

Goal 3: Equitable and sustainable land use and development without displacement.

Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery and cultural activities.

Goal 7: A fossil fuel-free LA County.

Goal 8: A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency.

Goal 9: Sustainable production and consumption of resources.

Los Angeles County General Plan

The Los Angeles County General Plan 2035 provides the fundamental basis for the County's land use and development policy, and represents the basic community values, ideals, and aspirations to

govern a shared environment through 2035. The General Plan addresses all aspects of development including public health, land use, community character, transportation, economics, housing, air quality, and other topics. The General Plan sets forth objectives, policies, standards, and programs for land use and new development, circulation and public access, and service systems to foster healthy, livable, and sustainable communities.

The applicable measures of the Los Angeles County General Plan Air Quality Element, Conservation and Natural Resources Element, Land Use Element, and Mobility Element regarding energy are specified below (Los Angeles County, 2015a, Los Angeles County 2015b, Los Angeles County 2015c, and Los Angeles County 2022).

Goal AQ 3: Implementation of plans and programs to address the impacts of climate change.

Policy AQ 3.5: Encourage energy conservation in new development and municipal operations.

Policy AQ 3.6: Support rooftop solar facilities on new and existing buildings.

Goal C/NR 12: Sustainable management of renewable and non-renewable energy resources.

Policy C/NR 12.1: Encourage the production and use of renewable energy resources.

Policy C/NR 12.2: Encourage the effective management of energy resources, such as ensuring adequate resources to meet peak demands.

Policy C/NR 12.3: Encourage distributed systems that use existing infrastructure and reduce environmental impacts.

Goal ED 1: An economic base and fiscal structures that attract and retain valuable industries and businesses.

Policy ED 1.2: Encourage and foster the development of the renewable energy economic **sectors**.

Goal LU 11: Development that utilize sustainable design techniques.

Policy LU 11.1: Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.

Policy LU 11.2: Support the design of developments that provide substantial tree canopy cover, and utilize light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

Policy LU 11.3: Encourage development to optimize the solar orientation of buildings to maximize passive and active solar design techniques.

Policy LU 11.4: Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting stormwater retention; promoting the localized production of

energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit.

Policy LU 11.8: Policy LU 11.8: Encourage sustainable subdivisions that meet green neighborhood standards, such as Leadership in Energy and Environmental Design–Neighborhood Development (LEEDND).

Goal M 2: Interconnected and safe bicycle-and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.

Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.

Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.

Goal M 5: Land use planning and transportation management that facilitates the use of transit.

Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.

Goal M 7: Transportation networks that minimize negative impacts to the environment and communities.

Policy M 7.3: Encourage the use of sustainable transportation facilities and infrastructure technologies, such as liquid and compressed natural gas, and hydrogen gas stations, ITS, and electric car plug-in ports.

4.6.3 Thresholds of Significance

Appendix F of the *State CEQA Guidelines* provides guidance for assessing energy impacts of projects. The appendix provides three goals:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on natural gas and oil; and
- Increasing reliance on renewable energy sources.

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the *State CEQA Guidelines*. A significant impact would occur if the proposed Project would:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or [Impact ENE-1]

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency. [Impacts ENE-2]

4.6.4 Methodology

The evaluation of potential impacts related to energy usage that may result from the construction and long-term operations of the Project has been conducted as described below.

Construction

Construction of the proposed Project would be implemented over several phases. Construction activity would occur in the following phases: (1) demolition and removal of all identified structures on the Project Site; (2) site grading; (3) roadway, utilities, landscaping and park improvements; and (4) home construction. Estimated start of construction is the third quarter of 2024 and will last approximately 36 months.

Construction energy consumption would result primarily from transportation fuels (e.g., diesel and gasoline) used for haul trucks, heavy-duty construction equipment, and construction workers traveling to and from the Project Site. Construction activities can vary substantially from day to day, depending on the specific type of construction activity and the number of workers and vendors traveling to the Project Site (see Appendix B of this Draft EIR for detailed construction assumptions). This analysis considers these factors and provides the estimated maximum construction energy consumption for the purposes of evaluating the associated impacts on energy resources.

Electricity

Construction electricity demand was estimated for the anticipated temporary construction office and for the energy consumed off-site related to treatment and conveyance of water to the site for dust control. The construction office to be used was assumed to consist of one 1,000 square foot trailer and its electricity demand was modeled using California Emissions Estimator Model version 2022.1 (CalEEMod), which is a State-approved emissions model used for the Project's air quality and GHG emissions assessment (CAPCOA 2021). In addition, electricity from water conveyance for dust control was also calculated based on the estimated exposed area and water needs to cover the area during construction activity. Default CalEEMod water electricity intensity factors were used to convert the volume of water needed to electricity demand from water conveyance.

Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Water and space heating within the proposed temporary construction office would be electric. Accordingly, natural gas is not expected to be consumed during Project construction. Therefore, natural gas associated with construction activities was not calculated.[1]

[1] In general, natural gas would not be expected to be used and this energy analysis assumes heavy-duty construction equipment is diesel-fueled, as is typically the case. However, natural gas-fueled heavy-duty construction equipment could be used to replace some diesel-fueled heavy-duty construction equipment. If this does occur, diesel fuel demand would be slightly reduced and replaced by a small amount of temporary natural gas demand which would be well within existing and available natural gas supplies. This would not substantially affect the energy analysis or conclusions provided herein.

Transportation Fuels

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files included in Appendix B of this Draft EIR. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour from CARB's off-road vehicle (OFFROAD) model. Fuel consumption from construction on-road worker, vendor, and delivery/haul trucks was calculated using the trip rates and distances provided in the emissions modeling worksheets and CalEEMod construction output files. Total VMT for these on-road vehicles were then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using CARB's EMFAC2021 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. CalEEMod default trip lengths were used for worker commutes while vendor, management visits, concrete, and haul truck trips were taken from emissions modeling worksheets that used EMFAC2021 emission factors. Consistent with CalEEMod, construction worker trips for the Project were assumed to include a mix of light-duty gasoline automobiles and light-duty gasoline trucks. Construction vendor trucks were assumed to be a mix of medium-heavy-duty and heavy-duty diesel trucks and concrete and haul trucks were assumed to be heavy-duty diesel trucks. Refer to Appendix B of this Draft EIR for detailed energy calculations.

The energy usage required for Project construction has been estimated based on the number and type of construction equipment that would be used during Project construction by assuming a conservative estimate of construction activities (i.e., maximum daily equipment usage levels) during the relevant timeframe for such construction activities (lasting approximately 36 months). Energy for construction worker commuting trips has been estimated based on the predicted number of workers for the various phases of construction and the estimated VMT based on the conservative values in the CalEEMod and EMFAC2021 models. The assessment also includes a discussion of the Project's compliance with relevant energy-related regulatory requirements that would minimize the amount of energy usage during construction. These measures are also discussed in Section 2, *Project Description*, Section 4.3, *Air Quality*, and Section 4.8, *Greenhouse Gas Emissions* of this Draft EIR.

The construction equipment and haul trucks would likely be diesel-fueled, while the construction worker commute vehicles would primarily be gasoline-fueled. For the purposes of this assessment, it is conservatively assumed that all heavy-duty construction equipment and haul trucks would be diesel-fueled. The estimated fuel economy for heavy-duty construction equipment is based on fuel consumption factors from the CARB OFFROAD emissions model, which is a State-approved model for estimating emissions from off-road heavy-duty equipment. The estimated fuel economy for haul trucks and worker commute vehicles is based on fuel consumption factors from the CARB EMFAC emissions model, which is a State-approved model for estimating emissions from on-road vehicles and trucks. Both OFFROAD and EMFAC are incorporated into CalEEMod. However, emissions for worker, vendor, and concrete/haul trucks were calculated outside of CalEEMod using emission factors from EMFAC2021 to provide a more detailed and accurate account of truck emissions.

Operation

Operation of the Project would require energy in the form of electricity, water demand and wastewater treatment, consumer electronics, and other energy needs, and transportation-fuels, primarily gasoline, for vehicles traveling to and from the Project Site. Operation of the existing site uses electricity for water conveyance to maintain the golf course, and transportation fuels for vehicles traveling to and from the site. The existing energy use is subtracted from the Project energy use to estimate the net energy consumption from Project operations.

Electricity

The Project's estimated electricity demand was analyzed relative to SCE's existing energy supplies available to serve the Project Site in 2021(SCE 2022) to determine if the utilities would be able to meet the Project's energy demands. Annual consumption of electricity (including electricity usage associated with the supply and conveyance of water) from Project operations was calculated using demand factors provided in CalEEMod based on the 2022 Title 24 standards, which went into effect on January 1, 2023. Energy usage from water demand (e.g., electricity used to supply, convey, treat, and distribute) are estimated herein based on the new buildings and facilities proposed by the Project. The assessment also includes a discussion of the Project's compliance with relevant energy-related regulatory measures that would minimize the amount of energy usage during operation. These measures are also discussed in Section 4.3, *Air Quality*, and Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR.

Natural Gas

The Proposed Project would not include any natural gas infrastructure and thus is not anticipated to generate any natural gas demand.

Transportation Fuels

Energy for transportation from visitors and residents traveling to and from Project Site is estimated based on the predicted number of trips to and from the site.

Mobile emissions were estimated based on emissions factors from EMFAC along with VMT values based on the Royal Vista Residential Project Transportation Impact Analysis (TIA) to estimate on-road mobile source emissions (Linscott, Law, & Greenspan 2023). The VMT associated with the TIA are based on local trip distances to and from the Project Site.

Diesel fuel consumption accounts for fuel reduction from the incorporation of electric vehicles under the Advanced Clean Truck Program prior to 2035. Refer to VMT data in Appendix M of this Draft EIR and energy calculations in Appendix B of this Draft EIR. The Project consumption is compared to both supply and infrastructure availability.

4.6.5 Environmental Impact Analysis

Impact ENE-1: The proposed project would not cause wasteful, inefficient, or unnecessary consumption of energy during construction or operation. (Less than Significant)

Construction

During construction of the Project, energy would be consumed in the form of electricity for powering the construction office (lights, electronic equipment, and heating and cooling), water conveyance for dust control, and other construction activities. Natural gas would not be used for construction purposes. 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 workers traveling to and from the Project Site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities). **Table 4.6-2**, *Project Construction Energy Usage*, provides a summary of the annual average electricity, gasoline fuel, and diesel fuel estimated to be consumed during construction of the Project.

TABLE 4.6-2
PROJECT CONSTRUCTION ENERGY USAGE

Energy Type	Total Quantity	Annual Average Quantity During Construction
Electricity		
Construction Office	57.8 MWh	17.8 MWh
Electricity from Water (Dust Control)	85.3 MWh	26.3 MWh
Total Electricity	**143.1 MWh**	**44.1 MWh**
Gasoline		
On-Road Construction Equipment	36,408 gallons	11,214 gallons
Total Gasoline	**36,408 gallons**	**11,214 gallons**
Diesel		
On-Road Construction Equipment	36,668 gallons	11,294 gallons
Off-Road Construction Equipment	626,259 gallons	204,193 gallons
Total Diesel	**662,927 gallons**	**205,021 gallons**

SOURCE: ESA, 2022; CalEEMod, 2022; EMFAC2021
NOTES: MWh = megawatt-hours
Detailed calculations are provided in Appendix B of this Draft EIR.
Totals may not add up due to rounding of decimals.

Electricity

During construction of the Project, electricity would be used for the construction office (lights, electronic equipment, and heating and cooling), water conveyance for dust control, and other construction activities. Electricity would be supplied to the Project Site by SCE and would be obtained from the existing electrical lines that connect to the Project Site.

As shown in Table 4.6-2, annual average construction electricity usage would be approximately 44.1 MWh. The electricity demand would be within the supply and infrastructure capabilities of

SCE (which reported 84,218 GWh of total energy sales in the 2021–2022 fiscal year) (SCE 2022). The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and represent a small fraction of the Project's net annual operational electricity. Therefore, the Project would not result in a wasteful, inefficient, and unnecessary consumption of energy associated with electricity used for construction, and impacts would be less than significant.

Natural Gas

As previously stated above, construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus, there would be no expected demand generated by construction of the Project. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy associated with natural gas used for construction and impacts would be less than significant.

Transportation Energy

Table 4.6-2 reports the estimated amount of petroleum-based transportation energy that could potentially be consumed during Project construction based on the set of assumptions provided in Appendix B of this Draft EIR. During Project construction, on- and off-road vehicles would consume an estimated annual average of approximately 11,214 gallons of gasoline fuel and approximately 204,193 gallons of diesel over the approximately 36 months of construction. For comparison purposes only, and not for the purpose of determining significance, the fuel usage during Project construction would represent approximately 0.001 percent of the 2021 annual on-road gasoline-related energy consumption and 0.14 percent of the 2021 annual diesel-related energy consumption in Los Angeles County, as shown in Appendix F of this Draft EIR (CEC 2022).

Construction of the Project would utilize fuel-efficient equipment consistent with State and federal regulations, such as fuel efficiency regulations in accordance with the CARB Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in 13 CCR, and fuel requirements in accordance with 17 CCR Section 93115, as well as the In-Use Off-Road Diesel-Fueled Fleets regulation (CARB 2016). The Project would benefit from fuel and automotive manufacturers' compliance with CAFE standards, which would result in more efficient use of transportation fuels (lower consumption). As such, the Project would comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines. Diversion of mixed construction and demolition debris would reduce truck trips to landfills, which are typically located some distance away from City centers, and increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption. See Section 4.19, *Utilities and Service Systems*, for a detailed discussion on solid waste.

Based on the analysis above, construction would utilize energy only for necessary on-site activities and to transport construction materials, excavated fill, and demolition debris to and from the Project Site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption and, thus, reduce the Project's construction-related energy use. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy and impacts associated with transportation fuels for construction would be less than significant.

Operation

During operation of the Project, energy would be consumed for multiple purposes, including, but not limited to, HVAC; refrigeration; lighting; and the use of electronics, equipment, and appliances. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips. **Table 4.6-3**, *Project Operational Energy Usage*, shows the existing Site and Project's energy demand from electricity, natural gas, gasoline, and diesel.

TABLE 4.6-3
PROJECT OPERATIONAL ELECTRICITY USAGE

Energy Type	Annual Quantity
Electricity	
Existing Site	699 MWh
Project:	
Building Energy	2,347 MWh
Water Conveyance and Treatment	245 MWh
Project Subtotal	*2,592 MWh*
Total Net Electricity	**1,893 MWh**
Natural Gas	
Existing Site	195,164 cf
Project:	
Building Energy	0 cf
Mobile Sources	370,224 cf
Project Subtotal	*175,060 cf*
Total Net Natural Gas	**175,060 cf**
Transportation	
Existing Site:	
Gasoline	141,409 gallons
Diesel	12,852 gallons
Project:	
Gasoline	260,063 gallons
Diesel	29,614 gallons
Total Net Transportation – Gasoline	**118,654 gallons**
Total Net Transportation – Diesel	**16,762 gallons**

SOURCE: ESA, 2023
NOTES: MWh = megawatt-hours; cf = cubic feet
Detailed calculations are provided in Appendix B of this Draft EIR.
Totals may not add up due to rounding of decimals.

Electricity

Project operation will increase the demand for electricity resources including for water supply, conveyance, distribution, and treatment. Operation of the existing site uses electricity for water conveyance to maintain the golf course. The Project's estimated operational electricity demand, including from water demand, is provided in Table 4.6-3. As shown in Table 4.6-3, the Project would result in a projected net increase in consumption of electricity totaling approximately 1,893 MWh per year.

As discussed previously, the Project would comply with the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance. The analysis conservatively assumes 2019 Title 24 standards compliance, but the Project would comply with the latest 2022 version which will be more stringent than the preceding standards. The Project would be designed to include numerous energy saving features that would allow the Project to comply with the Title 24 standards and achieve energy savings required by state regulations. Per compliance with the CALGreen Code, new construction requires energy and water efficient fixtures and fittings, energy efficient mechanical systems, light pollution reduction, site development best practices, sub metering, water efficient landscapes, recycling, and superior weather resistance and moisture management for buildings to name a few. As a result, the Project would also comply with the County's General Plan to reduce energy and water consumption as well as encourage renewable energy use. Therefore, with the incorporation of these features, operation of the Project would not result in the wasteful, inefficient, and unnecessary consumption of electricity.

For the 2021–2022 fiscal year, SCE had an annual electric sale to customers of approximately 84,218 GWh (SCE 2022). The Project represents approximately 0.002 percent of the SCE network sales for 2021–2022. In addition, the CEC forecasts that SCE s high demand scenario residential electricity sales for the Project buildout year of 2028 would be approximately 39,121 GWh (CEC 2023). Under this high demand scenario, the Project would represent 0.004 percent of the planned demand, which not substantially increase future energy demand. Thus, the impacts related to electrical supply and infrastructure capacity would be less than significant.

Natural Gas

The Project would not include any natural gas infrastructure (and instead provide residents with access to the Clean Power Alliance) and thus would not have any building natural gas demand. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy associated with natural gas used during operations and impacts would be less than significant.

Transportation Energy

The Project's estimated operational transportation fuel demand is provided in Table 4.6-3. As discussed previously, the Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. The Project would encourage alternative modes of transportation by pre-wiring all homes with electric vehicle charging infrastructure and solar-ready rooftops, pursuant to the CALGreen Code.

As discussed in Section 4.17, *Transportation*, of this Draft EIR, the Project would implement PDF T-1 Increase Residential Density for a quantifiable 13.04 percent reduction in VMT for Planning Areas 1, 2, and 3, and a quantifiable 2.39 percent reduction in VMT for Planning Area 5 from the *2021 Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity Final Draft Handbook* (2021 CAPCOA Handbook). Furthermore, the 2021 Handbook also identifies a number of non-quantified or supporting measures that may enhance the ability of quantified measures to attain expanded reductions or co-benefits. Of those, T-32 (PDF T-2), Locate Project near Bike Path/Bike Lane would enhance the Project's VMT mitigation by locating the Project within 0.5 mile bicycling distance from an existing Class I bike path or Class II bike lane. Future bicycle lanes are planned for Colima Road and Brea Canyon Cutoff Road in the immediate vicinity of the Project, which would provide connections to the existing bicycle lanes west and south of the Project. The Project would also provide recreational multi-use trails within the Project Site that will connect internal roadways to public sidewalks and roadways including Colima Road. These measures would further reduce gasoline and diesel fuel consumption. More information on the Project's VMT and related TDM measures can be found in Section 4.17, *Transportation*. The Project would result in a less-than-significant impact with respect to energy and mitigation measures are not required and are not quantified.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of worldwide consumption (BP Global 2018). The Project would comply with CAFE standards, which would result in more efficient use of transportation fuels (lower consumption). Project-related vehicle trips would also comply with Pavley Standards, which are designed to reduce vehicle GHG emissions by mandating increasingly stringent emissions standards on new vehicles but would also result in fuel savings from more efficient engines in addition to compliance with CAFE standards.

As discussed in detail in Section 4.8, *Greenhouse Gas Emissions*, the Project would not conflict with the 2020–2045 RTP/SCS goals and benefits and would not preclude attainment of its primary objectives. The Project is an infill project that would develop affordable new housing in compliance with the County's affordable housing requirements by providing a mix of residential uses on an underdeveloped site that is well served by an existing transportation network, including public transportation options to provide an alternative to private automobiles. Therefore, the Project would not conflict with the 2020–2045 RTP/SCS or the attainment of its objectives. As discussed in Section 4.8, *Greenhouse Gas Emissions*, the Project would meet the 2022 Building Energy Efficiency standards and CALGreen Code (Title 24, Parts 6 and 11). The Project would install high efficiency LED lighting on the Project Site and would pre-wire or install conduit and panel capacity for EVSE and for solar panels. The Project is an infill development that would encourage teleworking by providing home office amenities, active recreation and alternate transportation through the creation of a publicly accessible trail system, and an electric bike with purchase of a dwelling unit. The Project will also include an HOA funded subsidies program for a reimbursement subsidy of up to 50 percent of the cost of a pass for Metrolink and Foothill Transit Monthly Passes for five years and extending to no more than 10 years with the purchase of a dwelling. Additionally, the proposed Project would not include

any natural gas infrastructure, would use all-electric appliances without any natural gas connections, and will provide residents with access to the Clean Power Alliance.

Based on the above, the Project would minimize operational transportation fuel demand in line with federal, state, regional, and County goals. Therefore, operation of the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy.

Significance Determination: Less than Significant.

Mitigation Measures

No Mitigation is Required.

Impact ENE-2: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (Less than Significant)

Construction

The Project would utilize construction contractors who must demonstrate compliance with applicable regulations. Construction equipment would be required to comply with federal, state, and regional requirements where applicable. As discussed above under Impact ENE-1, medium- and heavy-duty trucks would comply with USEPA and NHTSA fuel efficiency standards. The Draft EIR's energy modeling for trucks does not take into account specific fuel reductions from these regulations, since they would apply to fleets as they incorporate newer trucks meeting the regulatory standards; however, these regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes per occurrence. Additionally, off-road emissions standards will increase equipment efficiencies as they are phased-in overtime and less-efficient equipment is phased out of construction fleets. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Thus, based on the information above, construction and operation of the Project would comply with existing energy standards.

The Project's construction equipment used would be consistent with the energy standards applicable to construction equipment including limiting idling fuel consumption and using contractors that comply with applicable CARB regulatory standards that affect energy efficiency. Therefore, the Project would comply with existing energy standards and impacts would be less than significant.

Operation

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

proposed Project would comply with CALGreen and Title 24 requirements to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, implementing solar-ready rooftops, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment. These measures are consistent with the County's Green Building Standards of improving energy and water efficiency in buildings, decreasing water use, and using energy efficient appliances and equipment. These measures would also be consistent with Goals AQ 3, LU 11, C/NR 12 and M7 from the Los Angeles County General Plan, and Goals 2 and 9 from the OurCounty Plan.

With respect to operational transportation-related fuel usage, the Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. The Project would comply with CAFE fuel economy standards and the Pavley Standards, which are designed to result in more efficient use of transportation fuels. As discussed in detail in Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR, the Project Site would be consistent with SCAG's 2016–2040 and 2020–2045 RTP/SCS plans by, among other things, locating the Project in an urban location in an already developed area. The Project would also implement PDF T-1 Increase Residential Density for a quantifiable 13.04 percent reduction in VMT for Planning Areas 1, 2, and 3, and a quantifiable 2.39 percent reduction in VMT for Planning Area 5 from the 2021 CAPCOA Handbook. The Project would encourage the use of alternative modes of transportation by constructing new trails and connecting sidewalks. Additionally, the proposed Project would not include natural gas infrastructure and would use all-electric appliances without any natural gas connections. The proposed all-electric Project will provide residents with access to the Clean Power Alliance.

Future bicycle lanes are planned for Colima Road and Brea Canyon Cutoff Road in the immediate vicinity of the Project, which would provide connections to the existing bicycle lanes west and south of the Project, consistent with the OurCounty Plan Goals 2,8, 9 and the Los Angeles County General Plan Goals M-2. The Project would also provide recreational multi-use trails within the Project Site that will connect internal roadways to public sidewalks and roadways including Colima Road, consistent with the energy reduction goals of the OurCounty Plan Goals 2, 8, 9, and the Los Angeles County General Plan Goals M-2. These measures would further reduce gasoline and diesel fuel consumption.

In addition, the Project location would help increase residential density near public transit, consistent with SB 743. The Project Site is served by existing bus transit service operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and by Foothill Transit. Metro line 482 and Foothill Transit line 493 run east and west along Colima Road and Golden Springs Drive. Line 482 serves the cities of Pomona, Diamond Bar, Walnut, Baldwin Park, and Industry. Line 493 serves Downtown Los Angeles, the community of Rowland Heights, and the City of Industry. In addition, the County provides the community of Rowland Heights with the Rowland Heights Hopper Shuttle (Heights Hopper) that runs Monday through Saturday. The Project access to public transit would be consistent with Goal M 2 and M 5 of the Los Angeles County General Plan, and Goals 3, 7, 8, 9 from the Our County Plan. In addition, consistent with the 2016–2040 and 2020–2045 RTP/SCS, the Project would increase density and would

encourage transit ridership, which would help decrease total vehicle trips, VMT, and associated fuel consumption in the County.

The Project would comply with the CALGreen, Title 24, and numerous goals from the Los Angeles County General Plan goals, the OurCounty Plan goals, and the SCAG 2020–2045 RTP/SCS. Overall, the Project's features would support and promote the use of renewable energy and energy efficiency and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the Project impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures

No Mitigation is Required.

4.6.6 Cumulative Impacts

Electricity

The geographic context for the cumulative analysis of electricity is SCE's service area. Growth within this geography is anticipated to increase the demand for electricity.

Future development, including the proposed Project, would result in the increased use of electricity resources. However, SCE has determined that the use of such resources would be minor compared to existing supply and infrastructure within the SCE service area and would be consistent with growth expectations in 2028 (CEC 2018). Furthermore, like the Project, other cumulative developments would be required to incorporate energy conservation features in order to comply with applicable mandatory regulations including CALGreen Code, state energy standards under Title 24, and incorporate mitigation measures, as necessary. As such, the Project's contribution to cumulative impacts due to wasteful, inefficient, and unnecessary consumption of energy would not be cumulatively considerable. (**Less than Significant**).

Natural Gas

The geographic context for the cumulative analysis of natural gas is the SoCalGas service area. Growth within this service area is anticipated to increase the demand for natural gas and the need for infrastructure, such as new or expanded facilities.

Cumulative development projects in the SoCalGas service area would result in the use of natural gas resources. However, as discussed above, the proposed Project would not include any natural gas infrastructure and thus, would not have natural gas demand. As such, the Project would not contribute to cumulative impacts due to wasteful, inefficient, and unnecessary consumption of natural gas would not be cumulatively considerable. (**Less than Significant**).

Transportation Energy

The geographic context for the cumulative analysis of transportation energy is the SCAG region. Growth within this region is anticipated to increase the demand for transportation fuels.

Buildout of the proposed Project and cumulative projects in the SCAG region would be expected to increase overall VMT; however, the effect on transportation fuel demand would be reduced by future improvements to vehicle fuel economy pursuant to federal and state regulations. By 2026, vehicles are required to achieve 54.5 mpg (based on USEPA measurements), which is a 54 percent increase from the 35.5 mpg standard in the 2012–2016 standards. Siting land use development projects at infill sites is consistent with the overall goals of the state to reduce VMT pursuant to SB 375. Cumulative development projects would need to demonstrate consistency with these goals and incorporate any mitigation measures required under CEQA, which would also ensure cumulative development projects contribute to transportation energy efficiency. As such, the Project's contribution to cumulative impacts due to wasteful, inefficient, and unnecessary consumption of energy would not be cumulatively considerable. (**Less than Significant**).

Energy Reduction Plans and Policies

Electricity

Buildout of the proposed Project, cumulative projects, and additional forecasted growth in SCE's service area would cumulatively increase the demand for electricity supplies and on infrastructure capacity. It is expected that SCE would continue to expand delivery capacity as necessary to meet demand increases within its service area. Development projects within the SCE service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each cumulative project would be reviewed by SCE to identify necessary power facilities and service connections to meet individual project needs. In addition, as with the Project, cumulative projects would need to analyze potential environmental effects of infrastructure extensions, adhere to any applicable ground-disturbing design features, and implement necessary mitigation measures, which would also serve to reduce potential impacts from any infrastructure removal or relocation activities. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the surrounding area.

Cumulative projects, as with the Project, would be required to evaluate electricity conservation features and compliance with applicable electricity efficiency plans and standards including the Title 24 standards and CALGreen Code, and incorporate mitigation measures, as necessary under CEQA. Cumulative projects, as with the Project, would also be required to evaluate potential impacts related to consistency with the County's goals, and local and regional supplies or capacity based on regional growth plans, such as the SCE energy supply projections for long-term planning.

As such, the Project's contribution to cumulative impacts due to conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency would not be cumulatively considerable. (**Less than Significant**).

Natural Gas

Cumulative projects and additional forecasted growth in SoCalGas' service area would cumulatively increase the demand for natural gas supplies and on infrastructure capacity.

However, as discussed above, the proposed Project would not include any natural gas infrastructure and thus would not include any natural gas demand.

Cumulative projects, as with the Project, would be required to evaluate natural gas conservation features and compliance with applicable regulations including the Title 24 standards and CALGreen Code, and incorporate mitigation measures, as necessary under CEQA. However, as discussed above, the proposed Project would not have any natural gas infrastructure and thus, would not obstruct any state, regional, or local for renewable energy or energy efficiency and would not be cumulatively considerable. Cumulative impacts would be less than significant. (**Less than Significant**).

Transportation Energy

Buildout of the proposed Project, cumulative projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the state and region. However, as discussed above, the Project would not conflict with the energy efficiency policies emphasized by the 2020–2045 RTP/SCS. As discussed previously and in greater detail in Section 4.8, *Greenhouse Gas Emissions*, the Project would be consistent with and not conflict with SCAG's land use type for the area and would encourage alternative transportation and achieve a reduction in VMT compared to a standard non-infill project, in part, based on its location efficiency.

The 2020–2045 RTP/SCS is a regional planning tool that addresses cumulative growth and resulting environmental effects and is applicable to the Project, and cumulative projects with respect to transportation energy efficiency. Similar to the Project, the cumulative projects would be required under CEQA to evaluate if their respective developments would conflict with the energy efficiency policies emphasized by the 2020–2045 RTP/SCS promotion of alternative forms of transportation, proximity to public transportation options, provisions for encouraging multi-modal and energy efficient transit such as by accommodating bicycle parking and EV chargers at or above regulatory requirements.

Since the Project would not conflict with the 2020–2045 RTP/SCS, the Project's contribution to cumulative impacts with respect to potentially significant environmental impacts due to conflicts with or obstruction of a state or local plan for transportation energy efficiency would not be cumulatively considerable (**Less than Significant**).

4.7 Geology and Soils

This section evaluates potential geologic and soils hazards associated with the Project, including fault rupture, ground shaking, liquefaction, expansive soils, erosion, and cut and fill slope stability. This section is based in part on information and findings presented in the included *Updated Summary Geotechnical Evaluation and Feasibility Study, Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, California* (Geotechnical Evaluation Study) (LGC 2021); *Geotechnical Conceptual Site Plan Review, Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, California* (LGC 2023a); *Geotechnical Addendum Report and Response to Geotechnical Review Comments Regarding the Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, Los Angeles County, California* (LGC 2023b); *Response to Geotechnical Review Comments dated May 31, 2023, regarding the Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, California* (LGC 2023c); and *Response to Geotechnical Review Comments dated September 3, 2023, Regarding the Proposed Residential Development of Portions of Royal Vista Golf Course, Rowland Heights, California* (LGC 2023d) prepared for the Project, included as **Appendix G** of this Draft EIR. Collectively, these four reports are referred to as Geotechnical Reports in this section.

This section also evaluates potential impacts to paleontological resources and unique geologic features. The analysis of paleontological resources is based on the results of the *Royal Vista Residential Project Paleontological Resources Technical Report* (ESA 2023) prepared for the Project and included as **Appendix H** of this Draft EIR.

4.7.1 Existing Conditions

Regional and Local Geology

California is divided into geomorphic provinces, which are distinctive, generally easy-to-recognize natural regions in which the geologic record, types of landforms, pattern of landscape features, and climate are similar. Eastern Los Angeles County is in the Peninsular Ranges Geomorphic Province, a series of mountain ranges separated by northwest-trending valleys. The trend of topography in this province is similar to the Coast Ranges, but the geology is more like that of the Sierra Nevada, with granitic rock intruding the older metamorphic rocks (California Geological Survey 2002). Regional faults within the Peninsular Ranges province are oriented southeast to northwest.

Specifically, the Project Site is located within the eastern portion of the Los Angeles Basin and is part of the northwestern most part of the Santa Ana Mountains and is located in the heavily urbanized area between the Puente Hills and the East and West Coyote Hills. Puente Hills, an east-to-west-trending range of hills that separates the Los Angeles Basin to the south from the San Gabriel Valley to the north. Uplift of the Puente Hills has exposed a thick sequence of tertiary marine sedimentary rocks of Miocene age. The predominantly siltstone bedrock has been deformed by folding and faulting as the Puente Hills uplifted. Geological mapping of the Yorba Linda and Prado Dam quadrangles (eastern Puente Hills) by Dibblee and Ehrenspeck (2001) indicate that the surface of the Project Site is mainly mapped as located within the Yorba Shale

Member (Tmy) and Soquel Sandstone Member and facies (Tmss) of the Miocene Puente Formation (also referred to as the Monterey Formation in this area). However, a very small portion of the Project Site (within Planning Areas 1 through 3) is also mapped as located within Quaternary alluvium (Qa) (11,700 years ago to present, although deeper deposits may be older) deposits.

Project Site Geology and Soils

Based on the findings of the Geotechnical Reports, the low-lying portions of the Project Site consist of undocumented artificial fill that were found to extend to depths of up to a maximum of approximately 25 feet below existing grades on the majority of the Project Site. These materials can be expected to be thin as the Project Site elevations rise to the perimeter slopes. Where observed, these materials generally consisted of silty to clayey sand and sandy clay that was moist to saturated. Older fill materials are present in the upper portions of the Project Site, and in areas immediately adjacent to the Project Site, associated with the adjacent residential developments to the east and south.

These undocumented fill soils were likely placed as part of the original golf course construction in 1962, and it does not appear that appropriate remedial grading was performed to remove underlying compressible native soils beneath (alluvium, colluvium and topsoil) prior to placement of the fill. The near-surface portion of the Project Site slopes include topsoil and colluvial deposits and likely a thin veneer of undocumented fill in some areas. The colluvial deposits likely thicken toward lower portions of the slopes.

The Soquel Member of the Puente Formation underlies these materials at shallow depth on the Project Site slopes and at depth in the low-lying areas of the Project Site, beneath the undocumented fill and underlying compressible native materials. This geologic formation generally consists of massive, well-cemented, fine to coarse grained light brown to yellow sandstones that are locally interbedded with gray siltstones.

Geologic Hazards

Earthquake Faulting

Southern California experiences many earthquakes because it straddles the boundary between the North American and Pacific Plates, and fault rupture accommodates their motion. Along most of California, the Pacific Plate is moving northwesterly (relative to the North American Plate) at about 50 millimeters/year. Therefore, many of the faults associated with the plate movement have a northwest trend and are characterized as strike-slip faults. On average, strike-slip faults are near vertical breaks in the rock. When a strike-slip fault ruptures, the rocks on either side of the fault slide horizontally past each other.

The California Geological Survey (CGS) considers the length of time since the last known seismic activity to be related to the potential for fault activity in the future and, as reflected in the Alquist-Priolo Earthquake Fault Zoning Act (formerly known as the Alquist-Priolo Special Studies Zones Act), “active” and “potentially active” faults are defined according to the length of time that has passed since movement occurred on the fault trace. Established State policy has

been to zone only those faults that have direct evidence of movement within the last 11,700 years. The CSG and the Alquist-Priolo Earthquake Fault Zoning Act classify faults according to the following criteria:

- **Active.** Faults showing proven displacement of the ground surface within about the last 11,700 years (Holocene age) that are thought capable of producing earthquakes.
- **Potentially Active.** Faults showing evidence of movement within the last 1.6 million years, but without conclusive evidence of movement in the last 11,700 years.
- **Not Active.** Faults that do not show evidence of movement in the last 1.6 million years.

The CGS requires that faults within an approximate 100-kilometer (62-mile) radius be identified for planning purposes. **Table 4.7-1**, *Faults and Fault Systems within an Approximate 62-Mile Radius*, provides a list of some of the faults and fault systems within the region considered to potentially contribute to the seismic exposure of the Project Site. The estimated seismic characteristics of each fault are also summarized in Table 4.7-1 based on available published geologic and seismologic data.

TABLE 4.7-1
FAULTS AND FAULT SYSTEMS WITHIN APPROXIMATE 62-MILE RADIUS

Fault Name	Approximate Distance (miles)	Maximum Earthquake Magnitude (Mw)	Type of Fault
Whittier Elsinore	3	6.8	Strike Slip
San Jose	3	6.5	Left Lateral-Reverse Oblique
Chino	6	6.7	Right Lateral-Reverse Oblique
Puente Hills Thrust System	7.5	6.5-6.7	Reverse
Sierra Madre	19	7.0	Reverse
Raymond	10	6.5	Left Lateral-Reverse Oblique
Cucamonga	13	6.7	Reverse
Clamshell-Sawpit	18	6.7	Reverse
Verdugo	21	6.5	Reverse
Compton Thrust	22	6.8	Reverse
Hollywood	25	6.4	Left Lateral-Reverse Oblique
Newport-Inglewood (LA Basin)	28	6.9	Reverse
Santa Monica	24	6.6	Left Lateral-Reverse Oblique
Palos Verdes Hills	39	7.1	Strike Slip
San Gabriel	39	7.0	Strike Slip
Elsinore-Glen Ivy	43	6.8	Strike Slip
San Andreas-Mojave	47	7.1	Strike Slip
San Jacinto-San Bernardino	58	6.7	Strike Slip

SOURCE: Seismic Hazard Zone Report for the Yorba Linda 7.5-Minute Quadrangle, Los Angeles, Orange and San Bernardino Counties, California. 2005; Los Angeles County General Plan, Figure 12-1 Seismic and Geotechnical Hazard Zones Policy Map, 2021.

CGS policy is to delineate a boundary zone on either side of a known fault trace, called the Alquist-Priolo Earthquake Fault Zone, in which rupture could be anticipated. The delineated width of an Alquist-Priolo Earthquake Fault Zone, which can be between 200 and 500 feet wide on either side of the fault trace, is based on the complexity or regional significance of the fault. If a site lies within a designated Alquist-Priolo Earthquake Fault Zone, a geologic fault rupture investigation must be performed that demonstrates a proposed building site is not threatened by surface displacement from the fault before development permits may be issued.

According to the Los Angeles County General Plan Safety Element and the Geotechnical Reports, the nearest Alquist-Priolo Fault Zone to the Project Site is located approximately 3 miles to the southwest of the Project Site and is associated with the Whittier section of the Elsinore Fault zone.

Ground Shaking

Although not exposed to a greater than normal seismic risk than other properties in Los Angeles County, the Project Site is located within a seismically active region. Moderate to strong ground motion (acceleration) could be caused by an earthquake on any of the local or regional faults, the nearest of which are the Whittier Elsinore, San Jose, and Chino Faults and Puente Hills Thrust System. However, any faults listed on Table 4.7-1 could generate ground motion at the Project Site. The level of ground shaking at any site is a function of several factors including earthquake magnitude, type of faulting, rupture propagation path, distance from the epicenter, earthquake depth, duration of shaking, site topography, and site geology (such as liquefaction potential). Because of potential ground shaking in the region, building design and construction are required to conform to the current seismic design provisions of the California Building Code (CBC) and Los Angeles County Building Code. The CBC sets forth Seismic Design Parameters according to a software system developed by the United States Geological Survey (USGS), which calculates ground motion.

Liquefaction and Earthquake-Induced Landslides

Liquefaction is the loss of strength in generally cohesion-less, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors that influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean (d50) grain size in the range of 0.075 to 0.2 mm. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface.

Clayey (cohesive) soils that possess a plasticity index of at least 18 are generally not considered to be susceptible to liquefaction, nor are soils located above the historic static groundwater table.

According to the Geotechnical Reports, a relatively small portion of the Project Site, adjacent to the intersection of East Walnut Drive and Bellavista Drive, is located in a zone characterized as being potential susceptible to seismically-induced liquefaction (CGS 2005b). The majority of the

Project Site is anticipated to possess a low potential for liquefaction following the remedial grading (removal of undocumented fill to suitable native materials/bedrock) of the Project Site.

The Geotechnical Evaluation Study recommends remedial grading (and over-excavation) of older artificial fill used during golf course development and underlying potentially compressible native soils to suitable native materials/bedrock (LGC 2021). Following remedial grading, the removed soils will be replaced with compacted fill soils to approved project design grades. As such only bedrock and compacted fill will remain in the development area of the site, in conformance with building code regulations. These materials are not considered liquefiable due to their inherent density. Any potential liquefiable materials will be removed by the Project grading to eliminate any potential safety hazard.

A seismic hazard zone for potential seismically-induced landslides has been mapped in the southeastern most portion of the Project Site, within Planning Area 5. A portion of an ancient/historic landslide has been mapped in this portion of the Project Site, which has been confirmed by subsurface evaluation by LGC Geotechnical (LGC 2023c, 2023d). See **Figure 4.7-1**, *Landslide Location*.

Subsurface Soils

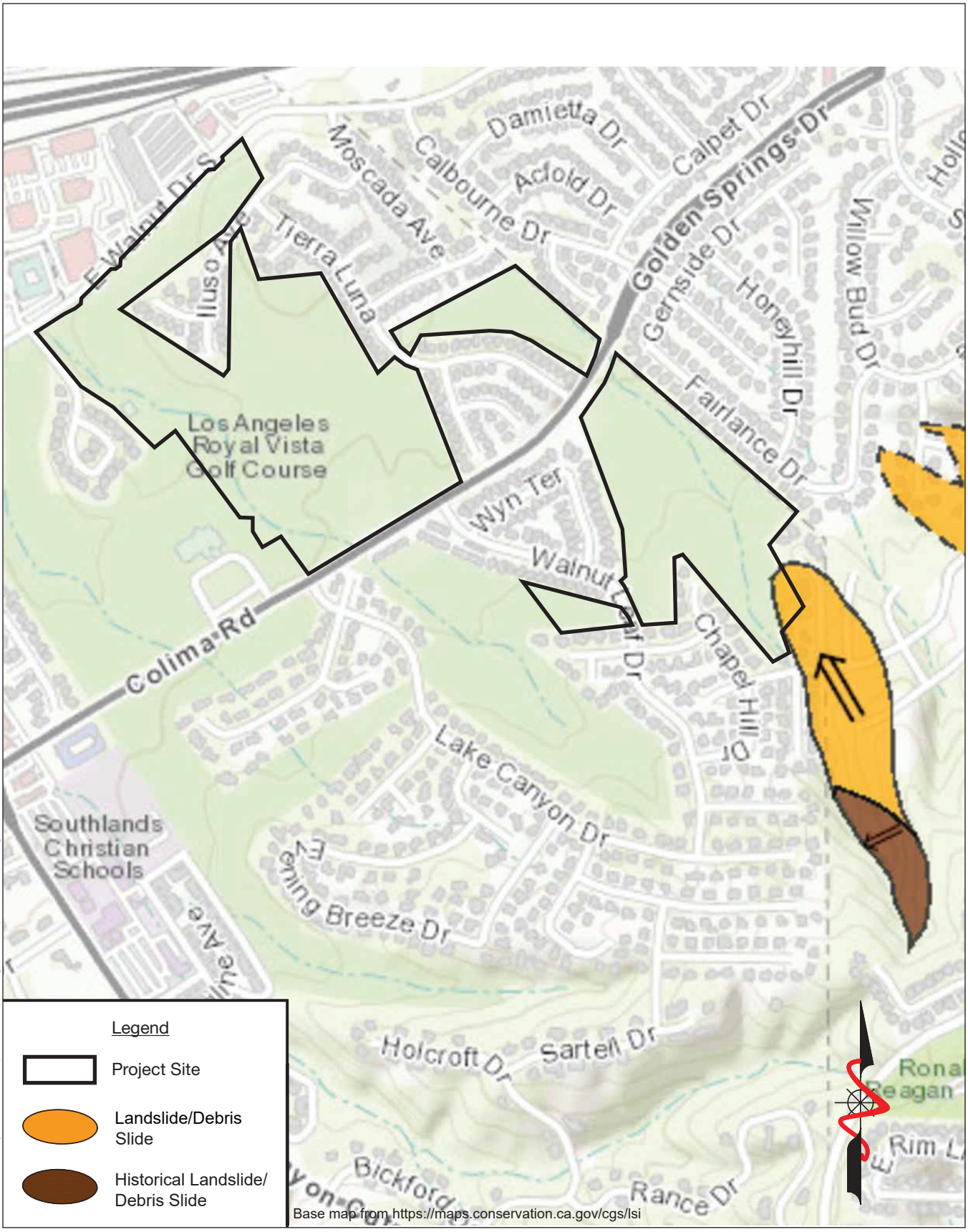
Fill materials at the Project Site vary from near surface to a maximum of approximately 25 feet of depth, except for one isolated area within Planning Area 5 that may be as deep as 30 feet. The Project Site is located in an area underlain by interlayered mixtures of alluvium, colluvium and topsoil consisting of silty to clayey sand and sandy clay. Subsurface exploration of the Project Site consisted of 15 borings advanced to depths between 5 to 26.5 feet below current Project Site grades. Five of the borings were drilled to at least 45 feet below existing grade, and several other borings encountered perched groundwater at shallower depths. All of the borings, which are identified in **Figure 4.7-2**, *Boring Location Map*, were logged during drilling.

Expansive Soils

Expansive soils are soils, such as clays, that are capable of absorbing water and thereby increasing their volumes. When unaccounted for, soil expansion can have adverse effects on structures. Based on testing representative bulk samples of the on-site surface soils, the Geotechnical Reports determined that soils on-site are generally expected to have a “Medium” expansion potential. Most near surface soils at the Project Site consist of silty to clayey sand and sandy clay.

Corrosive Soils

Selected representative samples of soil collected from the future development areas were tested for corrosivity (sulfate, chloride, pH, and minimum resistivity). “Resistivity” of the soils is a measure of their potential to attack buried metal improvements such as utility lines. Based on the results of the corrosivity tests, the near surface soils indicate a soluble sulfate content of approximately 0.05 percent, a chloride content of 144 parts per million (ppm), a pH value of 8.54, and a minimum resistivity value of 710 ohm-centimeters. These are low concentrations of these elements and indicate that the onsite soils are not considered corrosive per Caltrans criteria (see Appendix G of this Draft EIR).



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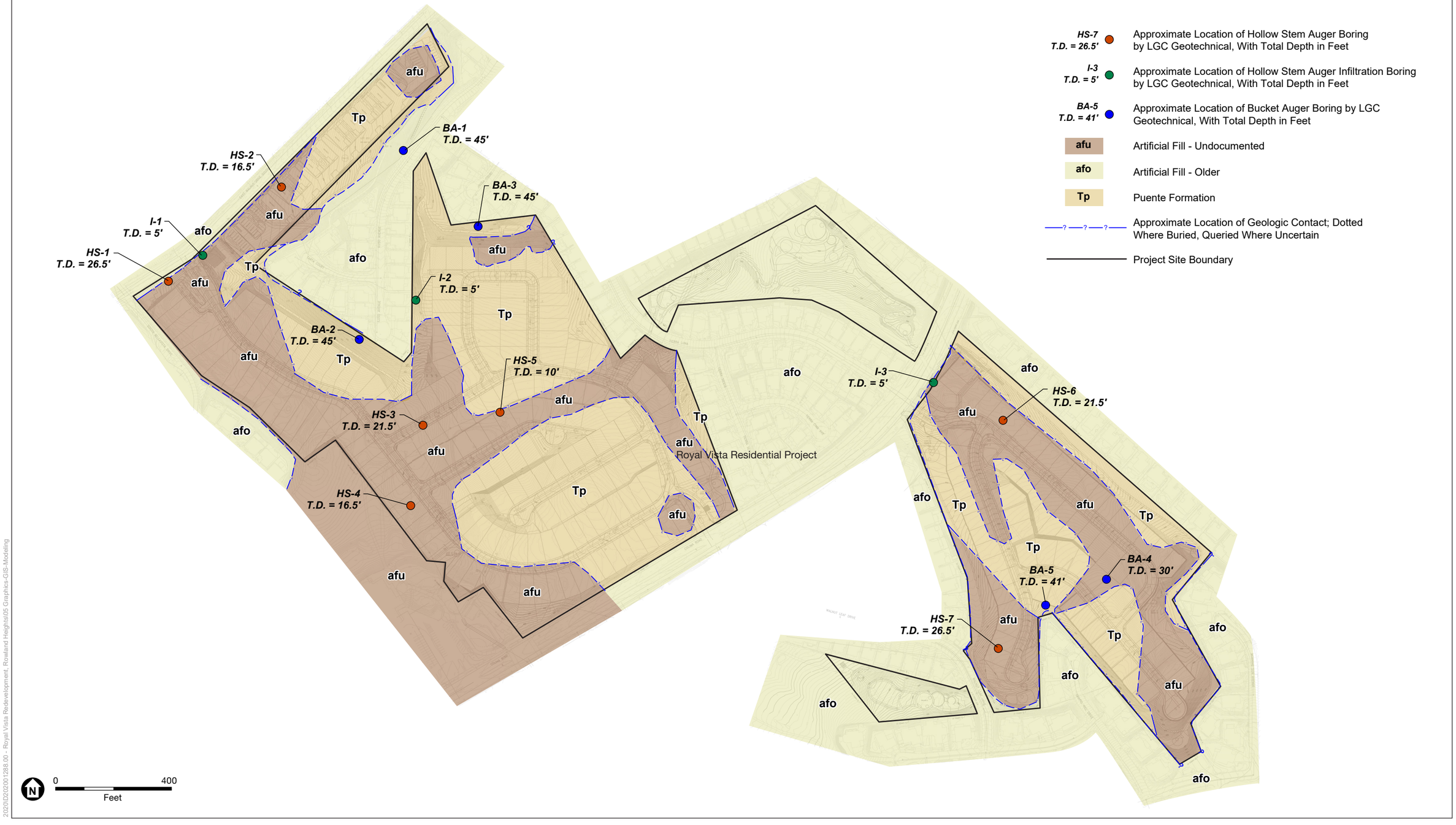
SOURCE: LGC Geotechnical, Inc., 2023

Royal Vista Residential Project

Figure 4.7-1
Landslide Locations

ESA



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SOURCE: LGC Geotechnical, Inc., 2021; ESA, 2021

Royal Vista Residential Project

Figure 4.7-2
Boring Location Map

ESA

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Artificial Fill

As noted above and in the Geotechnical Reports, the near-surface soils consist of undocumented artificial fill materials, colluvium, alluvium, and topsoil. These materials possess variable strengths, composition, and densities which are not considered suitable support for structures in their current state. These soils are to be removed to suitable native and/or bedrock material prior to placement of additional fill or development of the site.

Bedrock

Bedrock, which was encountered beneath the colluvium and alluvium at most of the boring locations within the Project Site, consists of yellow sandstones that are locally interbedded with gray siltstones of the Puente Formation. Bedrock was generally encountered at greater depths within the low-lying portion of the Project Site and at shallower depths as the site elevations rise to the perimeter slopes.

Groundwater

Historic high groundwater has been mapped in a relatively small portion of the Project Site, adjacent to the intersection of East Walnut Drive and Bellavista Drive, at a depth of 0 to 30 feet below existing grade. However, the vast majority of the Project Site is not mapped as having a historic high groundwater table within 50 feet of the surface (CGS 2005b).

According to the Geotechnical Evaluation Study, localized areas of perched groundwater (groundwater held by low-permeability materials from percolating into the groundwater table) within the older artificial fill and upper portions of the underlying native materials were encountered and would be anticipated during grading (LGC 2021). Specifically, groundwater was encountered in five of the seven borings excavated within these areas. Perched groundwater was encountered at depths as shallow as 2.5 feet below existing grade, and it is assumed to be more concentrated within the low-lying portions of the Project Site. Potential sources of the perched groundwater may be the golf course irrigation, leakage from the existing water ponds, and precipitation/stormwater infiltration.

Paleontological Resources

Paleontological resources are the fossilized remains or impressions of plants and animals, including vertebrates (animals with backbones; mammals, birds, fish, etc.), invertebrates (animals without backbones; starfish, clams, coral, etc.), and microscopic plants and animals (microfossils). They are valuable, nonrenewable, scientific resources used to document the existence of extinct life forms and to reconstruct the environments in which they lived. Fossils can be used to determine the relative ages of the depositional layers in which they occur and of the geologic events that created those deposits. The age, abundance, and distribution of fossils depend on the geologic formation in which they occur and the topography of the area in which they are exposed. The geologic environments within which the plants or animals became fossilized usually were quite different from the present environments in which the geologic formations now exist.

The Society of Vertebrate Paleontology (SVP) has established standard guidelines (SVP 2010) that outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation. Most practicing professional vertebrate paleontologists adhere closely to the SVP's assessment, mitigation, and monitoring requirements as specifically provided in its standard guidelines. Most state and local regulatory agencies accept and use the professional standards set forth by the SVP. In its "Standard Guidelines for the Assessment and Mitigation of Adverse Impacts to Non-renewable Paleontologic Resources," the SVP (2010) defines four categories of paleontological sensitivity (potential) for rock units: high, low, undetermined, and no potential, and makes recommendations for the level of monitoring for each.

Paleontological sensitivity is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey:

1. **High Potential.** Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered are considered to have a high potential for containing additional significant paleontological resources. Rocks units classified as having high potential for producing paleontological resources include, but are not limited to, sedimentary formations and some volcaniclastic formations (e.g., ashes or tephras), and some low-grade metamorphic rocks which contain significant paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils (e.g., middle Holocene and older, fine-grained fluvial sandstones, argillaceous and carbonate-rich paleosols, cross-bedded point bar sandstones, fine-grained marine sandstones, etc.).
2. **Low Potential.** Reports in the paleontological literature or field surveys by a qualified professional paleontologist may allow determination that some rock units have low potential for yielding significant fossils. Such rock units will be poorly represented by fossil specimens in institutional collections, or based on general scientific consensus only preserve fossils in rare circumstances and the presence of fossils is the exception not the rule, e.g., basalt flows or Recent colluvium. Rock units with low potential typically will not require impact mitigation measures to protect fossils.
3. **Undetermined Potential.** Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment are considered to have undetermined potential. Further study is necessary to determine if these rock units have high or low potential to contain significant paleontological resources. A field survey by a qualified professional paleontologist to specifically determine the paleontological resource potential of these rock units is required before a paleontological resource impact mitigation program can be developed. In cases where no subsurface data are available, paleontological potential can sometimes be determined by strategically located excavations into subsurface stratigraphy.
4. **No Potential.** Some rock units have no potential to contain significant paleontological resources, for instance high-grade metamorphic rocks (such as gneisses and schists) and plutonic igneous rocks (such as granites and diorites). Rock units with no potential require no protection nor impact mitigation measures relative to paleontological resources.

For geologic units with high potential, full-time monitoring is generally recommended during any ground disturbance. For geologic units with low potential, monitoring will not generally be required. For geologic units with undetermined potential, field surveys by a qualified vertebrate paleontologist or observations of excavations should be conducted to specifically determine the paleontological potential of the rock units present within the study area.

Literature Review

ESA conducted a literature review of published sources to determine whether paleontological resources have been identified in the particular geologic units that are mapped within the Project Site. The results of the literature review are provided below and are listed by their respective geologic unit.

Paleontology of Quaternary deposits: Paleontological literature rarely distinguishes between Quaternary alluvium, Younger Quaternary alluvium and Older Quaternary alluvium. If the organisms are older than about 10,000 radiocarbon years or if the fauna includes species known to have become extinct at the end of the Pleistocene, then the deposit or fauna is considered to belong to the Pleistocene Epoch. Neither of Jefferson's compilation of Pleistocene vertebrate localities (Jefferson 1991a, 1991b) list any localities near the Project Site. Nonetheless, there are many sites in the eastern Los Angeles Basin where Quaternary alluvium has produced Pleistocene vertebrate fossils. It is not known at what depth the Quaternary alluvium at the Project exceeds 5,000 radiocarbon years before present (SVP age threshold).

Paleontology of the Puente Formation (Monterey Formation of Dibblee and Ehrenspeck 2001): The Puente Formation of Eldridge and Arnold (1907) contains three Members. Dibblee and Ehrenspeck (2001) recognizes these members but assigns them to the Monterey Formation. Per Dibblee and Ehrenspeck (2001), the majority of the Project Site lies within the Yorba Member and the south easternmost portion of the Project Site crosses into the overlying Soquel Sandstone Member.

The Yorba Member is well-known for its significant, deep marine vertebrate fossils. "Chalk Hill", or "Fossil Hill" to the locals, has long been sought after as a very rich site for collecting whole fossil fish in the vicinity of the Project Site (e.g., Cooper 1973). Collections from the Yorba Member have provided important insight to the evolution of deep water fishes (Huddleston and Takeuchi 2006; Carnevale and Pietsch 2009) as well as constraining the depth of sea water at the time of deposition (Carnevale et al. 2008). In addition, the fish fauna, the Yorba Member contains very rare and well-preserved invertebrates, such as hexactinellid sponges (Rigby and Albi 1996).

A search specific to the Soquel Sandstone Member did not yield any significant fossils. However, this may be in part due to the nomenclature changes between the older Puente Formation, the Monterey Formation, and the classification of members.

Paleontological Resources Records Search

A paleontological resources database search was conducted by the Natural History Museum of Los Angeles County (LACM) on February 28, 2021. The search entailed an examination of current geologic maps and any known fossil localities within the Project Site and vicinity. The

purpose of the records search was to: (1) determine whether any previously recorded fossil localities occur in the Project Site or vicinity; (2) assess the potential for disturbance of these localities during construction; and (3) assist in evaluating the paleontological sensitivity of the Project Site.

The paleontological resources database search results indicate that no fossil localities exist within the Project Site, but that numerous fossil localities (LACM IP 4919, 5674, 31237, 34968; LACM VP 6907, 6908, 6170, and 7930–7933) exist nearby within the same sedimentary deposits (Puente and Monterey Formations) that occur in the Project Site, either at surface or at depth (Bell 2021).

Localities LACM IP 4919, 5674, 31237, and LACM VP 6907 are situated approximately 2.6 miles away from the Project Site and within the Monterey Formation, and yielded numerous fish fossils, as well as a cetacean, and invertebrate fossils including Goose-necked barnacles (*Pedunculata*) at an unknown depth. The fossils were found in white diatomaceous earth interbedded with soft grey siltstone (Yorba Member according to Huddleston and Takeuchi 2006).

Puente Formation localities include LACM VP 6908, 6170, 7930–7933, and LACM IP 34968 and are located approximately 2 miles away from the Project Site. LACM VP 6908 produced leftvents fossils in white diatomaceous earth interbedded with soft grey siltstone at the surface of a stream bed. LACM VP 6170 yielded a fossil fish (Osteichthyes) in white diatomite at an unknown depth. Localities LACM VP 7930–7932 produced Osteichthyes and Herring/sardine (Clupeidae) fossils between 6.5 and 7 feet below ground surface. LACM VP 7933 produced a topsmelt fossil (*Atherinops*) at an unknown depth. LACM IP 34968 produced herring/sardine (Clupeidae) and snail (gastropod) fossils at an unknown depth (Bell 2021).

Paleontological Resources Survey

On April 12, 2021, ESA staff conducted a paleontological resources pedestrian survey of the Project Site in order to identify surface evidence of paleontological resources and to assist in assessing the potential for the Project Site to contain buried resources. Approximately 5 percent of the Project Site was subject to a systematic pedestrian survey using transect intervals spaced at no more than 5 meters (approximately 16 feet) apart in areas with visible ground surface. Approximately 90 percent of the Project Site was subject to a windshield survey to identify any areas of visible ground surface. The windshield survey utilized golf carts to efficiently cover the Project Site and to reduce the exposure from the golfing activity and safety hazards presented by the active golf environment (i.e., flying golf balls). Approximately 5 percent of the Project Site could not be surveyed since this portion of the Project Site (driving range) was actively in use.

The survey indicated that the majority of the Project Site (encompassing approximately 90 percent) consists of fairways, putting greens, sand traps, and paved concrete paths, which yielded between 0 to 10 percent ground surface visibility. The remaining 5 percent (located within a small portion of APN 8762-022-002) yielded between 50 to 100 percent ground surface visibility. Sandstone sediments were observed in some portions of the Project Site; however, no paleontological resources were observed.

Paleontological Sensitivity Analysis

The review of the scientific literature, geologic mapping, record search results from the LACM, and the pedestrian survey were used to assign paleontological sensitivity to the geologic units present at the surface and in the subsurface of the Project Site, following the guidelines of the SVP (2010) and are as follows:

- **Younger Quaternary Alluvium (Qa)** – Surficial sediments: Low-to-High Potential, increasing with depth. The exact depth at which the transition from Low to High Potential occurs is unknown in the Project Site, but depths of 5 to 10 feet are common in the region.
- **Soquel Sandstone Member of the Monterey Formation (Puente Formation) (Tmss)** – There is no clear substantiation of significant fossil resources in the Soquel Sandstone Member. However, given the age and depositional setting, it is very likely that fossil might be found during excavation. Based on the evidence, this member is rated as Undetermined paleontological potential.
- **Yorba Member of the Monterey Formation (Puente Formation) (Tmy)** – There is a very well established fossil record for the Yorba Member, especially near the Project Site. The evidence justifies rating this unit as having High Potential for paleontological resources.

4.7.2 Regulatory Framework

Federal Level

National Pollutant Discharge Elimination System

The National Pollution Discharge Elimination System (NPDES) is a program created to implement the Clean Water Act (CWA). In response to the 1987 amendments to the CWA and as part of Phase I of its NPDES permit program, U.S. Environmental Protection Agency (USEPA) began requiring NPDES permits for (1) municipal separate storm sewer systems (MS4s) generally serving or located in incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs five acres or more of land. Phase II of USEPA's NPDES permit program, which went into effect in early 2003, extended the requirements for NPDES permits to (1) numerous small MS4s; (2) construction sites of 1 to 5 acres; and (3) industrial facilities owned or operated by small MS4s.[1] In 2009, USEPA published effluent limitation guidelines and new source performance standards for the construction and development industry that became effective in 2010. The NPDES permit program is typically administered by individual authorized states.

USEPA has delegated management of California's NPDES program to the State Water Resources Board (SWRCB) and the nine regional water quality control board (RWQCB) offices that grant permits to regulate point-source discharges of industrial and municipal wastewater into the waters of the United States

[1] A small municipal separate storm sewer system (MS4) is any municipal separate storm sewer not already covered by the Phase I program as a medium or large MS4. The Phase II Rule automatically covers on a nationwide basis all small MS4s located in "urbanized areas" as defined by the Bureau of the Census (unless waived by the NPDES permitting authority) and, on a case-by-case basis, those MS4s located outside of urbanized areas that the NPDES permitting authority designates.

State Level

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621) was enacted by the State of California in 1972 to address the hazard of surface faulting to structures for human occupancy. The purposes of the Alquist-Priolo Earthquake Fault Zoning Act are to prevent the construction of buildings intended for human occupancy on the surface traces of active faults, to provide the citizens with increased safety, and to minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings against ground shaking. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones, known as "earthquake fault zones." These are zones that lie within 500 feet on either side of the surface traces of active faults. The State Geologist is also required to issue appropriate maps to assist cities and counties in planning, zoning, and building regulation functions. Local agencies enforce the Alquist-Priolo Earthquake Fault Zoning Act in the development permit process, where applicable, and may be more restrictive than State law requires. According to the Alquist-Priolo Earthquake Fault Zoning Act, before a project that is within an Alquist-Priolo Earthquake Fault Zone can be permitted, cities and counties shall require a geologic investigation, prepared by a licensed geologist, to demonstrate that buildings will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back. Although setback distances may vary, a minimum 50-foot setback is required.

Seismic Hazards Mapping Act

To address the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events, the State of California passed the Seismic Hazards Mapping Act of 1990 (Public Resources Code Section 2690-2699). Under the Seismic Hazards Mapping Act, the State Geologist is required to delineate "seismic hazard zones." Cities and counties must regulate certain development projects within these zones until the geologic and soil conditions of sites are investigated and appropriate mitigation measures, if any, are incorporated into development plans.

Under the Seismic Hazards Mapping Act, cities and counties are required, prior to the approval of a project located in a seismic hazard zone, to prepare a geotechnical report defining and delineating any seismic hazard. Each city or county is required to submit one copy of each geotechnical report, including mitigation measures, to the State Geologist within 30 days of its approval.

California Building Code

The CBC, Title 24 of the California Code of Regulations, is a compilation of building standards, including seismic safety standards for new buildings. CBC standards are based on building standards that are adopted without change from the most recently adopted International Building Code; building standards based on the national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature but not covered by the national model code, such as certain American Society of Civil Engineers (ASCE) standards. The CBC applies to all occupancies in California, except where stricter standards have been adopted by local agencies. Chapter 16 of the CBC contains provisions for

structural design which includes, among others, soil lateral loads (Section 1610) and earthquake loads (Section 1613). Provisions for soils and foundations which includes geotechnical explorations (Section 1803), excavation, grading and fill (Section 1804), and foundations (Sections 1808-1810), among others, are presented in Chapter 18. Appendix J of the CBC applies to grading. Specific CBC building and seismic safety regulations contained in Chapter 16 and Chapter 18 of the California Building Code regarding soils and foundations have been incorporated by reference into the Los Angeles County Code (LACC) with local amendments.

Local Level

Los Angeles County General Plan Safety Element

The purpose of the County General Plan Safety Element, adopted in 1990, is to assess threats to public health and safety from a variety of hazards and to recommend strategies to reduce those threats. The Safety Element works in conjunction with the All-Hazard Mitigation Plan prepared by the Chief Executive Office- Office of Emergency Management, which sets strategies for natural and man-made hazards in Los Angeles County. Map 4, Special Management Areas, of the Safety Element identifies major fault zones and Hillside Management Areas in the County. Plates 1 through 8 of the Safety Element identify Fault Rupture Hazards and Historic Seismicity; Engineering Geologic Materials (geologic and soil units); Liquefaction Susceptibility; and Landslide Inventory.

The Safety Element goal for seismic hazards is to "Minimize injury and loss of life, property damage, and the social, cultural, and economic impacts caused by earthquake hazards." Policies applicable to the Project address County review of new development projects to ensure avoidance of localities at high risk from earthquake hazards and enforcement of stringent site investigations, including seismic, geologic, and soil investigations, to ensure adequate mitigation measures are implemented. The Safety Element goal for geologic hazards is to "Protect public safety and minimize the social and economic impacts from geologic hazards." The policy applicable to this Project addresses County review of development proposals and proper mitigation for areas susceptible to geologic hazards such as landslides, debris flow, rockfall, and expansive soils.

Los Angeles County Code

Title 26 of the LACC contains the Los Angeles County Building Code (LACBC), which incorporates by reference the CBC, with County amendments for additional requirements. Title 26, Chapter 16, Structural Design sets forth provisions for earthquake loads (Section 1613) and modifications to ASCE 7. ASCE 7, which is incorporated into the CBC, establishes minimum design loads for buildings and other structures. Section 111 of the County Building Code comprises the Manual for Preparation of Geotechnical Reports (July 1, 2013), which is administered by the Los Angeles County Department of Public Works (LACDPW), Geotechnical and Materials Engineering Division, and sets forth requirements for geotechnical work. Under Section 111, a geotechnical report or engineering geology report must be prepared by California licensed Engineering Geologists for compliance with governmental regulations, including Los Angeles County and State of California requirements. Section 111 requires that geology reports prepared for environmental impact documents identify existing and potential geologic hazards and present measures to mitigate their effects on the environment relative to the proposed development. The investigation in preparation of the report should provide sufficient data to

determine the extent of work required to mitigate any potential environmental hazards.[2] Grading Guidelines (January 2008), also known as Appendix J of the County Building Code, was developed by the LACDPW, Building and Safety and Land Development Divisions to provide minimum standards related to grading, excavation, and earthwork. Under Appendix J, no person shall do any grading without first obtaining a grading permit from the building official. Grading in excess of 5,000 cubic yards must be performed in accordance with the approved grading plan and is designates as "engineered grading."

Hillside Management Area Ordinance

Los Angeles County Code (LACC) Title 22, Section 22.104, includes the Hillside Management Area (HMA) Ordinance. The purpose of the Hillside Management Area ordinance is to ensure that development preserves and enhances the physical integrity and scenic value of HMAs, to provide open space, and to be compatible with and enhance community character. These goals are accomplished by locating development outside of HMAs to the extent feasible or in portions of the HMAs with the fewest hillside constraints and using sensitive hillside design techniques tailored to the site characteristics.

The majority of the Project Site is gently sloping; however, some steeper manufactured slopes exist on portions of the perimeters. The Project Site was completely graded and developed in the early 1960's to construct the golf course. The small areas with slopes over 25 percent were man-made for the purpose of constructing a golf course and include elevated tees and greens, creating depressions for bunkers and other golf hazards and to create physical separations between golf fairways. The slopes are not recognized within the Hillside Management Area Ordinance and the Project Site is not within a HMA.

Paleontological Resources

State Level

Public Resources Code Section 5097.5 and Section 30244

State requirements for paleontological resource management are included in Public Resources Code Section 5097.5 and Public Resources Code Section 30244. Section 5097.5 states that "a person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands." Section 5097.5 also states that "a violation of this section is a misdemeanor, punishable by a fine not exceeding ten thousand dollars ($10,000), or by imprisonment in a county jail not to exceed one year, or by both that fine and imprisonment." This section defines public lands as "lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof."

[2] Los Angeles County Department of Public Works, Geotechnical and Materials Engineering Division, Manual for Preparation of Geotechnical Reports, July 1, 2013, page 6.

Section 30244 states that "where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required."

Local Level

County of Los Angeles General Plan

The Conservation and Natural Resources Element (the Element) of the County's General Plan indicates that "… paleontological resources are an important part of Los Angeles County's identity" (Los Angeles County General Plan 2015, 163). The Element provides the following goal and policies for the treatment of paleontological resources:

Goal C/NR 14: Protect historic, cultural, and paleontological resources.

Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.

Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.

Policy C/NR 14.5: Promote public awareness of historic, cultural, and paleontological resources.

Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

4.7.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to geology and soils if it would:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: [Impact GEO-1]
    i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42;
    ii. Strong seismic ground shaking.
    iii. Seismic-related ground failure, including liquefaction.
    iv. Landslides.
b. Result in substantial soil erosion or the loss of topsoil; [Impact GEO-2]
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; [Impact GEO-3]
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; [Impact GEO-4]

e. Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater; [Impact GEO-5]

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. [Impact GEO-6]

4.7.4 Methodology

Geology and Soils

The analysis of impacts related to geology and soils is based on the *Updated Summary of Geotechnical Evaluation and Feasibility Study, Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, California* (July 2021) (LGC 2021) included as Appendix G of this Draft EIR.

Soil samples were tested to determine their selected physical and engineering properties, as described in the Geotechnical Evaluation Study (LGC 2021). Direct shear tests were performed on selected soil samples to determine their shear strength parameters. Representative samples of the near-surface soils were analyzed for soluble sulfate and chloride content. The expansion potential of on-site soils was determined in general accordance with the American Society for Testing and Materials (ASTM) D-4829, as required by the CBC. Selected representative bulk samples of soil collected from the building areas were also analyzed for electrical resistivity and pH (a measure of their potential to attack buried metal improvements such as utility lines).

While the Geotechnical Reports provide sufficient detail to determine whether the Project Site is suitable for the intended use and identifies design considerations to be considered in the design of the Project, the report acknowledges that more detailed studies based on final grading plans are required to address specific geological issues. Accordingly, and as required by LACBC Section 111 and Mitigation Measure GEO-1, a final geotechnical report based on the final grading plans must also be prepared and reviewed by the County prior to issuance of grading permits. As a result, all potential geologic/geotechnical hazards would be mitigated to the satisfaction of Public Works prior to the issuance of a grading permit.

Paleontological Resources

The analysis of paleontological resources is based on a review of the LACM paleontological records search results, as well as geologic map and literature review, and results of a pedestrian survey and paleontological report (ESA 2021). The objective of the analysis was to determine the geological formations underlying the Project Site, whether any paleontological localities have previously been identified within the Project Site or in the same or similar formations near the Project Site, and the potential for excavations associated with the Project to encounter paleontological resources. These methods are consistent with the SVP guidelines for assessing the importance of paleontological resources in areas of potential environmental effect.

Although no known resources were identified within the Project Site from the LACM search, this does not preclude the existence of previously unknown buried paleontological resources within the Project Site that may be impacted during construction of the Project.

4.7.5 Environmental Impact Analysis

Impact GEO-1: The proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Less than Significant)

No known active or potentially active faults underlie the Project Site, and the Project Site is not located within a designated Alquist-Priolo Earthquake Fault Zone. Thus, the potential for surface ground rupture at the Project Site is considered low. Based on the analysis of borings and other information related to the Project Site, proposed development would not be affected by ground rupture resulting from earthquake faulting. The Project would not result in substantial damage to structures or infrastructure or expose people to substantial risk of injury involving rupture of a known earthquake fault; therefore, impacts from fault rupture would be less than significant.

ii. Strong seismic ground shaking. (Less than Significant with Mitigation)

As previously discussed, there are no active or potentially active faults known to exist on the Project Site. The nearest active fault is the Whittier section of the Elsinore Fault zone located approximately 3 miles southwest of the Project Site. Like most of Southern California, the Project Site is in a seismically active area and is subject to some level of ground shaking as a result of movement along the major active fault zones that characterize this region. Moreover, due to the proximity of other faults located around the Project Site, such as the San Jose fault, the Chino, and the Puente Hills Thrust System, there is the potential for strong seismic ground shaking within the Project Site. Geologic investigations performed on the Project Site have not documented any evidence of recent seismic ground shaking due to nearby faults (LGC 2021) However, since the Whittier section of the Elsinore Fault zone is considered potentially active, it is likely that strong seismic ground shaking would occur over the course of the Project's lifetime and impacts could be potentially significant.

Based on the Geotechnical Evaluation Study prepared for the Project Site (located in Appendix G of the Draft EIR), the Project is feasible for development from a geotechnical perspective, and the main seismic hazard that may affect the Site would be due to ground shaking from one of the active regional faults. Preliminary design recommendations are set forth in the Geotechnical Reports with regard to seismic design, slope stability, and other geotechnical issues, which include but are not limited to the removal of artificial fill, landslide materials, and potential dewatering groundwater prior to importing fill material. Additionally, in connection with the preparation of a final design-level geotechnical evaluation to be reviewed and approved by the County in conformance with LACBC Section 111, the Project would be required to comply with all applicable seismic standards and requirements contained in the latest version of the LACBC,

the CBC,[3] and the latest Standard Specifications for Public Works Construction (Greenbook),[4] as well as the recommended stabilization measures set forth in the Geotechnical Reports (Mitigation Measure GEO-1), all of which would reduce hazards from strong seismic ground shaking to less than significant levels.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Mitigation Measure GEO-1: Final Geotechnical Engineering Investigation. Prior to the issuance of a grading permit, the subdivider shall prepare and obtain approval from the Los Angeles County Department of Public Works (LACDPW) of a Final Geotechnical Engineering Investigation Report based on the final Project design and 40-scale grading plans to address the Project's specific foundation design. Specific field work, additional and/or modified geotechnical recommendations, and laboratory testing may be required in connection with the preparation of the Final Geotechnical Engineering Investigation Report, in order to comply with the recommendations contained within the Updated Summary of Geotechnical Evaluation and Feasibility Study, Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, California (July 26, 2021), Geotechnical Addendum Report and Response to Geotechnical Review Comments Regarding the Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, Los Angeles County, California (May 1, 2023), and Response to Geotechnical Review Comments dated May 31, 2023 regarding the Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, California (July 7, 2023). The subdivider shall comply with the conditions contained within the LACDPW Geology and Soils Report Approval Letter for the Project, and as it may be subsequently amended or modified by LACDPW. Furthermore, the Project's final grading, drainage, and erosion control plans must be reviewed and approved by LACDPW before the issuance of a grading permit.

iii. Seismic-related ground failure, including liquefaction. (Less than Significant with Mitigation)

As previously discussed, liquefaction occurs when loose, cohesion-less, and water-saturated soils (generally sands and silt) are subjected to strong seismic ground motion of a single sudden disturbance or through cyclic (repeated) loading. Such soils essentially behave like fluids, with a temporary reduction or loss of shear strength. Improvements constructed on these soils may buckle, tilt, or settle when the soils liquefy. Liquefaction more often occurs in earthquake-prone areas underlain by young, sandy alluvium where the groundwater table is less than 50 feet below the ground surface.

As mentioned in Impact GEO-1 (ii) above, the Project Site is located in a seismically active area. As indicated in the Geotechnical Reports (refer to Appendix G of this Draft EIR), the majority of the Project Site is underlain by potentially compressible, older artificial fill, which in-turn is

[3] California Building Standards Code 2020 (California Code of Regulations, Title 24), http://www.bsc.ca.gov/codes.aspx, accessed November 2021.

[4] William Mahoney, ed., 2015 Greenbook: Standard Specifications for Public Works Construction (BNi Publications Inc. 2015).

underlain by potentially compressible native alluvium and colluvium soils of up to a maximum of approximately 25 feet below existing grades in the low-lying areas of the Project Site and one isolated area within Planning Area 5 that may be as deep as 30 feet. Based upon grain distribution, dry densities, moisture contents and consolidation test results provided in the Geotechnical Evaluation Study, the older artificial fill soils are considered unsuitable for structural fills and would require removal from the Project Site (LGC 2021).

Additionally, perched groundwater was encountered at depths as shallow as 2.5 feet below existing grade and could be potentially uncovered in other low-lying areas of the Project Site within the older artificial fill above the underlying bedrock. Some of the native materials below the fill are anticipated to be wet/saturated due to golf course irrigation, leakage from the existing ponds, and precipitation/stormwater. Further, a relatively small portion of the Project Site, adjacent to East Walnut Drive and Bellavista Drive is located in a zone identified as being potentially susceptible to seismically-induced liquefaction.

As discussed within pages 9-10 of the Geotechnical Evaluation Study (refer to Appendix G of this Draft EIR), the vast majority of geotechnical distress issues are directly related to improper drainage of the Project Site. Potential movement of foundations and other improvements could occur as a result of soil saturation and loss of soil support of foundations and pavements, settlement, collapse, liquefaction, internal soil erosion, and/or expansion. Additionally, off-site properties and improvements may be subject to seepage, springs, instability, movements of foundations, or other impacts as a result of water infiltration and migration from the Project Site.

As indicated in the Geotechnical Evaluation Study, the potential for liquefaction is present within a small portion of Project Site, and that liquefaction-induced ground surface settling could occur if site soils were to liquefy (LGC 2021). As previously discussed, implementation of the recommendations identified in the Project's Geotechnical Evaluation Study would reduce the potential for liquefaction by excavation and re-compaction of potentially liquefiable soils (LGC 2021). Implementation of the County Building Code requirements and the appropriate geotechnical recommendations during design and construction would be ensured through implementation of the recommendations in the Geotechnical Reports and the required final geotechnical report as required by Mitigation Measure GEO-1 and final grading, drainage, and erosion control plans. As such, liquefaction impacts would be less than significant with compliance to the County Building Code and the implementation of Mitigation Measure GEO-1.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implement Mitigation Measure GEO-1.

iv. Landslides. (Less than Significant with Mitigation)

As previously mentioned, portions of the Project Site are located within areas that are potentially susceptible to seismic-related landslides.[5] As shown on Figure 4.7-1, *Landslide Location*, there is an ancient/historic landslide located on the southeast portion of Planning Area 5. Slope stability issues and potential ground settlement may occur in the landslide area without mitigation. Mitigation Measure GEO-1 would require landslide removal within the property boundary of Planning Area 5, buttressing and shoring with tiebacks and shear pin to stabilize potential slope stability issues in the southeastern most portion of the site to enable suitable conditions for the proposed development of the site (LGC 2023c, 2023d). The development of a final geotechnical engineering report after the approval of 40-scale grading plans and the adherence to all recommendations in final geotechnical report. Additionally, Mitigation Measure GEO-1 includes the preliminary recommendations provided in the Geotechnical Reports, implementation of these required recommendations would ensure that all groundwater and soil removal activities would be conducted in accordance with all regulatory conditions, would require additional subsurface evaluations in areas where seismic-induced landslides would occur, and would require that slopes on the Project Site would be thoroughly analyzed and stabilized to ensure that development would not induce landslides.

Further, the Geotechnical Reports include recommendations for slope modifications in other areas such that appropriate slope stability factors of safety are achieved that are in accordance with CBC and the County Los Angeles Building Code requirements. Final grading, drainage, and erosion control plans would be reviewed and approved by the LACDPW before the County issues a grading permit. This would ensure that the Project would implement the recommendations contained within the Geotechnical Reports and final geotechnical engineering investigation to minimize the potential for landslides to the satisfaction of Public Works prior to the issuance of a grading permit. Accordingly, impacts from landslides or seismically induced landslides would be less than significant with compliance to the County Building Code and implementation of mitigation measure GEO-1.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implement Mitigation Measure GEO-1.

Impact GEO-2: The proposed Project would not result in substantial soil erosion or the loss of topsoil. (Less than Significant Impact)

Soil erosion refers to the process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur on the Project Site where bare soil is exposed to wind or moving water (both rainfall and surface runoff).

[5] California Geological Survey (CGS), (2005b), Seismic Hazard Zone Report for the Yorba Linda 7.5-Minute Quadrangle, Los Angeles, Orange County, and Riverside Counties, California, Open File Report 010.

The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses.

During construction, the Project Site would be subject to ground-disturbing activities (e.g., removal of the existing vegetation, excavation and grading, foundation and infrastructure construction, the installation of utilities). Project grading will require approximately 387,100 cubic yards of cut and approximately 253,400 cubic yards of fill, with a net export of approximately 133,700 cubic yards for the Project Site. Over excavation and re-compaction of up to 1,544,400 cubic yards each is anticipated. The maximum depth of excavation within the Project Site would be approximately 25 feet in areas where fill was deposited during the construction of the golf course, with one isolated area within Planning Area 5 that may be as deep as 30 feet. During Project excavation the 1,544,400 cubic yards would be temporarily stockpiled on site and when the site is ready for re-compaction, the 1,544,400 cubic yards soil would be redistributed on site and compacted to create roadways and the residential lots (Project grading plus over-excavation, re-compaction and export totals approximately 3,863,200 cubic yards).[6]

Construction activities would potentially result in substantial soil erosion or loss of topsoil, which would result in potentially significant impacts. As described in Section 4.10, *Hydrology and Water Quality*, of this Draft EIR, as part of the plan checking process, the County would require submittal of a Storm Water Pollution Prevention Plan (SWPPP) would be required to be submitted to the Los Angeles RWQCB prior to construction, in adherence to the conditions set forth under the NPDES permit. The SWPPP would incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction from erosion would be reduced to less than significant. Typical BMPs would ensure grading is conducted during dry-weather conditions, water is used for moisture control of exposed soils to prevent wind erosion when temporarily disturbed, coverings for temporary stockpiles, temporary catch basins, and sandbagging, etc., as required by the Los Angeles RWQCB. Construction activities would also be required to comply with the statewide general stormwater construction permit in addition to the County's requirements to eliminate or reduce erosion or sedimentation and prohibit flows from the Project Site from causing or contributing to exceedances of water quality standards in downstream receiving waters.

Further, the SWPPP would incorporate BMPs and LID building requirements in accordance with the County regulations included in Chapter 12.80, Stormwater and Runoff Pollution Control, and Chapter 12.84, Low Impact Development Standards, of the Los Angeles County Code of Ordinances, to control erosion during the Project's construction period to the satisfaction of LACDPW Division of Building and Safety. Therefore, through compliance with the County's construction requirements, implementation of BMPs, compliance with applicable County grading permit regulations, and requirements of the statewide general construction stormwater permit, the

[6] Cut and fill, over-excavation and export grading quantities are rounded up and may differ slightly from quantities used for the tentative tract map review and air quality modeling assumptions. The numbers in the final geotechnical report provided in Appendix G may differ slightly from the numbers provided as part of the consultation process, but such differences are not material for consultation purposes.

Project construction activities would not result in substantial erosion or loss of topsoil. Therefore, the impacts associated with erosion or siltation during construction would be less than significant.

Once construction is completed, the non-paved, exposed areas of fill would be landscaped. The installation of landscaping would serve to protect the soils and reduce any erosion that would occur. The Project would be required to implement a Standard Urban Stormwater Mitigation Plan (SUSMP), which includes associated BMPs to reduce operational surface water pollution or erosion of topsoil. Therefore, with compliance with regulatory requirements including adherence to measures contained in the SUSMP, substantial erosion or loss of topsoil would not occur during operation of the Project. Therefore, the impacts associated with erosion or siltation during operation would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact GEO-3: The proposed Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. (Less than Significant with Mitigation)

As previously discussed, the existing soils within Project Site, including but not limited to undocumented fill, colluvium, alluvium, and weathered bedrock, may not be considered suitable for the support of structures. To minimize significant settlements, the Geotechnical Reports recommend that the unsuitable soils in areas to be over-excavated be removed and replaced with compacted fill (refer to Appendix G of this Draft EIR). As discussed in Chapter 2, *Project Description*, of this Draft EIR, Project grading will require approximately 387,100 cubic yards of cut and approximately 253,400 cubic yards of fill, with a net export of approximately 133,700 cubic yards for the Project Site. Over excavation and re-compaction of up to 1,544,500 cubic yards each is anticipated. The maximum depth of excavation within the Project Site would be approximately 25 feet in areas where fill was deposited during the construction of the golf course, with one isolated area within Planning Area 5 that may be as deep as 30 feet. During Project excavation the 1,544,500 cubic yards would be temporary stockpiled on site and when the site is ready for re-compaction, the 1,544,500 cubic yards soil would be redistributed on site and compacted to create roadways and the residential lots (Project grading plus over-excavation, re-compaction and export totals approximately 3,863,200 cubic yards).[7] The Project would require site grading for building pads, roadways, utility and irrigation line removal, and soil stabilization. Proposed grading would consist of cutting areas with unsuitable fill and replacing and re-compacting these areas to produce a series of pad areas, which generally represent 2:1 slopes. Cut and fill slopes are proposed between pad areas and adjacent to open areas.

[7] Cut and fill, over-excavation and export grading quantities are rounded up and may differ slightly from quantities used for the tentative tract map review and air quality modeling assumptions.

Upon completion of the grading operations, additional work would be needed for fine grading for the development pads and roadway infrastructure. Graded slopes would be landscaped and irrigated pursuant to County grading and erosion control requirements. With the removal of alluvial soils from the Project Site, and with the over-excavation/recompaction of older alluvium, alluvium, colluvium, and weathered bedrock within proposed structural areas as recommended by the Geotechnical Reports, ground settlement would be reduced to levels that can be accommodated by conventional foundation designs.

As indicated in the Geotechnical Evaluation Study, the potential for liquefaction is present within a small portion of Project Site, and that liquefaction-induced ground surface settling could occur if site soils were to liquefy (LGC 2021). As previously discussed, implementation of the recommendations identified in the Project's Geotechnical Evaluation Study would reduce the potential for liquefaction by over-excavating and re-compaction of potentially liquefiable soils (LGC 2021). Implementation of the County Building Code requirements and the appropriate geotechnical recommendations during design and construction would be ensured through implementation of the recommendations in the Geotechnical Reports and the required final geotechnical report as required by Mitigation Measure GEO-1 and final grading, drainage, and erosion control plans. As such, liquefaction impacts would be less than significant with compliance to the County Building Code and the implementation of Mitigation Measure GEO-1.

As previously discussed, alluvium, undocumented fill, colluvium, and any unsuitable soils would be over-excavated and removed prior to the import of fill material as recommend by the Geotechnical Evaluation Study (LGC 2021). The estimated maximum depths of removals would be up to approximately 25 feet below existing grades in the low-lying areas, with one isolated area within Planning Area 5 that may be as deep as 30 feet. As detailed in the Geotechnical Report, the 40-scale grading plans and final Project plans would be designed and evaluated to satisfy the Los Angeles County factor of safety requirements for slope stability. Implementation of the stabilization recommendations included in the Geotechnical Reports and the final geotechnical report as required by Mitigation Measure GEO-1, as well as the standard plan checking requirements which would ensure stabilization of proposed cut slopes that are potentially unstable, would result in less than significant impacts with respect to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant with the implementation of Mitigation Measure GEO-1.

The Project Site has a mapped geologic unstable landslide, as documented in the Geotechnical Reports. LGC (2023c and 2023d) recommends complete removal of the onsite landslide and the use of buttresses, shear pins, tiebacks, etc., to stabilize slopes in the area of the mapped landslide. Implementation of the stabilization recommendations included in the Geotechnical Reports and the final geotechnical report as required by Mitigation Measure GEO-1, would result in less than significant impacts with respect to on- or off-site landslides. Impacts would be less than significant with the implementation of Mitigation Measure GEO-1.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implement Mitigation Measure GEO-1.

Impact GEO-4: The proposed Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. (Less than Significant with Mitigation)

Soils with shrink-swell or expansive properties typically occur in fine-grained sediments and cause damage through volume changes as a result of a wetting and drying process. Structural damage may occur over a long period of time, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils.

The fine to coarse-grained units (i.e., siltstone and sandstone units) within the Puente Formation may be expansive in nature. Samples of the on-site soils were obtained during the investigation of the Project Site for laboratory expansion index testing. The tests were performed to determine the expansion potential of the soils.

According to the Geotechnical Evaluation Study, the results of the testing indicates that the undocumented fill generated from the on-site soils will have a "medium" potential for expansion (LGC 2021). Given that on-site soils include expansive characteristics, impacts in this regard are determined potentially significant. Where expansive soils are found, site-specific design criteria (i.e., foundation design parameters, retaining walls) and remedial grading techniques (i.e., primarily removal, moisture conditions and re-compaction of unsuitable soils) would be identified and implemented per the Geotechnical Reports and final geotechnical report to minimize the potential for risks due to expansive soils. Mitigation Measure GEO-1, which includes the Geotechnical Reports and final geotechnical report recommendations to reduce the potential of expansive soil on building foundations, structures, and non-structural flatwork is included to reduce potentially significant impacts with regards to expansive soil to a less than significant level. Impacts would be less than significant with the implementation of Mitigation Measure GEO-1.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implement Mitigation Measure GEO-1.

Impact GEO-5: The proposed Project would not have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater. (No Impact)

The Project would not involve the use of septic tanks or alternative wastewater disposal systems. As such, no impacts would occur in this regard.

Significance Determination: No Impact.

Mitigation Measure

No Mitigation is Required.

Impact GEO-6: The proposed Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Less than Significant with Mitigation)

The geologic map review showed that the Yorba Member of the Monterey (Puente) Formation is located within the Project Site, and the paleontological sensitivity analysis indicated that this formation has a high paleontological potential. The underlying Soquel Sandstone Member is of undetermined potential. The small valleys underlain by younger Quaternary alluvium is assigned low-to-high paleontological sensitivity, increasing with age and potential at depth. Project-related excavation is expected to extend up to a maximum of 25 feet below existing surface, except one isolated area within Planning Area 5 that may extend to 30 feet, which has the potential to expose paleontological resources or unique geologic features. **Mitigation Measures GEO-2 through GEO-5**, which include retention of a Qualified Paleontologist, construction worker paleontological resources sensitivity training, paleontological monitoring of excavations exceeding 5 feet in Quaternary alluvium and all excavations in the Yorba Member of the Puente Formation regardless of depth, procedures to follow in the event of the discovery of paleontological resources, salvage and curation of significant fossil discoveries, and final reporting, would reduce potentially significant impacts to paleontological resources to a less than significant level.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures

Mitigation Measure GEO-2: Prior to grading permit issuance, the subdivider shall retain a paleontologist who meets the Society of Vertebrate Paleontology's (SVP 2010) definition for qualified professional paleontologist (Qualified Paleontologist) to carry out all mitigation related to paleontological resources and provide a copy of the retainer to the LA County Planning. Prior to the start of ground-disturbing activities, the Qualified Paleontologist or their designee shall conduct construction worker paleontological resources sensitivity training for all construction personnel. Construction personnel shall be informed on how to identify the types of paleontological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of paleontological resources, and safety precautions to be taken when working with paleontological monitors. The Subdivider shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

Mitigation Measure GEO-3: Paleontological monitoring shall be conducted by a qualified paleontological monitor (SVP, 210) working under the direct supervision of the Qualified Paleontologist for the three formations along the following lines: during all ground-disturbing activities below 5 feet in Quaternary alluvium; at all depths within the Yorba Member of the Puente Formation; and initial excavations into the Soquel Sandstone Member of the Monterey Formation. Monitoring within the Soquel Sandstone Member of the Monterey Formation may be discontinued or extended based on geologic conditions at surface at depth. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting sediment samples to wet or dry screen to test promising horizons for smaller fossil remains. If the Qualified Paleontologist determines that

full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the Qualified Paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely.

Mitigation Measure GEO-4: If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the monitor's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock/sediment samples for initial processing and evaluation. If a fossil is determined to be significant, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources from their location, following the guidelines of the SVP (2010). Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, non-profit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.

If construction personnel discover any potential fossils during construction while the paleontological monitor is not present, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and recommended and implemented appropriate treatment as described earlier in this measure.

Mitigation Measure GEO-5: At the conclusion of paleontological monitoring and prior to the release of the grading bond, the Qualified Paleontologist shall prepare a report summarizing the results of the monitoring and salvage efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The subdivider shall submit the report to the LA County Planning and the Natural History Museum of Los Angeles County.

4.7.6 Cumulative Impacts

Geotechnical impacts tend to be site-specific rather than cumulative in nature, and any development occurring within the County of Los Angeles would be subject to, at a minimum, site development and construction standards relative to seismic and other geologic conditions that are prevalent within the region. As with the Project Site, cumulative projects would be subject to the same local, regional, State, and federal regulations pertaining to geology and soils, including the CBC and LACBC requirements. In addition, cumulative project impacts would be addressed through imposition of recommendations specific to each project. With conformance to such regulations, cumulative impacts related to geology and soils would be less than significant.

As discussed in Impact GEO-6, *Paleontological Resources*, the proposed Project has the potential to encounter significant paleontological resources. To reduce the potential impact to less than significant, the proposed Project would implement Mitigation Measures GEO-2 through GEO-5.

Given the nearby locations of the cumulative projects, especially those hillside projects within the City of Diamond Bar, the cumulative projects would also have the potential to encounter significant paleontological resources. If potential for significant impacts on paleontological resources is identified, mitigation measures similar to those required for the Project would be implemented for the cumulative projects. With implementation of these mitigation measures, the Project's potential impacts to paleontological resources would not be cumulatively considerable and potential cumulative impacts would be less than significant. (**Less than Significant with Mitigation**)

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4.8 Greenhouse Gas Emissions

This section addresses greenhouse gas (GHG) emissions generated by the construction and operation of the Project, inclusive of mandatory and voluntary energy and resource conservation measures, such as Project Design Feature GHG-1 and GHG-2, that have been incorporated into the Project to reduce GHG emissions and associated impacts. The analysis also addresses consistency of the Project with applicable regulations, plans, and policies set forth by the State of California and the County to reduce GHGs. The Project's potential contributions to global climate change impacts are identified. GHG emissions calculations prepared for the Project are provided in **Appendix B** of this Draft EIR.

4.8.1 Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however, data indicates that the current global conditions differ from past climate changes in rate and magnitude. The current changes in global climate have been attributed to anthropogenic (human-caused) activities by the Intergovernmental Panel on Climate Change.[1] The term GHG refers to gases that trap long-wave radiation or heat in the atmosphere, which heats the surface of the Earth. Without human intervention, the Earth maintains an approximate balance between the GHG emissions in the atmosphere and the storage of GHGs in the oceans and terrestrial ecosystems. GHGs are the result of both natural and anthropogenic activities. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

The Federal Government and State of California recognized that anthropogenic GHG emissions are contributing to changes in the global climate, and that such changes are having and will have adverse effects on the environment, the economy, and public health. While worldwide contributions of GHG emissions are expected to have widespread consequences, it is not possible to link particular changes to the environment of California or elsewhere to GHGs emitted from a particular source or location. In other words, emissions of GHGs have the potential to cause global impacts rather than local impacts. Increased concentrations of GHGs in the Earth's atmosphere have been linked to global climate change and such conditions as rising surface temperatures, melting icebergs and snowpack, rising sea levels, and the increased frequency and magnitude of severe weather conditions.[2] Existing climate change models also show that climate warming portends a variety of impacts on agriculture, including loss of microclimates that support specific crops, increased pressure from invasive weeds and diseases, and loss of productivity due to changes in water reliability and availability.[3] In addition, rising temperatures

1 IPCC, *Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014, accessed June 14, 2022, https://www.ipcc.ch/report/ar5/syr/.

2 Ibid.

3 CNRA, Safeguarding California Plan: 2018 Update to California's Climate Adaptation Strategy, 2018, accessed May 12, 2022, http://resources.ca.gov/climate/safeguarding/.

and shifts in microclimates associated with global climate change are expected to increase the frequency and intensity of wildfires.[4]

State law defines GHGs to include the following compounds: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) (see e.g., State CEQA Guidelines Section 15364.5 and Health and Safety Code, Section 38505(g)). The most common GHG that results from human activity is CO_2, which represents 76 percent of total anthropogenic GHG emissions in the atmosphere (as of 2010 data),[5] followed by CH_4 and N_2O. Scientists have established a Global Warming Potential (GWP) to gauge the potency of each GHG's ability to absorb and re-emit long-wave radiation and these GWP ratios are available from the IPCC. The GWP of a gas is determined using CO_2 as the reference gas with a GWP of 1 over 100 years. For example, a gas with a GWP of 10 is 10 times more potent than CO_2 over 100 years. The sum of each GHG multiplied by its associated GWP is referred to as carbon dioxide equivalents (CO_2e). The measurement unit CO_2e is used to report the combined potency of GHG emissions.

Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (SAR). In 2007, IPCC updated the GWP values based on the latest science at the time in its Fourth Assessment Report (AR4). The updated GWPs in the IPCC AR4 have begun to be used in recent GHG emissions inventories. In 2013, IPCC again updated the GWP values based on the latest science in its Fifth Assessment Report (AR5).[6] However, United Nations Framework Convention on Climate Change (UNFCCC) reporting guidelines for national inventories require the use of GWP values from the AR4. To comply with international reporting standards under the UNFCCC, official emission estimates for California and the United States are reported using AR4 GWP values. Therefore, statewide and national GHG inventories have not yet updated their GWP values to the AR5 values. By applying the GWP ratios, project-related CO_2e emissions can be tabulated in metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO_2 over a 100-year period is used as a baseline. Compounds that are regulated as GHGs are discussed below and their respective GWPs are summarized in **Table 4.8-1**, *Regulated Greenhouse Gas's Reported GWP Values*.

4 United States Global Change Research Program, *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment, Volume II*, 2018, accessed April 29, 2019, https://nca2018.globalchange.gov/.

5 IPCC, *Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014, accessed May 12, 2022, https://www.ipcc.ch/report/ar5/syr/.

6 IPCC, *Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013, Chapter 8, Anthropogenic and Natural Radiative Forcing, accessed May 12, 2022, https://www.ipcc.ch/pdf/assessment-report/ar5/wg1/WG1AR5_Chapter08_FINAL.pdf.

TABLE 4.8-1
REGULATED GREENHOUSE GAS'S REPORTED GWP VALUES

Regulated GHG Compound	IPCC SAR GWP	IPCC AR4 GWP	IPCC AR5 GWP
Carbon Dioxide (CO_2)	1	1	1
Methane (CH_4)	21	25	28
Nitrous Oxide (N_2O)	310	298	265
Hydrofluorocarbons (HFCs)	140 to 11,700	124 to 14,800	138 to 12,400
Perfluorocarbons (PFCs)	6,500 to 9,200	7,390 to 17,700	6,630 to 17,400
Sulfur Hexafluoride (SF_6)	23,900	22,800	23,500
Nitrogen Trifluoride (NF_3)	—	17,200	16,100

SOURCES: Intergovernmental Panel on Climate Change, *Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2014, accessed April 2021, https://www.ipcc.ch/report/ar5/syr/.

Carbon Dioxide (CO_2): CO_2 is the most abundant GHG in the atmosphere and is primarily generated from fossil fuel combustion from stationary and mobile sources. CO_2 is the reference gas (GWP of 1) for determining the GWPs of other GHGs.

Methane (CH_4): CH_4 is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The GWP of CH_4 is 21 in the IPCC SAR, 25 in the IPCC AR4, and 28 in the IPCC AR5.

Nitrous Oxide (N_2O): N_2O produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of N_2O is 310 in the IPCC SAR, 298 in the IPCC AR4, and 265 in the IPCC AR5.

Hydrofluorocarbons (HFCs): HFCs are fluorinated compounds consisting of hydrogen, carbon, and fluorine. They are typically used as refrigerants in both stationary refrigeration and mobile air conditioning systems. The GWPs of HFCs ranges from 140 for HFC-152a to 11,700 for HFC-23 in the IPCC SAR, 124 for HFC-152a to 14,800 for HFC-23 in the IPCC AR4, and 138 for HFC-152a to 12,400 for HFC-23 in the IPCC AR5.

Perfluorocarbons (PFCs): PFCs are fluorinated compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. The GWPs of PFCs range from 6,500 to 9,200 in the IPCC SAR, 7,390 to 17,700 in the IPCC AR4, and 6,630 to 17,400 in the IPCC AR5.

Sulfur Hexafluoride (SF_6): SF_6 is a fluorinated compound consisting of sulfur and fluoride. It is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF_6 has a GWP of 23,900 in the IPCC SAR, 22,800 in the IPCC AR4, and 23,500 in the IPCC AR5.

Nitrogen Trifluoride (NF_3): NF_3 is a fluorinated compound consisting of nitrogen and fluoride. It is an inorganic, colorless, non-flammable, toxic gas with a slightly musty odor. NF_3 is a chemical released in some high-tech industries, including in the manufacture of many electronics and semi-conductors. NF_3 has a GWP of 17,200 in the IPCC AR4, and 16,100 in the IPCC AR5.

The California Air Resources Board (CARB) compiles the State's GHG emissions inventory. The most updated inventory is referred to as the 2022 edition, which reports the State's GHG emissions inventory from calendar year 2020. Based on the 2020 GHG inventory data (i.e., the latest year for which data are available from CARB), California emitted 369.2 million metric tons of CO_2e ($MMTCO_2e$) including emissions resulting from imported electrical power.[7] Between April 2010 and July 2020, the population of California grew by an annualized rate of 0.64 percent to a total of 39.8 million.[8] In addition, the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product (GDP)) is declining. From 2000 to 2020, the carbon intensity of California's economy decreased by 49 percent while the GDP increased by 56 percent.[9] According to CARB, as of 2016, statewide GHG emissions dropped below the 2020 GHG limit (431 $MMTCO_2e$) and have remained below the limit since that time.

Table 4.8-2, *State of California Greenhouse Gas Emissions*, identifies and quantifies statewide anthropogenic GHG emissions and sinks (e.g., carbon sequestration due to forest growth) in 1990 and 2020. As shown in the table, the transportation sector is the largest contributor to statewide GHG emissions at approximately 37 percent in 2020.

4.8.2 Effects of Global Climate Change

The scientific community's understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain significant scientific uncertainties in, for example, predictions of local effects of climate change, occurrence, frequency, and magnitude of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the Earth's climate system and inability to accurately model it, the uncertainty surrounding climate change may never be completely eliminated. Nonetheless, the IPCC's AR5 states that, "it is *extremely likely* that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in greenhouse gas concentrations and other anthropogenic forces [*sic*] together."[10] A report from the National Academy of Sciences concluded that 97 to 98 percent of the climate researchers most actively publishing in the field support the tenets of the IPCC in that

7 CARB, *California Greenhouse Gas Emissions for 2000–2020*, accessed April 2023, https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf.

8 California Department of Finance, E-6. Population estimates and components of change by county 2010–2020, 2020, http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-6/.

9 CARB, *California Greenhouse Gas Emissions for 2000–2020*, accessed April 2023, https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf.

10 Intergovernmental Panel on Climate Change, *Fifth Assessment Report, Summary for Policy Makers*, 2013, p. 15.

TABLE 4.8-2
STATE OF CALIFORNIA GREENHOUSE GAS EMISSIONS

Category	Total 1990 Emissions ($MMTCO_2e$)	Percent of Total 1990 Emissions	Total 2020 Emissions ($MMTCO_2e$)	Percent of Total 2020 Emissions
Transportation	150.7	35%	135.8	36.8
Electric Power	110.6	26%	59.5	19.9
Commercial	14.4	3%	22.0	3.6
Residential	29.7	7%	25.3	6.8
Industrial	103.0	24%	13.5	16.1
Recycling and Waste[a]	—	—	8.9	2.4
High GWP/Non-Specified[b]	1.3	<1%	21.3	5.8
Agriculture/Forestry	23.6	6%	31.6	8.6
Forestry Sinks	-6.7	—	__[c]	—
Net Total (IPCC SAR)	**426.6**	**100%**	**—**	**—**
Net Total (IPCC AR4)[d]	**431**	**100%**	**369.2**	**100%**

SOURCES: CARB, *California Greenhouse Gas Emissions for 2000–2020*, accessed April 2023, https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf.

a. Included in other categories for the 1990 emissions inventory.
b. High GWP gases are not specifically called out in the 1990 emissions inventory.
c. Forestry sinks was not calculated for 2020 pending a revised methodology under development.
d. CARB revised the State's 1990 level GHG emissions using GWPs from the IPCC AR4.

climate change is very likely caused by human (i.e., anthropogenic) activity.[11] According to CARB, the potential impacts in California due to global climate change may include: loss in snow pack; sea level rise; more extreme heat days per year; more high ozone days; more large forest fires; more drought years; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation.[12] Below is a summary of some of the potential effects that could be experienced in California as a result of global warming and climate change.

Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore, its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires.

11 Anderegg, William R. L., Prall, James W., Harold, Jacob, Schneider, Stephen H., *Expert Credibility in Climate Change, Proceedings of the National Academy of Sciences of the United States of America*, 107: 12107–12109, April 9, 2010.

12 California Environmental Protection Agency, *Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March 2006.

Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state.[13]

In 2018, the California Natural Resources Agency (CNRA) published the Safeguarding California Plan: 2018 Update, as a continuation of the policy vision Governor's Executive Order S-13-2008 and the 2009 CNRA California Climate Adaptation Strategy.[14] The CNRA plan lists specific actions and recommendations for State and local agencies to best adapt to the anticipated risks posed by a changing climate. In accordance with the 2009 CNRA California Climate Adaptation Strategy, the CEC developed the Cal-Adapt website, which became operational in 2011, that synthesizes climate change scenarios and impacts to benefit local decision makers.[15,16] As stated in the CNRA Safeguarding California Plan: 2018 Update, "the Cal-Adapt.org web portal is at the forefront of resources for specific communities to understand how climate change will raise temperatures and exacerbate extreme heat events, drought, snowpack loss, wildfire, and coastal flooding." The information provided on the Cal-Adapt website represents a projection of potential future climate scenarios. The data are comprised of the average values (i.e., temperature, sea-level rise, snowpack) from a variety of scenarios and models and are meant to illustrate how the climate may change based on a variety of different potential social and economic factors. According to the Cal-Adapt website, the portion of Los Angeles in which the Project Site is located could result in an average increase in temperature of approximately 5.0°F to 6.1°F by 2070–2099, compared to the baseline 1961–1990 period (76.6°F), which is a potential increase of approximately 6 to 8 percent.[17] Data suggest that the predicted future increase in temperatures as a result of climate change could potentially interfere with efforts to control and reduce ground-level ozone in the region.

Water Supply

Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. Studies have found that, "Considerable uncertainty about precise impacts of climate change on California hydrology and water resources will remain until we have more precise and consistent information about how precipitation patterns, timing, and intensity will change."[18] For example, some studies identify little change in total annual precipitation in projections for California, while others show significantly more precipitation.[19] Warmer, wetter winters would increase the amount of runoff available for groundwater recharge; however, this additional runoff would occur at a time when some basins are either being recharged at their

13 California Energy Commission, *Scenarios of Climate Change in California: An Overview*, February 2006, accessed March 2015, http://www.energy.ca.gov/2005publications/CEC-500-2005-186/CEC-500-2005-186-SF.PDF.

14 California Natural Resources Agency (CNRA), *Safeguarding California Plan: 2018 Update, California's Climate Adaptation Strategy*, January 2018.

15 CNRA, Climate Action Team, *2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008*, 2009.

16 The Cal-Adapt website address is http://cal-adapt.org.

17 Cal-Adapt, Annual Average Maximum Temperatures for the Rowland Heights area of County of Los Angeles, accessed April 2021, https://cal-adapt.org/tools/annual-averages/.

18 Pacific Institute for Studies in Development, Environment and Security, *Climate Change and California Water Resources: A Survey and Summary of the Literature*, July 2003, accessed March 2015, http://pacinst.org/wp-content/uploads/sites/21/2013/04/climate_change_and_california_water_resources.pdf.

19 Ibid.

maximum capacity or are already full.[20] Conversely, reductions in spring runoff and higher evapotranspiration because of higher temperatures could reduce the amount of water available for recharge.[21]

The California Department of Water Resources report on climate change and effects on the State Water Project (SWP), the Central Valley Project, and the Sacramento-San Joaquin Delta, concludes that "climate change will likely have a significant effect on California's future water resources…[and] future water demand." It also reports that "much uncertainty about future water demand [remains], especially [for] those aspects of future demand that will be directly affected by climate change and warming. While climate change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain." It also reports that the relationship between climate change and its potential effect on water demand is not well understood, but "[i]t is unlikely that this level of uncertainty will diminish significantly in the foreseeable future." Still, changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows.[22] In its *Fifth Assessment Report*, the IPCC states "Changes in the global water cycle in response to the warming over the 21st century will not be uniform. The contrast in precipitation between wet and dry regions and between wet and dry seasons will increase, although there may be regional exceptions."[23] The *Sixth Assessment Report* further states, "Continued global warming is projected to further intensify the global water cycle, including its variability, global monsoon precipitation and the severity of wet and dry events."[24]

Hydrology and Sea Level Rise

As discussed above, climate changes could potentially affect the amount of snowfall, rainfall and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide, and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Sea level rise can be a product of global warming through two main processes: expansion of seawater as the oceans warm and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has a $51 billion agricultural industry that produces half the country's fruits and vegetables. Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase, crop-yield could be threatened by a less reliable water supply, and greater ozone

20 Ibid.

21 Ibid.

22 California Department of Water Resources, *Progress on Incorporating Climate Change into Planning and Management of California's Water Resources*, July 2006, accessed March 2015, http://www.water.ca.gov/climatechange/docs/DWRClimateChangeJuly06.pdf.

23 Intergovernmental Panel on Climate Change, *Fifth Assessment Report, Summary for Policy Makers*, 2013, p. 20.

24 Intergovernmental Panel on Climate Change, *Sixth Assessment Report, Summary for Policy Makers*, 2021, p. 25.

pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops such as wine grapes bloom or ripen, and thus affect their quality.[25,26]

Ecosystems and Wildlife

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists expect that the average global surface temperature could rise by 2-11.5°F (1.1-6.4°C) by 2100, with significant regional variation.[27] Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Sea level could rise as much as two feet along most of the U.S. coast. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events, (2) geographic range, (3) species' composition within communities, and (4) ecosystem processes such as carbon cycling and storage.[28,29]

4.8.3 Existing Conditions

The Project Site is currently a portion of the 156-acre Royal Vista Golf Club, which generates relatively few man-made emissions. Maintenance equipment emissions are minimal. Emission sources include traffic from visitors and employees traveling to and from the golf course and driving range. Consistent with the analysis in the *Transportation Impact Analysis for Royal Vista Residential Project*, by LLG dated April 2023, emissions from existing uses to be removed were subtracted from Project emissions.

4.8.4 Regulatory Framework

Federal Level

United States Environmental Protection Agency

Voluntary Programs. The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated by the U.S. These programs focus on energy efficiency, renewable energy, methane and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements several voluntary programs that substantially contribute to the reduction of GHG emissions. All of these programs play a significant role in

25 California Department of Food and Agriculture, California Agricultural Production Statistics, accessed April 2023, https://www.cdfa.ca.gov/statistics/.

26 California Climate Change Center, *Our Changing Climate: Assessing the Risks to California*, July 2006.

27 National Research Council of the National Academies, *Advancing the Science of Climate Change*, 2010.

28 Parmesan, C., *Ecological and Evolutionary Response to Recent Climate Change*, 2004.

29 Parmesan, C and Galbraith, H, *Observed Impacts of Global Climate Change in the U.S. Prepared for the Pew Center on Global Climate Change*, November 2004.

encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

- The State Climate and Energy Partner Network that allows for the exchange of information between federal and state agencies regarding climate and energy,
- The Climate Leaders program for companies,
- The Energy Star labeling system for energy-efficient products, and
- The Green Power Partnership for organizations interested in buying green power.

Light-Duty Vehicle GHG and Fuel Efficiency Standards. On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the United States auto industry. The adopted federal standard applied to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpassed the prior Corporate Average Fuel Economy (CAFE) standards and required an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO_2 per mile by model year 2016, based on USEPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 passenger cars and light-duty trucks. By 2020, new vehicles are projected to achieve 41.7 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 213 grams of CO_2 per mile (Phase II standards). By 2025, vehicles will achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 per mile. According to USEPA, under these standards a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle. In 2017, USEPA recommended no change to the GHG standards for light-duty vehicles for model years 2022–2025.

In August 2018, USEPA and NHTSA proposed the Safer Affordable Fuel-Efficient Vehicles Rule that would, maintain the CAFE and CO_2 standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO_2 standards for model year 2020 are 43.7 mpg and 204 grams of CO_2 per mile for passenger cars and 31.3 mpg and 284 grams of CO_2 per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. The proposal would also exclude CO_2-equivalent emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020. The proposed Safer Affordable Fuel-Efficient Vehicles Rule's public comment period was extended to October 26, 2018. As of March 31, 2020, the SAFE Vehicles Rule, issued by NHTSA and EPA, was finalized and set fuel economy and CO_2 standards that increase 1.5 percent in stringency each year for model years 2021 through 2026 for passenger cars and light trucks. (This is less stringent than the 2012 proposed standard, which would have required increases of 5 percent each year.) The anticipated average required fuel economy will be 40.4 mpg by MY2026.[30]

On January 20, 2021, President Biden issued Executive Order 13990 ''Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis'' directing EPA to

[30] NHSTA, The Safer Affordable Fuel-Efficient 'SAFE' Vehicles Rule, accessed August 2021, https://www.nhtsa.gov/corporate-average-fuel-economy/safe.

consider whether to propose suspending, revising, or rescinding the standards previously revised under the "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks," promulgated in April 2020. As of August 2021, the EPA is proposing to revise the GHG standards to be more stringent than the SAFE rule standards in each model year from 2023 through 2026. EPA is also proposing to include several flexibilities to incentivize the production and sale of vehicles with zero and near-zero emissions technology to reduce compliance costs and to address the lead time of the proposed standards.[31] As of March 14, 2022, USEPA published its Notice of Decision to reinstate California's waiver for its Advanced Clean Cars program, which allows the state to set and enforce more stringent standards than the federal government, including California's GHG standards and zero emission vehicle mandate (87 Federal Register 14332).

Heavy-duty Engines and Vehicles Fuel Efficiency Standards.

On October 25, 2010, USEPA and USDOT proposed the first national standards to reduce GHG and improve fuel efficiency of heavy-duty trucks and buses (also known as "Phase 1"). For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and up to a 15 percent reduction for diesel vehicles by 2018 model year (12 percent and 17 percent respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles (includes other vehicles like buses, refuse trucks, concrete mixers; everything except for combination tractors and heavy-duty pickups and vans), the agencies are proposing engine and vehicle standards starting in the 2014 model year, which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by the 2018 model year. Building on the success of the standards, USEPA and USDOT jointly finalized additional standards (called "Phase 2") for medium- and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons.

State Level

California Air Resources Board

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards [CAAQS]), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

[31] *Federal Register*, Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards, accessed August 2021, https://www.govinfo.gov/content/pkg/FR-2021-08-10/pdf/2021-16582.pdf.

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure generally does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

On July 26, 2007, CARB adopted emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. This regulation aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models. Additionally, in 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). In April 2014, amendments to the Truck and Bus Regulation were approved by CARB to help ensure that the air quality benefits originally envisioned by the regulation will be achieved, by providing some additional compliance flexibility and options to vehicle owners (CARB 2014). Refer to Section 4.3, *Air Quality* (see specifically section 4.3.2), of this Draft EIR for additional details regarding these regulations. While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing GHG emissions due to improved engine efficiencies.

Executive Order S-3-05. On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05, which proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce snowpack in the Sierra Nevada Mountains; could further exacerbate California's air quality problems; and could potentially cause a rise in sea levels. In an effort to avoid or reduce the impacts of climate change, Executive Order S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. Executive Orders are binding on state agencies only.

AB 32

In 2006, the California State Legislature adopted AB 32 (codified in the California Health and Safety Code [HSC], Division 25.5, California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

2008 Climate Change Scoping Plan

A specific requirement of AB 32 was to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020 (HSC Section 38561 (h)). CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap.[32] The initial scoping plan was approved in 2008 and contained a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives.[33]

2014 Scoping Plan Update

The first update to the Scoping Plan was approved by CARB in May 2014 and built upon the initial Scoping Plan with new strategies and recommendations.[34] As required by HSC Division 25.5, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions limit for 2020. CARB also updated the State's projected 2020 emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions required by regulation that were recently adopted for motor vehicles and renewable energy.

Senate Bill 32

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown.[35] SB 32 and AB 197 amend HSC Division 25.5, establish a new GHG reduction target of 40 percent below 1990 levels by 2030, and include provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

EO B-30-15

In 2015, EO B-30-15 promulgated the following targets and measures (Office of the Governor of California 2015):

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

[32] CARB, Initial AB 32 Climate Change Scoping Plan Document, 2013, accessed May 12, 2018, https://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm.

[33] Ibid.

[34] Ibid.

[35] Office of Edmund G. Brown Jr., Governor Brown Signs Historic Climate Change Legislation, 2016, accessed June 14, 2022, https://www.gov.ca.gov/2016/09/08/news19522/.

2017 Climate Change Scoping Plan

CARB adopted the 2017 Climate Change Scoping Plan at a public meeting held in December 2017 (CARB 2017b). The 2017 Scoping Plan outlines the strategies the State will implement to achieve the 2030 GHG reduction target of 40 percent below 1990 levels by 2030 established by SB 32. The 2017 Scoping Plan is also intended to "substantially advance" toward the EO S-3-05 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels by 2050.

The 2017 Scoping Plan builds on the Cap-and-Trade Regulation, the Low Carbon Fuel Standard (LCFS), improved vehicle, truck and freight movement emissions standards, increasing renewable energy, and strategies to reduce methane emissions from agricultural and other wastes by using it to meet our energy needs. The 2017 Scoping Plan also comprehensively addresses GHG emissions from natural and working lands of California, including the agriculture and forestry sectors. The 2017 Scoping Plan considered a number of different alternatives to achieve the 2030 GHG reduction goal. The "Scoping Plan Scenario" was ultimately adopted and relies on the continuation of ongoing and statutorily required programs and continuation of the Cap-and-Trade Program. The Scoping Plan Scenario was modified from the January 2017 Proposed Scoping Plan to reflect AB 398 (discussed below), including removal of the 20 percent GHG reduction measure for refineries.[36]

CARB states that the Scoping Plan Scenario "is the best choice to achieve the State's climate and clean air goals."[37] Under the Scoping Plan Scenario, the majority of the reductions would result from continuation of the Cap-and-Trade regulation. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply 50 percent renewable electricity by 2030), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived climate pollutant strategy (e.g., hydrofluorocarbons), and implementing the mobile source strategy and sustainable freight action plan.

In the 2017 Climate Change Scoping Plan Update, CARB provides the estimated projected statewide 2030 emissions and the level of reductions necessary to achieve the 2030 target of 40 percent below 1990 levels. CARB's projected statewide 2030 emissions take into account 2020 GHG reduction policies and programs. A summary of the GHG emissions reductions required under HSC Division 25.5 is provided in **Table 4.8-3**, *Estimated Greenhouse Gas Emissions Reductions Required by HSC Division 25.5*.

36 CARB, *California's 2017 Climate Change Scoping Plan*, 2017, accessed June 14, 2022, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

37 Ibid.

TABLE 4.8-3
ESTIMATED GREENHOUSE GAS EMISSIONS REDUCTIONS REQUIRED BY HSC DIVISION 25.5

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2017 Scoping Plan	
2030 BAU Forecast ("Reference Scenario," which includes 2020 GHG reduction policies and programs)	389
2030 Emissions Target Set by HSC Division 25.5 (i.e., 40% below 1990 Level)	260
Reduction Necessary to Achieve 40% below 1990 Level by 2030	129 (33.2%)[a]

SOURCE: CARB, California's 2017 Climate Change Scoping Plan, 2017b, accessed on August 20, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf21.

a. 389 – 260 = 129 / 389 = 33.2%

2022 Climate Change Scoping Plan

The *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), adopted by CARB in December 2022, expands on prior scoping plans. This plan responds to more recent legislation, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045 and achieving carbon neutrality[38] by 2045 or earlier (CARB 2022a). The 2022 Scoping Plan outlines the strategies the state will implement to achieve carbon neutrality by reducing GHG emissions to meet the anthropogenic target, and by expanding actions to capture and store carbon through the state's natural and working lands and using a variety of mechanical approaches.

The major element of the 2022 Scoping Plan is the decarbonization of every sector of the economy. This effort requires the following key actions:

- Rapidly move to zero-emissions transportation for cars, buses, trains, and trucks.
- Phase out the use of fossil-fuel gas for heating.
- Clamp down on chemicals and refrigerants.
- Provide communities with sustainable options such as walking, biking, and public transit to reduce reliance on cars.
- Continue to build out solar arrays, wind turbine capacity, and other resources to provide clean, renewable energy to displace fossil-fuel–fired electrical generation.
- Scale up new options such as renewable hydrogen for hard-to-electrify end uses and biomethane where needed.

Despite these efforts, some amount of residual emissions will remain from hard-to-abate industries such as cement, internal combustion vehicles still on the road, and other GHG emissions sources, including high-GWP chemicals used as refrigerants (CARB 2022a). The 2022

38 *Carbon neutrality* means "net zero" emissions of GHGs. In other words, it means that GHG emissions generated by sources such as transportation, power plants, and industrial processes must be less than or equal to the amount of CO_2 that is stored, both in natural sinks and through mechanical sequestration. AB 1279 (discussed below) uses the terminology "net zero" and the 2022 Scoping Plan uses the terminology "carbon neutrality" or "carbon neutral." For purposes of this EIR, these terms mean the same thing and are used interchangeably.

Scoping Plan addresses the remaining emissions by re-envisioning natural and working lands (such as forests, shrublands/chaparral, croplands, and wetlands) to ensure that they incorporate and store as much carbon as possible. However, the modeling for the 2022 Scoping Plan indicates that natural and working lands, on their own, will not provide enough sequestration and storage to address all residual emissions. Therefore, it will be necessary to research, develop, and deploy additional methods of capturing CO_2 that include pulling it from smokestacks of facilities, or drawing it out of the atmosphere itself and then safely and permanently utilizing and storing it (CARB 2022a).

The 2022 Scoping Plan shows that the state must take unprecedented and substantial action to achieve its climate goals, far beyond anything CARB has considered in prior scoping plans. In CARB's own words, the 2022 Scoping Plan "is the most comprehensive and far-reaching Scoping Plan developed to date" and "[m]odeling for this Scoping Plan shows that this decade must be one of transformation on a scale never seen before to set us up for success in 2045" (CARB 2022a).

The 2022 Scoping Plan includes the Scoping Plan Scenario, which "builds on and integrates efforts already underway to reduce the state's GHG, criteria pollutant, and toxic air contaminant emissions by identifying the clean technologies and fuels that should be phased in as the state transitions away from combustion of fossil fuels" (CARB 2022a). The 2022 Scoping Plan approaches decarbonization from two perspectives: (1) managing a phasedown of existing energy sources and technology and (2) ramping up, developing, and deploying alternative clean energy sources and technology over time (CARB 2022a). Under the Scoping Plan Scenario, the demand for liquid petroleum will decrease by 94 percent and total fossil fuels by 86 percent in 2045 relative to 2022 (CARB 2022a).

Additionally, carbon removal will be necessary to achieve net negative emissions to address historical GHGs already in the atmosphere (CARB 2022a). The 2022 Scoping Plan does not specify how the residual emissions will be removed, as this will require the development of new CCS and DAC technologies, which will require governmental or other incentive support to overcome technology and market barriers (CARB 2022a).

The 2022 Scoping Plan also discusses the role of local governments in meeting the state's GHG emissions reduction goals because local governments have jurisdiction and land use authority related to community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations. The efforts of local governments to reduce GHG emissions within their jurisdictions are critical to achieving the state's long-term climate goals. Furthermore, local governments make critical decisions on how and when to deploy transportation infrastructure and can choose to support transit, walking, bicycling, and neighborhoods that allow people to transition away from cars; they can adopt building ordinances that exceed statewide building code requirements; and they play a critical role in facilitating the rollout of Zero Emission Vehicles (ZEV) infrastructure (CARB 2022a). The 2022 Scoping Plan encourages local governments to take ambitious, coordinated climate actions at the community

scale—actions that are consistent with and supportive of the state's climate goals (CARB 2022a). These actions could include:

- Develop local Climate Action Plans (CAPS) and strategies consistent with the state's GHG emissions reduction goals.
- Incorporate state-level GHG emissions priorities into local governments' processes for approving land use and individual plans and individual projects.
- Implement CEQA mitigation, as needed, to reduce GHG emissions associated with new land use development projects.
- Leverage opportunities for regional collaboration.

Cap-and-Trade Program

The Climate Change Scoping Plan identifies a Cap-and-Trade Program as a key strategy CARB will employ to help California meet its GHG reduction targets for 2020 and 2030, and ultimately achieve an 80 percent reduction from 1990 levels by 2050. Pursuant to its authority under HSC Division 25.5, CARB designed and adopted a California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve the State's emission-reduction mandate of returning to 1990 levels of emissions by 2020 and 40 percent below 1990 levels by 2030 (17 CCR §§ 95800 to 96023). Under the Cap-and-Trade Program, an overall limit is established for GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 metric tons CO_2e per year), caps declines over time, and facilities subject to the cap can trade permits to emit GHGs. The statewide cap for GHG emissions from the capped sectors commenced in 2013 and declines over time, achieving GHG emission reductions throughout the Program's duration (17 CCR §§ 95800 to 96023). On July 17, 2017 the California legislature passed AB 398, extending the Cap-and-Trade program through 2030.

The Cap-and-Trade Regulation provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on a statewide basis.

If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. In other words, the Cap-and-Trade Program functions similarly to an insurance policy for meeting California's GHG emissions reduction mandates.

Transportation Sector

California AB 1493, enacted on July 22, 2002, required the CARB to develop and adopt regulations that reduce emissions from passenger vehicles and light duty trucks. The standards phased in during the 2009 through 2016 model years. The near term (2009–2012) standards were

expected to result in about a 22 percent reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards were expected to result in about a 30 percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

In January 2012, CARB approved the Advanced Clean Cars program, a new emissions-control program for model years 2015 through 2025. The program includes components to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. The zero emissions vehicle (ZEV) program will act as the focused technology of the Advanced Clean Cars program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid electric vehicles (PHEV) in the 2018 to 2025 model years. At the 2017 Midterm Review, CARB directed staff to begin rule development for 2026 and beyond. Advanced Clean Cars II would maximize criteria air pollutant and GHG emissions and further accelerate transition to ZEVs.

In May 2016, CARB released the updated Mobile Source Strategy that demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years, through a transition to zero-emission vehicles (ZEVs), cleaner transit systems and reduction of vehicle miles traveled. The Mobile Source Strategy calls for 1.5 million ZEVs (including plug-in hybrid electric, battery-electric, and hydrogen fuel cell vehicles) by 2025 and 4.2 million ZEVs by 2030. It also calls for more stringent GHG requirements for light-duty vehicles beyond 2025 as well as GHG reductions from medium-duty and heavy-duty vehicles and increased deployment of zero-emission trucks primarily for class 3 – 7 “last mile” delivery trucks in California. Statewide, the Mobile Source Strategy would result in a 45 percent reduction in GHG emissions, and a 50 percent reduction in the consumption of petroleum-based fuels (CARB 2016b).

Low Carbon Fuel Standard (LCFS) regulations were approved by CARB in 2009 and established a reduction in the carbon intensity of transportation fuels by 10 percent by 2020 with implementation beginning on January 1, 2011. In September 2015, CARB approved the re-adoption of the LCFS, which became effective on January 1, 2016. In 2018, CARB approved amendments to the carbon intensity benchmarks through 2030, consistent with SB 32.

Executive Order N-79-20

In September 2020, Governor Newsom issued EO N-79-20 requiring sales of all new passenger vehicles to be zero-emissions by 2035, as well as additional measures to eliminate harmful emissions from the transportation sector. Following the EO, CARB will develop regulations to mandate that 100 percent of in-state sales of new passenger cars and trucks are zero-emission by 2035—a target which would achieve more than a 35 percent reduction in greenhouse gas emissions and an 80 percent improvement in NO_X emissions from cars statewide. In addition, the CARB will develop regulations to mandate that all operations of medium- and heavy-duty

vehicles shall be 100 percent zero emission by 2045 where feasible, with the mandate going into effect by 2035 for drayage trucks. To ensure needed infrastructure to support zero-emission vehicles, the order requires state agencies, in partnership with the private sector, to accelerate deployment of affordable fueling and charging options. It also requires support of new and used zero-emission vehicle markets to provide broad accessibility to zero-emission vehicles for all Californians. The executive order will not prevent Californians from owning gasoline-powered cars or selling them on the used car market.[39]

Land Use and Transportation Planning

SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the State on September 30, 2008. Under SB 375, CARB is required, in consultation with the State's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. In February 2011, CARB adopted the final GHG emissions reduction targets for the State's Metropolitan Planning Organizations, including the Southern California Association of Governments (SCAG), which is the Metropolitan Planning Organization for the region in which the County of Los Angeles is located; CARB updated these targets in 2018.[40] Of note, the reduction targets explicitly exclude emission reductions expected from the AB 1493 and the low carbon fuel standard regulations.

SB 375 requires MPOs (such as SCAG) to incorporate a "sustainable communities strategy" (SCS) in their regional transportation plans (RTPs) that will achieve GHG emission reduction targets set by CARB. Certain transportation planning and programming activities would then need to be consistent with the RTP/SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS.

Energy Sector

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency;

[39] Office of Governor Gavin Newsome, Executive Order N-79-20, https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf?emrc=9f8f26.

[40] CARB, Sustainable Communities, 2018, accessed June 14, 2022, https://www.arb.ca.gov/cc/sb375/sb375.htm.

(3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality" (California Building Standards Commission 2010).

The CALGreen Code was updated in 2022 to include new mandatory measures for residential and nonresidential uses including energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The new measures took effect on January 1, 2023 (California Building Standards Commission 2023).

On April 12, 2011, Governor Jerry Brown signed SB X1-2 to increase California's Renewables Portfolio Standard to 33 percent by 2020. SB 350 (Chapter 547, Statues of 2015) further increased the Renewables Portfolio Standard (RPS) to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027.

On September 2018, Governor Jerry Brown signed SB 100, which is now known as the 100 Percent Clean Energy Act of 2018. The Act declares that CARB should plan for 100 percent total retail sales of electricity in California come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 also set interim goals, accelerating the RPS, to 52 percent from renewable energy sources by 2027 and 60 percent by 2030.

Executive Order B-55-18

On September 10, 2018, Governor Brown signed EO B-55-18. This Executive Order set a new statewide goal to achieve carbon neutrality no later than 2045 and achieve and maintain net negative emissions thereafter. This goal is in addition to existing statewide GHG reduction targets.

Senate Bill 1383

This bill (Chapter 395, Statutes of 2016) creates goals for short-lived climate pollutant (SLCP) reductions in various industry sectors. The SLCPs included under this bill—including methane, fluorinated gases, and black carbon—are GHGs that are much more potent than carbon dioxide and can have detrimental effects on human health and climate change. SB 1383 requires the CARB to adopt a strategy to reduce methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The methane emission reduction goals include a 75 percent reduction in the level of statewide disposal of organic waste from 2014 levels by 2025. In 2017, CARB adopted a SLCP Reduction Strategy to implement SB 1383.[41]

Assembly Bill 1279

AB 1279 (Muratsuchi, also known as the California Climate Crisis Act) was approved by California Legislature and signed by Governor Newsom in September 2022. AB 1279 requires the State to both achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below the 1990 levels.

41 CARB, *Short-Lived Climate Pollutant Reduction Strategy*, 2017, accessed June 14, 2022, https://www.arb.ca.gov/cc/shortlived/meetings/03142017/final_slcp_report.pdf.

AB 1279 requires CARB to work with relevant State agencies to ensure that updates to the CARB scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California. Additionally, this bill would require the CARB to submit an annual report.

Senate Bill 1020

SB 1020, signed on September 16, 2022, revises SB 100 to require that renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to end-use customers by December 31, 2035; 95 percent of all retail sales to end users by December 31, 2040; 100 percent of all retail sales to end users by December 31, 2045; and 100 percent of electricity procured to serve all state agencies by December 31, 2035.

Assembly Bill 1757

AB 1757 of 2022 requires the CNRA, by January 1, 2024 acting in collaboration with CARB, CalEPA, the California Department of Food and Agriculture, and an expert advisory committee to set targets for natural carbon sequestration and nature-based climate solutions for 2030, 2038, and 2045. The targets must be integrated into the Scoping Plan and other state policies. CARB must ensure that double-counting of emissions reductions is avoided. Emissions reduction projects and actions that receive state funding will not be eligible to generate credits under any market-based compliance mechanism. CARB, by January 1, 2025, must develop standard methods for state agencies to track GHG emissions and reductions, carbon sequestration, and, where feasible, additional benefits from natural and working lands over time. The CNRA, by January 1, 2025 acting in collaboration with CARB, CalEPA, and the California Department of Food and Agriculture must review and update the Climate Smart Strategy to achieve the targets, and must post data on its website on progress made toward targets, including on state expenditures made to implement the targets.

Senate Bill 1206

SB 1206 of 2022 prohibits the sale or distribution of bulk HFC gases or bulk blends containing HFCs that exceed 2,200 GWP in 2025, 1,400 GWP in 2030, and 750 GWP in 2033, unless the HFCs are reclaimed or for use in medical metered-dose inhalers. SB 1206 also requires the state to use reclaimed refrigerant with a GWP greater than 750 to service existing equipment owned/operated by the state, starting in 2025. Additionally, SB 1206 requires CARB to initiate a rulemaking requiring low- and ultra-low-GWP alternatives to HFCs in all sectors where it is practicable for entities in the sector to comply with the requirement.

Senate Bill 27

SB 27 of 2021 requires the CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. SB 27 also requires CARB to establish specified CO2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, the CNRA must establish and maintain a registry to identify projects in the state that drive climate action on natural and working lands and are seeking funding. The CNRA also must track carbon removal and GHG emissions reduction benefits derived from projects funded through the

registry. This law is reflected in the 2022 Scoping Plan as CO2 removal and carbon capture targets of 20 MMTCO2e by 2030 and 100 MMTCO2e by 2045 in support of carbon neutrality.

Senate Bill 596

SB 596 of 2022 requires CARB to develop a comprehensive strategy for the state's cement sector by July 1, 2023, to achieve net zero GHG emissions associated with the use of cement in the state as soon as possible, but no later than December 31, 2045. The law establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must take all of the following actions:

- Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions.
- Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028.
- Coordinate and consult with other state agencies.
- Prioritize actions that leverage state and federal incentives.
- Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity.

California Air Pollution Control Officers Association

The California Air Pollution Control Officers Association (CAPCOA) published the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021 GHG Handbook) in December of 2021.[42] CAPCOA prepared this 2021 GHG Handbook to provide a common platform of information and tools for evaluating GHG reduction measures, climate vulnerabilities and promoting equity to support sustainable, resilient, and equitable land use planning and project design. The 2021 GHG Handbook was prepared in collaboration with academia, agencies, community organizations and leaders, local governments, nongovernmental organizations, and technical experts. The quantification methods, tools, and recommendations provided in this 2021 GHG Handbook were developed based on the latest science and literature available at the time of publication and have been incorporated into CalEEMod Version 2022.

Regional Level

South Coast Air Quality Management District

The Project Site is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air

[42] California Air Pollution Control Officers Association (CAPCOA), *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, December 2021, https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf.

quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[43] On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is Lead Agency. However, the SCAQMD has not adopted a GHG significance threshold for land use development projects (e.g., residential or mixed-use/commercial projects). A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[44] The aforementioned Working Group has been inactive since 2011 and the SCAQMD has not formally adopted any GHG significance threshold for land use development projects.

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) "Connect SoCal"

On September 3, 2020, the SCAG's Regional Council formally adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as the Connect SoCal, which is an update to the previous 2012–2035 RTP/SCS and 2016–2040 RTP/SCS.[45] Using growth forecasts and economic trends, both the 2016–2040 RTP/SCS and Connect SoCal provide a vision for transportation throughout the region for the next several decades by considering the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. Both the 2016–2040 RTP/SCS and Connect SoCal describe how the region can attain the GHG emission-reduction targets set by CARB by achieving an 8 percent reduction in per capita transportation GHG emissions by 2020 and a 19 percent reduction in per capita transportation emissions by 2035 compared to the 2005 level on a per capita basis.[46] Compliance with and implementation of the 2016–2040 RTP/SCS and Connect SoCal policies and strategies would have co-benefits of reducing per capita criteria air pollutant emissions (e.g., nitrogen dioxide, carbon monoxide, etc.) associated with reduced per capita vehicle miles traveled (VMT).

Connect SoCal states that the SCAG region was home to approximately 18.8 million people in 2016 and included approximately 6.0 million homes and 8.4 million jobs.[47] By 2045, the integrated growth forecast projects that these figures will increase by 3.7 million people, with approximately 1.6 million more homes and 1.7 million more jobs. High Quality Transit Areas (HQTAs), which are defined by Connect SoCal as generally walkable transit villages or corridors

43 CARB, Board Meeting, December 5, 2008, Agenda No. 31, accessed June 14, 2022, http://www3.aqmd.gov/hb/2008/December/0812ag.html.

44 SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, 2008, p. 3-9, accessed June 14, 2022, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf.

45 Southern California Association of Governments (SCAG), *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)*, September 2020.

46 SCAG, *2020–2045 RTP/SCS*, September 2020.

47 SCAG, *2020–2045 RTP/SCS Demographics and Growth Forecast Technical Report*, September 2020.

that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours, will account for 2.4 percent of regional total land, but are projected to accommodate 51 percent and 60 percent of future household growth respectively between 2016 and 2045.[48] Like the 2016–2040 RTP/SCS, Connect SoCal's overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

SCAG's 2016–2040 RTP/SCS and Connect SoCal provide specific strategies for implementation. These strategies include supporting projects that encourage diverse job opportunities for a variety of skills and education, recreation and cultures and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles.[49]

In addition, both the 2016–2040 RTP/SCS and Connect SoCal include strategies to promote active transportation, support local planning and projects that serve short trips, promote transportation investments, investments in active transportation, more walkable and bikeable communities, that will result in improved air quality and public health, and reduced greenhouse gas emissions, and supports building physical infrastructure, regional greenways and first-last mile connections to transit, including to light rail and bus stations. The 2016–2040 RTP/SCS and Connect SoCal align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and state funding, and to expand the potential for all people to use active transportation. CARB has accepted the SCAG GHG quantification determinations in the 2016–2040 RTP/SCS and Connect SoCal and both demonstrate achievement of the GHG emission reduction targets established by CARB.[50,51]

Although there are GHG emission reduction targets for passenger vehicles set by CARB for 2045, Connect SoCal GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2045. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an additional 4.1-percent reduction in GHG from transportation-related sources in the ten years between 2035 and 2045, Connect SoCal is expected

48 SCAG, *2016–2040 RTP/SCS*, April 2016, pp. 20, 75–77.
49 SCAG, *2016–2040 RTP/SCS*, April 2016, pp. 170–181.
50 SCAG, *2025–2040 RTP/SCS*, September 2020, pages 48–86.
51 CARB, *Southern California Association of Governments' (SCAG) 2016 Sustainable Communities Strategy (SCS) ARB Acceptance of GHG Quantification Determination*, June 2016.

to fulfill and exceed its portion of SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[52]

Local Level

OurCounty: The Los Angeles Countywide Sustainability Plan

Goal 1: Resilient and healthy community environments where residents thrive in place. The County will protect vulnerable communities from pollution, reduce health and economic inequalities, ensure access to safe, clean, and affordable water, and support more resilient and inclusive communities.

Goal 2: Buildings and infrastructure that support human health and resilience. Old and new buildings and infrastructure will utilize more efficient technologies and practices that reduce resource use, improve health, and increase resilience.

Goal 3: Equitable and sustainable land use and development without displacement. Utilize policy tools, such as anti-displacement measures, so existing community members can remain in and strengthen their neighborhoods and networks while accepting new residents through more compact, mixed-use development. Pursue outcomes that are inclusive, safe, healthy, accessible, and transit oriented.

Goal 4: A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy. Support the growth of green economy sectors through procurement practices, land use authority, and various economic and workforce development incentives.

Goal 5: Thriving ecosystems, habitats, and biodiversity. Ensure that our ecosystems, including urban habitats, thrive even as our region becomes increasingly urbanized through careful planning.

Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities. Make parks and public lands more accessible and inclusive and manage them so that all residents may enjoy their benefits.

Goal 7: A fossil fuel-free LA County. Move towards a zero-carbon energy system that reduces GHG emissions by eliminating fossil fuel production in the County. By addressing sources of pollution, air will be cleaner for the residents and the imminent dangers from the magnitude of climate change will be limited.

Goal 8: A convenient, safe, clean, transportation system that enhances mobility and quality of life while reducing car dependency. Provide a modern transportation system for all ages and abilities to access reliable, safe, affordable, and varied mobility choices that reduce pollution. Develop programs that focus on reducing the number of vehicle miles traveled, including transit systems, walking, biking, e-scooters, and zero-emission car-share services.

Goal 9: Sustainable production and consumption of resources. Improve our ability to promote integrative and collaborative solutions at the local and regional levels to effectively manage the County's waste, water, energy, and material resources into the future.

52 SCAG, *2020–2045 RTP/SCS Public Health Technical Report*, September 2020, p. 53.

Goal 10: A sustainable and just food system that enhances access to affordable, local, and healthy food. Improve access to healthy food within County boundaries while optimizing purchasing power and business services to make food production more sustainable through leveraging of capital assets, public services, and regulatory authority.

Goal 11: Inclusive, transparent, and accountable governance that encourages participation in sustainability efforts, especially by disempowered communities. Build stronger communities and better-informed policy and programs by creating a more inclusive and accountable governance structure. This will ensure equity in sustainability policies and programs by having diverse representation in development, implementation, and management.

Goal 12: A commitment to realize OurCounty sustainability goals through creative, equitable, and coordinated funding and partnerships. Work with partners across the public, private, and nonprofit sectors for a more sustainable future through funding opportunities and leveraging of purchasing power.

The plan is intended to help guide decision-making in unincorporated County areas and to provide a model for decision-making in the 88 incorporated cities in the County. As a strategic plan, the OurCounty Sustainability Plan does not supersede land use plans that have been adopted by the Regional Planning Commission and Board of Supervisors, including the Los Angeles County General Plan.

County of Los Angeles General Plan

The County of Los Angeles 2035 General Plan is an applicable guiding policy document for the Project Site. The County of Los Angeles Board of Supervisors adopted the Los Angeles County 2035 General Plan on October 6, 2015. The 2035 General Plan is intended to provide policy framework for development within the County through the year 2035. The Los Angeles County General Plan 2035 provides the fundamental basis for the County's land use and development policy, and represents the basic community values, ideals, and aspirations to govern a shared environment through 2035. The General Plan addresses all aspects of development including public health, land use, community character, transportation, economics, housing, air quality, and other topics. The General Plan sets forth objectives, policies, standards, and programs for land use and new development, Circulation and Public Access, and Service Systems for the Community as a whole.

The County does not have a General Plan Element specific to climate change and GHG emissions. However, the following goals and policies from the Los Angeles County General Plan Air Quality and Mobility Elements would also lead to GHG emission reductions. These goals and policies will be implemented in connection with development of the Project.[53]

Goal AQ 3 Implementation of plans and programs to address the impacts of climate change.

Policy AQ 3.4 Participate in local, regional, and state programs to reduce greenhouse gas emissions.

[53] Los Angeles County Department of Regional Planning, *Los Angeles County General Plan 2035*, 2015, Chapter 8, Air Quality, accessed May 12, 2022, http://planning.lacounty.gov/assets/upl/project/gp_final-general-plan-ch8.pdf.

Policy AQ 3.5 Encourage energy conservation in new development and municipal operations.

Policy AQ 3.6 Support rooftop solar facilities on new and existing buildings.

Goal M 4 An efficient multimodal transportation system that serves the needs of all residents.

Policy M 4.15 Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting.

Policy M 4.16 Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.

County of Los Angeles Community Climate Action Plan

The 2020 County of Los Angeles Community Climate Action Plan (2020 CCAP), adopted in 2015, was a component of the County's General Plan Air Quality Element until it expired in 2020. To reduce impacts of climate change, the 2020 CCAP set a target to reduce GHG emissions from community activities in the unincorporated areas of Los Angeles County by at least 11 percent below 2010 levels by 2020.[54] The 2020 CCAP contained 26 local actions related to green buildings and energy; land use and transportation; water conservation and wastewater; waste reduction, reuse, and recycling; and land conservation and tree planting. It also included 17 reduction strategies from the following areas: transportation; stationary energy; waste; industrial process and product use; agriculture, forestry, and other land use.

The County of Los Angeles released a Draft 2045 Climate Action Plan (Draft 2045 CAP) in April 2022, which is an update to the 2020 CCAP and sets new GHG emissions reduction targets for 2030 and 2035, consistent with state goals, and sets a long-term aspirational goal for carbon neutrality by 2045.[55] The Draft 2045 CAP includes five categories for GHG emissions reductions: (1) energy supply, (2) transportation, (3) building energy and water, (4) waste, and (5) agriculture, forestry, and other land uses. Under these categories, there are a number of strategies, measures, and actions which will achieve the GHG emissions reductions outlined in the Draft 2045 CAP such as decarbonizing the energy supply, increase densities and diversity of land uses near transit, reducing single occupancy vehicle trips, improve efficiency of existing building energy use, conserving water, and others. Adoption of the Draft 2045 CAP has not yet occurred as of May 2023.

The Draft 2045 CAP sets new GHG emission reduction targets for 2030 and 2035, consistent with state goals, and sets a long-term aspirational goal for carbon neutrality by 2045, similar to the 2022 Scoping Plan. The Los Angeles County Draft 2045 CAP has not yet been adopted as of June 2023 and therefore, cannot be used as a qualified GHG reduction plan for CEQA tiering. Thus, a consistency analysis for the Draft 2045 CAP was not conducted as it is not yet adopted and not yet approved as a qualified GHG reduction plan for CEQA tiering.

54 Los Angeles County, About the Los Angeles County CAP, April 2023, https://planning.lacounty.gov/site/climate/about-lac-cap/.

55 Ibid.

Los Angeles County Code

Energy

The County has adopted by reference, Sections 102 through 119 of Chapter 1 of Title 26 of the Los Angeles County Code as Title 31 Green Building Standards Code of the Los Angeles County Code. The Green Building Code increases energy and water efficiency and reduces waste generation. The Green Building Code has co-benefits of reducing criteria pollutant emissions through the increase in energy efficiencies, which reduces building energy demand and the combustion of natural gas within buildings.

Water

As part of state and regional efforts towards water conservation, Titles 11 and 12 of the Los Angeles County Code include requirements for water conservation and sustainability. The code requires recirculating water required for water fountains and decorative water features and commercial conveyor carwashes and the use of recycled or approved non-potable water for construction purposes. It is recommended that large, landscaped areas such as parks, cemeteries, golf courses, school grounds, and playing fields use irrigation systems with rain sensors that automatically shut off such systems during periods of rain or irrigation timers that automatically use information such as evapotranspiration sensors to set an efficient water schedule.

Solid Waste

Title 20 of the Los Angeles County Code contains provisions that implement the source reduction and recycling programs and other measures to achieve per capita waste generation for disposal in accordance with state programs. The County requires all collectors operating under a collection franchise within the County to comply with applicable resource recovery and diversion programs to minimize solid waste disposal at landfills.

Rowland Heights Community Plan

The Rowland Heights Community Plan was adopted on September 1, 1981. The following Goals and Policies relevant to GHG reduction and applicable to the Project are as follows:[56]

Goal 4: Balance projected growth and development with environmental considerations.

Conservation and Open Space Policy 8: Encourage the use of solar energy for water and space heating.

4.8.5 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to greenhouse gas emissions if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment [Impact GHG-1]

[56] County of Los Angeles, Department of Regional Planning, *Rowland Heights Community General Plan*, September 1, 1981.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. [Impact GHG-2]

State CEQA Guidelines Section 15064.4 assists lead agencies in determining the significance of the impacts of GHG emissions. Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively and/or qualitatively. This section recommends certain factors that should be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for reduction or mitigation of GHGs). CEQA Guideline Section 15064.4 does not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see State CEQA Guidelines Section 15064.7(c)).

The California Natural Resources Agency has also clarified that the State CEQA Guidelines focus on the effects of GHG emissions as cumulative impacts, and that they should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see Section 15064(h)(3)).

The Governor's Office of Planning and Research (OPR) released a *Discussion Draft: CEQA and Climate Change Advisory* in December 2018 to provide updates and regulatory changes to a prior 2008 climate change advisory. The discussion draft addresses project-level analyses of greenhouse gas impacts and recognizes, "lead agency discretion in determining the appropriate methodologies, thresholds, and if necessary, mitigation measures" [57] Furthermore, the discussion draft explains that significance thresholds may be based on efficiency metrics, compliance with state goals and percentage reduction from BAU emissions, consistency with relevant regulations, plans, policies, and regulatory programs, or an absolute numerical/quantitative threshold.[58]

Per State CEQA Guidelines Section 15064.4(b), "in determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions." When determining the significance of GHG impacts, lead agencies should consider the project's impact as compared to the existing environmental setting, whether the project exceeds a threshold of significance, and compliance with relevant GHG-related plans (see, e.g., State CEQA Guidelines Section 15064.4(b)). Regarding the latter criterion, lead agencies should consider "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 (see, e.g., State CEQA Guidelines Section 15183.5(b)). Per State CEQA Guidelines Section 15064.4(b)(3), such

57 Governor's Office of Planning and Research, 2018, Discussion Draft: CEQA and Climate Change Advisory, accessed June 14, 2022, https://opr.ca.gov/docs/20181228-Discussion_Draft_Climate_Change_Adivsory.pdf.
58 Ibid.

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.

The County has not adopted a significance threshold through a formal process for the analysis of project-level GHG emissions. For the analysis of GHG emission for this Project, Los Angeles County, as the lead agency, has selected to use a net-zero quantitative threshold to evaluate significance for GHG emissions. As a second significance threshold, consistency with the applicable plans and policies to reduce GHG emissions, including the emissions reduction policies, strategies, and measures discussed within CARB's 2022 Climate Change Scoping Plan, SCAG's Connect SoCal, County of Los Angeles General Plan, and the Countywide Sustainability Plan was evaluated.

4.8.6 Methodology

The Climate Action Registry

General Reporting Protocol (GRP) provides procedures and guidelines for calculating and reporting GHG emissions from general and industry-specific activities. Although no numerical thresholds of significance have been adopted, and no specific protocols are available for land use projects, the GRP provides a framework for calculating and reporting GHG emissions from the Project. This section provides an estimate of the GHG emissions from Project construction and operation using the GRP and CalEEMod Version 2022. The following Project-related emission sources have been evaluated:

1. Construction Activities – Fossil fueled on- and off-road vehicles and equipment needed for demolition, grading, building construction, paving, and architectural coating;
2. Direct Emission Sources –Combustion of fossil fuels for lawn care and maintenance activities, and motor vehicles; and
3. Indirect Emission Sources – Off-site electricity generation, wastewater treatment and water conveyance, and solid waste disposal.

CARB believes that consideration of so-called indirect emissions provides a more complete picture of the GHG footprint of a facility: "Annually reported indirect energy usage also aids the conservation awareness of the facility and provides information" to CARB to be considered for future strategies by the industrial sector. For these reasons, CARB has proposed requiring the calculation of direct and indirect GHG emissions as part of the HSC Division 25.5 reporting requirements. Additionally, OPR directs lead agencies to "make a good-faith effort, based on available information, to calculate, model, or estimate…GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities." Therefore, direct and indirect emissions have been calculated for the Project.

For purposes of this analysis, it is considered reasonable and consistent with criteria pollutant calculations to consider those GHG emissions resulting from Project-related increases in the use of on-road mobile vehicles, and electricity compared to existing conditions. This includes Project construction activities such as grading, hauling, and construction worker trips. This analysis also considers indirect GHG emissions from water conveyance, wastewater generation, and solid

waste handling. Since potential impacts resulting from GHG emissions are long-term rather than acute, GHG emissions are calculated on an annual basis. The California Emissions Estimator Model (CalEEMod) used for this Project outputs GHG emissions of CO_2, CH_4, N_2O, and CO_2e. In order to report total GHG emissions using the CO_2e metric, the GWP ratios corresponding to the warming potential of CO_2 over a 100-year period is used in this analysis.

The General Reporting Protocol provides a range of basic calculation methods. However, they are typically designed for existing buildings or facilities and are not directly applicable to planning and development situations where the buildings or facilities do not yet exist. As a result, this section relies on calculation guidance from state and regional agencies with scientific expertise in quantifying GHG emissions, such as CARB and the SCAQMD. GHG emissions for the Project are estimated using the CalEEMod (Version 2022.1) software. Emissions calculations for the Project include credits or reductions for the Project's sustainability features and GHG reducing measures which are required by regulation, such as reductions in energy and water demand. Emissions are then compared to the screening level threshold of zero (0) $MTCO_2e$ per year that the County has determined is appropriate for this project.

CAPCOA has provided guidance on mitigating or reducing GHG emissions from land use development projects. In December 2021, CAPCOA released the 2021 GHG Handbook which provides GHG reduction values for recommended mitigation measures.[59] The CAPCOA guidance document was utilized in this analysis for quantifying reductions from physical and operational Project characteristics and Project sustainability features in CalEEMod.

Construction Emissions

Construction of the proposed Project has the potential to generate GHG emissions through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site Construction emissions can vary from day to day, depending on the level of activity, the specific type of operation, and the prevailing weather conditions. The number and types of construction equipment, vendor trips (e.g., transport of building materials), and worker trips were based on relatively conservative assumptions for a project of this type and scale as provided in the CalEEMod model. The output values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule. These values were then applied to the same construction phasing assumptions used in the criteria pollutant analysis (see Section 4.3, *Air Quality*) to generate GHG emissions values for each construction year. A complete listing of the construction equipment by phase and construction phase duration assumptions used in this analysis is included within the CalEEMod printout sheets in Appendix B of this Draft EIR.

The CO_2e emissions are calculated for the construction period and future Project buildout conditions in the operational year, 2028. The SCAQMD guidance, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, recognizes that construction-related GHG emissions from projects "occur over a relatively short-term period of time" and that

[59] CAPCOA, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, December 2021, https://www.airquality.org/ClimateChange/Documents/Final%20Handbook_AB434.pdf.

"they contribute a relatively small portion of the overall lifetime project GHG emissions"[60] The guidance recommends that construction project GHG emissions should be "amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies."[61] In accordance with SCAQMD guidance, GHG emissions from construction have been amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate comparable to operational emissions).

Emissions Sources

Construction of the Project would result in one-time GHG emissions of CO_2 and smaller amounts of CH_4 from heavy-duty construction equipment. Construction emissions are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the off-road emissions factors. The output values used in this analysis are adjusted to be Project-specific based on equipment types and the construction schedule. GHG emissions values are then calculated for each construction year.

Construction of the Project would also contribute to regional GHG emissions from haul trucks, vendor trucks, and worker vehicles. The emissions from mobile sources were calculated using the hauling, vendor, and worker daily trips and trip lengths and emission factors from the CARB on-road vehicle emissions factor (EMFAC2021) model. EMFAC2021 was released January 2021 and updated April 2021. Mobile emissions were calculated with CalEEMod version 2022.1, which includes the latest emission factors from EMFAC2021.

Operational Emissions

Emissions of GHGs associated with operation of the Project were also estimated. The CalEEMod software was used to estimate annual GHG emissions from mobile sources, area (landscape equipment) sources electricity demand, solid waste generation, water demand, and wastewater treatment. Operational emissions for the Project Site were calculated for Project buildout, which represents emissions from the Project in the year 2028, including all project design features as discussed below. Features that are not feasibly quantified are discussed qualitatively in Section 4.8.8, *Environmental Impact Analysis*. Detailed operational assumptions are included within the CalEEMod printout sheets in Appendix B of this Draft EIR.

Emissions Sources

Area sources of GHG emissions resulting from the operation of the Project include equipment used to maintain landscaping, such as lawnmowers and trimmers. The combustion of fossil fuels to operate these equipment results in GHG emissions of CO_2 and smaller amounts of CH_4 and N_2O. The emissions occur on-site and are a direct result of activity from the Project land uses; therefore, the GHG emissions are considered to be direct.

60 SCAQMD, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, 2008, p. 3-9, accessed June 14, 2022, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf.

61 Ibid.

With regard to energy usage, as detailed in Section 4.6, *Energy*, the consumption of fossil fuels to generate electricity and to provide heating and hot water generates GHG emissions. Emissions of electricity-related GHGs associated with operation of the Project are based on the size of the Project land uses, the electrical demand factors for the land uses, the GHG emission factors for the electricity utility provider, and the GWP values for the GHGs emitted. Future fuel consumption rates are estimated based on specific square footage of the proposed land uses, as well as predicted water supply needs of the Project. Energy usage (off-site electricity generation) for the Project is calculated within CalEEMod using the CEC's *California Commercial End Use Survey* (CEUS) data set, which provides energy demand by building type and climate zone. The generation of electricity in California is achieved through the combustion of fossil fuels, primarily natural gas, using steam boilers, internal combustion engines, and combustion turbines. A portion of the electricity in California is imported from outside the state and is derived from the combustion of coal and other non-gaseous fossil fuels. The combustion of fossil fuels to produce electricity results in GHG emissions of CO_2 and smaller amounts of CH_4 and N_2O. The electricity generation occurs off-site; therefore, electricity use results in GHG emissions that are considered to be indirect.

Since the proposed Project would be required to meet the Title 24 standards in effect at the time of building permit application (2022 standards, effective January 1, 2023), this analysis assumes the 2022 Title 24 standards for the 2028 Project buildout, as incorporated in CalEEMod. The Project would incorporate high efficiency LED lighting, which was quantified in the analysis. Additionally, the proposed Project would not include any natural gas infrastructure.

Emission factors for electricity-related emissions of CH_4 and N_2O were obtained from CalEEMod. It was assumed in this analysis that future residents within the Project would sign up for the Southern California Edison (SCE) or the Clean Power Alliance 100 percent carbon free electricity service, consistent with the requirements of unincorporated Los Angeles County.[62] As discussed in the CPA 2022 Impact Report, approximately 92.7 percent of active customers, including Los Angeles County, participate in the 100 percent green energy option.[63] It is assumed that approximately 7.3 percent of dwelling units would opt out of this carbon free electricity service.[64] Thus, a 92.7 percent reduction in GHG emissions was applied to the CalEEMod electricity factors as this is the current opt-in rate for Los Angeles County.

Mobile source emissions are estimated based on CARB's EMFAC2021 model. Mobile source emissions are also based on the trip generation rates provided in the Project's *Transportation Impact Analysis* and default VMT assumptions from CalEEMod. Emissions of GHGs associated with mobile sources from operation of the Project are based on the average daily trip rate, trip distance, the GHG emission factors for the mobile sources, and the GWP values for the GHGs emitted. The types of vehicles that would visit the Project Site include all vehicle types including automobiles, light-duty trucks, delivery trucks, and waste haul trucks. The existing Project uses

62 Clean Power Alliance, *What you Need to Know: Unincorporated Los Angeles County Default Rate Change*, accessed April 2023, https://cleanpoweralliance.org/wp-content/uploads/2022/08/002_CPA-LACounty-FAQ_v7-1.pdf.

63 Clean Power Alliance, *2022 Impact Report*, 2023, p. 19, accessed June 2023, https://cleanpoweralliance.org/wp-content/uploads/2023/06/ImpactReport2022.pdf.

64 Los Angeles County, *2045 Climate Action Plan – Appendix E: Implementation*, March 2023, p. E-3, accessed May 2023, https://planning.lacounty.gov/wp-content/uploads/2023/03/LA-County-2045-CAP_Rev_PublicDraft_AppE-Implementation.pdf.

generate 764 average daily trips (ADTs) with a total yearly VMT of 3,449,198, while the proposed Project uses would generate a total of 3,007 ADTs with a total yearly VMT of 7,104,525; refer to Appendix B.

Water and wastewater generated from the land uses under the Project would require energy to supply, distribute, and treat. The combustion of fossil fuels to produce non-renewable electricity results in GHG emissions of CO_2 and smaller amounts of CH_4 and N_2O. The electricity generation occurs off-site; therefore, the electricity use from water and wastewater results in GHG emissions that are considered to be indirect. Wastewater also results in emissions of GHGs from wastewater treatment systems (e.g., septic, aerobic, or lagoons) as well as from solids that are digested either through an anaerobic digester or with co-generation from combustion of digester gas. The emissions of GHGs associated with wastewater treatment process emissions are also calculated using CalEEMod. The emissions are based on the type of treatment (e.g., aerobic, facultative lagoons, septic systems). The emissions are calculated using the default settings in CalEEMod for the type of wastewater treatment and water usage rates.

The CEC's estimate for energy intensity of the water use cycle in Southern California, as provided in the 2006 CEC report *Refining Estimates of Water-Related Energy Use in California*, is used to calculate the energy usage related to water supply, treatment, and distribution and wastewater treatment, as built into CalEEMod. The same electricity GHG emissions factors discussed above are used for water and wastewater energy usage.

The proposed Project would generate solid waste from day-to-day operational activities by the residents living in their homes. A portion of the waste is diverted to waste recycling and reclamation facilities. Waste that is not diverted is usually sent to local landfills for disposal. Waste that is disposed in landfills results in GHG emissions of CO_2 and CH_4 from the decomposition of the waste that occurs over the span of many years. Emissions of GHGs associated with solid waste disposal under the Project are calculated using CalEEMod. The emissions are based on the size of the project land uses, the waste disposal rate for the land uses, the waste diversion rate, the GHG emission factors for solid waste decomposition, and the GWP values for the GHGs emitted. It is assumed the Project would be served by a solid waste collection and recycling service that yields waste diversion results comparable to the Countywide estimated diversion rate of 65 percent.[65]

The proposed Project would be designed to incorporate green building techniques and other sustainability features consistent with the 2022 Title 24 standards. A full list of regulatory requirements and Project features that may reduce GHG emissions is included in Section 4.8.8 *Regulatory Requirements and Project Features*. For example, the Project would pre-wire each residence for solar photovoltaics and would pre-wire every homeowner's garage for electric vehicle charging. As the number of electric vehicle charging stations and exact wattage of installed solar panels is not known, these features are only considered qualitatively in the analysis of the Project's potential for conflicts with applicable GHG reduction plans, policies, and regulations. Additionally, the proposed Project would not include any natural gas infrastructure.

65 Los Angeles County Public Works, *Countywide Integrated Waste Management Plan, 2019 Annual Report*, September 2020, https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF.

Furthermore, the Project would incorporate approximately 28 acres of open space, including a trail system, that would provide bicycle and pedestrian access and circulation. Bicycle parking would be provided in Planning Areas 1, 2, 3, and 5 within the attached garage of each home. These improvements would reduce VMT and are considered quantitatively in the *Draft Transportation Impact Analysis* and in the GHG emissions analysis for mobile sources below.

Existing Emissions

The Project Site is currently a 75.65-acre portion of the existing 156-acre Royal Vista Golf Club. The existing Project Site generates GHG emissions as shown in **Table 4.8-5**, *Annual Unmitigated Greenhouse Gas Emissions*. GHG emission sources would include traffic from visitors and employees traveling to and from the golf course and driving range, as well as water and electricity demand.

4.8.7 Regulatory Requirements and Project Design Features

The Project shall comply with regulatory requirements and project design features (PDFs) described in this section. Listed below are those PDFs assumed in the GHG impacts analysis, grouped by those that would directly result in quantifiable GHG emission reductions used in the CalEEMod run, and those that are non-quantifiable.

Non-quantifiable GHG Reduction Measures (PDF GHG-1):

- The 360 dwelling units will be wired for solar roof panels which can save energy by producing solar electricity and offer credit for excess solar electricity produced.
- Each garage will be wired for EV car charging.
- Radiant barrier roof sheathing to improve cooling energy efficiency.
- Low-E, dual pane windows block 95 percent of UV rays.
- Improved insulation techniques to help to minimize gaps and higher thermal properties (R-value) add to energy efficiency.
- Designed and properly sealed duct system to improve comfort and efficiency.
- Programmable thermostats will be included to regulate home temperatures year-round.
- Open space buffers adjacent to most existing adjacent residential land uses that include public trails to facilitate pedestrian and bicycle circulation within the Project Site as depicted on the approved Vesting Tentative Tract Map.
- To incorporate teleworking, each residential unit would be sized to accommodate home offices and be equipped with new and efficient internet and phone cable systems. (2021 GHG Handbook Measure Transportation T-4)

Quantifiable GHG Reduction Measures (PDF GHG-2):

- Each unit shall be equipped with high efficiency ENERGY STAR® rated water heater, refrigerator, and dishwashers. (2021 CAPCOA GHG Handbook Measure Energy E-2)

- All lighting on the Project Site would be light-emitting diode (LED). (2021 CAPCOA GHG Handbook Measure Energy E-2)
- The proposed Project would not include any natural gas infrastructure. (2021 CAPCOA GHG Handbook Measure Energy E-15)
- Electricity would be provided by the Clean Power Alliance and would be 100 percent renewable, unless the resident(s) opt-out. (2021 CAPCOA GHG Handbook Measure Energy E-11)
- Low-flow water fixtures and native landscaping. (2021 CAPCOA GHG Handbook Measure Water W-5)

4.8.8 Environmental Impact Analysis

Impact GHG-1: The proposed Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Significant and Unavoidable)

Construction

The emissions of GHGs associated with construction of the proposed Project were calculated for each year of construction activity using CalEEMod. Results of the GHG emissions calculations are presented in **Table 4.8-4**, *Estimated Construction Greenhouse Gas Emissions*. It should be noted that the GHG emissions shown in Table 4.8-4 are based on construction equipment operating continuously throughout the workday. In reality, construction equipment tends to operate periodically or cyclically throughout the workday. Therefore, the GHG emissions shown in Table 4.8-4 reflect a conservative estimate. A complete listing of the equipment by phase, emission factors, and calculation parameters used in this analysis is included within the emissions calculation worksheets that are provided in Appendix B of this Draft EIR.

TABLE 4.8-4
ESTIMATED CONSTRUCTION GREENHOUSE GAS EMISSIONS

Construction Year	CO_2e (metric tons)[a,b]
2024	71
2025	4,618
2026	1,933
2027	1,278
Total	**7,900**
Amortized Emissions (30 years)	**264**

SOURCE: ESA, 2022

a. Totals may not add up exactly due to rounding in the modeling calculations.
b. CO_2e emissions are calculated using the global warming potential values from the Intergovernmental Panel on Climate Change Fourth Assessment Report: 25 for CH_4 and 298 for N_2O (IPCC 2007).

Although GHGs are generated during construction and are accordingly considered one-time emissions, it is important to include them when assessing all of the long-term GHG emissions associated with a project. Draft SCAQMD GHG analysis methodologies recommend that

construction-related GHG emissions be amortized over a project's 30-year lifetime in order to include these emissions as part of a project's annualized lifetime total emissions, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.[66] In accordance with this methodology, the Project's estimated construction GHG emissions have been amortized over a 30-year period and are included in the Project's annualized operational GHG emissions.

Due to the potential persistence of GHGs in the environment, impacts are based on annual emissions and, in accordance with draft SCAQMD methodology, construction-period impacts are not assessed for significance independent of operational-period impacts, which are discussed in the next section.

Operation

Maximum annual GHG emissions resulting from motor vehicles, energy (i.e., electricity), water conveyance and wastewater treatment, and solid waste were calculated for the expected opening year (2028). Unmitigated operational GHG emissions from the Project are shown in **Table 4.8-5**, *Annual Unmitigated Greenhouse Gas Emissions*. The GHG emissions shown in Table 4.8-5 take into account the quantifiable PDFs, PDF GHG-2, discussed in Section 4.8.8.

TABLE 4.8-5
ANNUAL UNMITIGATED GREENHOUSE GAS EMISSIONS

Emissions Sources	CO_2e (metric tons per year)[a]
Area	1
Electricity	37
Mobile	2,589
Waste	87
Refrigerants	1
Water	21
Vegetation Loss	23
Amortized Construction	264
Annual Project Emissions	**3,023**
Existing Emissions	1,469
Net GHG Emissions	**1,554**
Los Angeles County Net Zero Threshold	**0**
Exceeds Threshold?	**Yes**

SOURCE: ESA, 2023

a. Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.
b. CO_2e emissions are calculated using the global warming potential values from the Intergovernmental Panel on Climate Change Fourth Assessment Report.
c. The unmitigated emissions include the PDF measures discussed above and as implemented in CalEEMod2022.

66 SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, 2008, p. 3-9, accessed June 14, 2022, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf.

The analysis of operational GHG emissions calculates the Project emissions and then subtracts out the existing emissions from trips to and from a portion of the golf course and driving range, which will be removed as part of the Project (Table 4.8-5). Project operational emissions would be regional in nature as they would occur over a relatively large area (~76 acres) from multiple dwelling units.

As shown in Table 4.8-5, the majority of the emissions are from mobile sources; therefore, the majority of the emissions would occur from vehicles traveling over regional roadways. The Project would implement transportation demand management (TDM) strategies where applicable to reduce the amount of automobile travel generated by the Project. The TDM strategies from CAPCOA's 2021 GHG Handbook, as described in the *Transportation Impact Analysis*, that would be applicable to the proposed Project would be T-1 Increase Residential Density and T-32 Locate Project near Bike Path/Bike Lane. With Implementation of these TDM strategies, as described in the *Transportation Impact Analysis*, mobile emissions would be reduced to 2,589 $MTCO_2e$ per year.

In addition, the Project includes the other PDFs, PDF GHG-2, discussed in Section 4.8.8. This includes the avoidance of natural gas emissions from the Project. Furthermore, the use of CPA (7.3 percent opt out rate) further reduces the Project's electricity GHG emissions. GHG emission reductions from the use of electric vehicles and solar photovoltaic (PV) panels are not quantitatively included in this analysis. Use of electric vehicles and solar PV will be encouraged as residents of the Project Site will already have the electrical infrastructure in place making it easier compared to older homes that do not have these built-in benefits. Lastly, this quantification of GHG emissions includes the loss of grasslands from the redevelopment of the portion of the golf course (23 $MTCO_2e$ per year).

As discussed in Section 4.17, *Transportation*, the Project would implement **Mitigation Measures TR-1 and TR-2** to reduce VMT impacts and trip generations of the Project, which would result in a reduction of mobile source GHG emissions. **Table 4.8-6**, *Annual Mitigated Greenhouse Gas Emissions*, highlights the Project's mitigated GHG emissions with the incorporation of Mitigation Measure TR-1 and TR-2. As shown in Table 4.8-6, with application of Mitigation Measure TR-1 and TR-2, the Project's mobile emissions would be reduced to 2,494 $MTCO_2e$ per year, and the total net GHG emissions would be reduced to 1,465 $MTCO_2e$, but this total mitigated net GHG emissions would still exceed the net zero threshold. As the majority of the emissions are from mobile sources that cannot be further mitigated, impacts would be significant and unavoidable.

Project operational-related GHG emissions would decline in future years as emissions reductions from the State's Cap-and-Trade Program are fully realized. Emissions reductions from the Project's highest GHG-emitting sources, mobile, would occur over the next decade, and beyond, ensuring that the Project's total GHG emissions would be further reduced. Project emissions from mobile sources would also decline in future years as older vehicles are replaced with newer vehicles resulting in a greater percentage of the vehicle fleet meeting more stringent combustion emissions standards and increasing percentage of zero-emission vehicles, pursuant to CARB's Advanced Clean Cars Program and Mobile Source Strategy.

TABLE 4.8-6
ANNUAL MITIGATED GREENHOUSE GAS EMISSIONS

Emissions Sources	CO_2e (Metric Tons per Year) [a]
Area	7
Electricity	37
Mobile	2,494
Waste	87
Refrigerants	1
Water	21
Vegetation Loss	23
Amortized Construction	264
Annual Project Emissions	**2,934**
Existing Emissions	1,469
Net GHG Emissions	**1,465**
Los Angeles County Net Zero Threshold	**0**
Exceeds Threshold?	**Yes**

SOURCE: ESA, 2023

a. Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.
b. CO_2e emissions are calculated using the global warming potential values from the Intergovernmental Panel on Climate Change Fourth Assessment Report.

Mitigation Measure

Implement Mitigation Measures TR-1 and TR-2.

Significance Determination: Significant and Unavoidable.

Impact GHG-2: The proposed Project would conflict with any applicable plan, policy, regulation, or recommendation of an agency adopted for the purpose of reducing the emissions of GHGs. (Significant and Unavoidable)

Consistency with Applicable GHG Reduction Plans and Policies

A significant impact would occur if the Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. Plans and policies evaluated are CARB's 2022 Climate Change Scoping Plan, SCAG's 2016–2040 RTP/SCS, Connect SoCal, the Los Angeles County General Plan, and the County's Sustainability Plan.

CARB's Climate Change Scoping Plan

The CARB *2022 Scoping Plan For Achieving Carbon Neutrality* was approved in December 2022 and expands on prior scoping plans and recent legislation, such as AB 1279, by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving

carbon neutrality by 2045 or sooner.[67] To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG emissions reductions, technology, and clean energy mandated by statutes; reduction of short-lived climate pollutants; and mechanical CO_2 capture and sequestration actions.

The 2022 Scoping Plan outlines a framework that relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms, such as the Cap-and-Trade program. The 2022 Scoping Plan builds off of a wide array of regulatory requirements that have been promulgated to reduce Statewide GHG emissions, particularly from energy demand and mobile sources. While these regulatory requirements are not targeted at specific land use development projects, they would indirectly reduce a development project's GHG emissions.

Certain elements of these regulations must be complied with by all projects that develop urban land uses (e.g., commercial, residential, industrial). This category of regulations can be grouped in terms of the GHG sector that benefits from their implementation. With regard to the energy sector, implementation of the California RPS program and SB 100 and SB 350, would reduce GHG emissions generated by energy consumption. With regard to the mobile sector, implementation of the Advanced Clean Cars Program, LCFS, and SB 375 would reduce GHG emissions generated by motor vehicle travel. In addition, ongoing implementation of the Cap-and-Trade Program would reduce GHG emissions from both energy consumption and the fuels used for motor vehicle travel. With regard to the solid waste sector, implementation of the California Integrated Waste Management Act of 1989 and AB 341 would reduce GHG emissions generated by solid waste disposal in terms of reduced vehicle trips associated with the transport of solid waste materials as well as landfill emissions. Further, Project development would occur in accordance with these regulations and, therefore, would comply with their requirements and would not conflict with the implementation of these regulations.

In addition, as explained above, the CARB 2022 Scoping Plan expands on prior Scoping Plans and recent legislations, such as AB 1279, by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or earlier.[68] To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes, reduction of short-lived climate pollutants, and mechanical carbon dioxide capture and sequestration actions.

Appendix D of the CARB 2022 Scoping Plan discusses local Project-level key attributes that individual residential and mixed-use projects within the State can implement that would accommodate growth in a manner consistent with the State's GHG reduction and equity prioritization goals. **Table 4.8-7**, *Consistency with Applicable Scoping Plan Greenhouse Gas Reduction Strategies*, contains a consistency analysis of the project-level attributes from the 2022 Scoping Plan Appendix D.

67 CARB, *2022 Scoping Plan*, 2022, accessed April 2023, https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf.
68 Ibid.

TABLE 4.8-7
PROJECT CONSISTENCY WITH
2022 CLIMATE CHANGE SCOPING PLAN: APPENDIX D LOCAL ACTION

Priority Areas	Key Project Attribute	Consistency Analysis
Transportation Electrification	Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.	**Consistent.** Consistent with the 2022 California Green Building Standards Code Measure 4.106.4.1 and A4.106.8.1, for each dwelling unit, the proposed Project shall install a dedicated 208/240-volt branch circuit in the raceway. The branch circuit and associated overcurrent protective device shall be rated at 40 amperes minimum. Additionally, the service panel or subpanel circuit directory shall identify the overcurrent protective designated for future EV charging purposes as EV Ready. Therefore, the Project would be consistent with this key project attribute.
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer)	**Consistent.** The Project would result in the infill of residential uses on an underutilized private golf course surrounded by an existing residential community. The Project is presently served by existing utilities and essential public services. Thus, the Project would be consistent with this key project attribute.
	Does not result in the loss or conversion of natural and working lands [a]	**Inconsistent.** The Project proposes to redevelop an approximately 76-acre site, which currently comprises a portion of the existing Royal Vista Golf Club golf course, with residential and open space. In total, the proposed Project would result in 360 residential dwelling units and approximately 28 acres of open space/recreational areas. Although the proposed Project would result in the redevelopment of approximately 47acres of the existing golf course, the proposed Project will plant approximately 1,820 trees throughout the Planning Areas and trail system. The Project will include approximately 1,450 more trees than currently exist on the Project Site. Street trees will be planted along Colima Road, East Walnut Drive South and within all of the new internal streets. The addition of the 1,450 trees would help increase onsite carbon sequestration. In one year, a mature live tree can absorb more than 48 pounds of carbon dioxide, which is permanently stored in its fibers until the tree or wood experiences a physical event that releases it into the atmosphere, like fire or decomposition (USDA 2021). Nevertheless, the proposed Project would result in the conversion of the golf course to residential uses and thus would be inconsistent with this key project attribute.
	Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or Is in proximity to existing transit stops (within a half mile),or Satisfies more detailed and stringent criteria specified in the region's SCS	**Inconsistent.** The Proposed Project would result in an average density of approximately 7.6 dwelling units per acre (360 units on 47.34 acres). Although the Project is an infill development in an urbanized area and includes multi-family housing, it would not achieve the specified density and thus would be inconsistent with this key project attribute.

TABLE 4.8-7
PROJECT CONSISTENCY WITH
2022 CLIMATE CHANGE SCOPING PLAN: APPENDIX D LOCAL ACTION

Priority Areas	Key Project Attribute	Consistency Analysis
	Reduces parking requirements by: Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	**Inconsistent.** LACC Section 22.18.060 requires automobile parking for a planned residential development in an amount adequate to prevent traffic congestion and excessive on-street parking; provided that in no event shall less than one covered parking space per dwelling unit be provided, or less than 50 percent of the required number of parking spaces for public assembly or recreational uses. The Project is required to provide two covered spaces for all residential units. The Project provides two-car garages for all units. Further, no parking is required for the 28.31 acres of private open space areas that will be open to the public.
	At least 20 percent of units included are affordable to lower-income residents,	**Inconsistent.** The Project provides 82 units set aside for moderate and middle-income households which represents 22.7 percent of the Project. Although the Project does not set-aside units at the lower-income level, it does provide at least 20 percent of the units as affordable units which will be priced lower than the market-rate and is consistent with the County's Inclusionary Housing Ordinance requirements and SCAG SoCal Connect for affordable housing.
	Results in no net loss of existing affordable units	**Consistent.** The Project would not result in a net loss of existing affordable units. Thus, the Project is consistent with this key project attribute.
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	**Consistent.** The Project would use all-electric appliances without any natural gas connections. The Project does not propose the use of propane or other fossil fuels for space heating, water heating, or indoor cooking. In addition, the proposed Project is within unincorporated Los Angeles County and would be served electricity by the Clean Power Alliance (CPA). The CPA offers electricity that is 100 percent renewable, with the option to opt-out. According to the CPA 2022 Impact Report, the current opt-out rate for the carbon-free CPA electricity is 7.3 percent. As such, the electricity demand from the Project site is anticipated to be 96 percent carbon free, on top of not having any natural gas demand. Thus, the Project would be consistent with this key project attribute.

SOURCE: CARB, *2022 Scoping Plan*, 2022, Appendix D – Table 3, accessed April 2023, https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf.

a. California's natural and working lands (NWL) cover approximately 90 percent of the state's 105 million acres, and include forests, grasslands, shrublands and chaparral, croplands, wetlands, sparsely vegetated lands, and the green spaces in urban and built environments (p. 241 – 2022 Scoping Plan).

As shown in Table 4.8-7, the Project would be consistent with many of the key project attributes included in the 2022 Scoping Plan and would implement project design features and incorporate additional characteristics to reduce energy, conserve water, reduce waste generation, and reduce vehicle travel, consistent with statewide strategies and regulations, which would reduce GHG emissions. The Project would also be inconsistent with some of the key project attributes under the VMT Reduction priority area. Specifically, the proposed Project would not consist of the

specific transit-supportive densities identified, would not restrict parking, and while the Project would comply with the County's affordable housing requirements through inclusion of over 20 percent below market units, the Project would not include units restricted to the lower-income level. Thus, because the proposed Project would not be consistent with certain VMT reduction key project attributes in Appendix D, it is conservatively concluded the Project is inconsistent with the CARB 2022 Scoping Plan.

SCAG's Connect SoCal

On September 3, 2020, the Southern California Association of Governments' (SCAG's) Regional Council formally adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as the Connect SoCal, which is an update to the previous 2012–2035 RTP/SCS and 2016–2040 RTP/SCS (SCAG 2020). Using growth forecasts and economic trends, both the 2016–2040 RTP/SCS and 2020–2045 RTP/SCS provide a vision for transportation throughout the region for the next several decades by considering the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. Both the 2016–2040 RTP/SCS and 2020–2045 RTP/SCS describe how the region can attain the GHG emission-reduction targets set by CARB by achieving an 8 percent reduction in per capita transportation GHG emissions by 2020 and a 19 percent reduction in per capita transportation emissions by 2035 compared to the 2005 level on a per capita basis (SCAG 2020). Compliance with and implementation of the 2016–2040 RTP/SCS and 2020–2045 RTP/SCS policies and strategies would have co-benefits of reducing vehicle gasoline and diesel fuel consumption associated with reduced per capita vehicle miles traveled (VMT).

The purpose of the SCAG 2016–2024 RTP/SCS is to achieve the regional per capita GHG reduction targets for the passenger vehicle and light-duty truck sector established by CARB pursuant to SB 375 (SCAG 2015). The 2016–2024 RTP/SCS seeks "improved mobility and accessibility … to reach desired destinations with relative ease and within a reasonable time, using reasonably available transportation choices" (SCAG 2016). The 2016–2024 RTP/SCS seeks to implement "strategies focused on compact infill development, superior placemaking (the process of creating public spaces that are appealing), and expanded housing and transportation choices" (SCAG 2016). As part of the 2016–2024 RTP/SCS, "transportation network improvements would be included, and more compact, infill, walkable and mixed-use development strategies to accommodate new region's growth would be encouraged to accommodate increases in population, households, employment, and travel demand" (SCAG 2015). Moreover, the 2016–2024 RTP/SCS states that while "[p]opulation and job growth would induce land use change (development projects) and increase VMT, and would result in direct and indirect GHG emissions," the 2016 RTP/SCS would "supports sustainable growth through a more compact, infill, and walkable development pattern" (SCAG 2015).

Similarly, SCAG's Connect SoCal seeks improved mobility and accessibility and seeks to implement strategies that "alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-

quality transportation."[69,70] Connect SoCal includes "more compact, infill, walkable and mixed-use development strategies to accommodate new region's growth would be encouraged to accommodate increases in population, households, employment, and travel demand."[71] Moreover, Connect SoCal states the focus would be "growth in existing urban regions and opportunity areas, where transit and infrastructure are already in place. Locating new growth near bikeways, greenways, and transit would increase active transportation options and the use of other transit modes, thereby reducing number of vehicle trips and trip lengths and associated emissions."[72]

The Project Site's urban location in an already developed area would help increase residential density near public transit, consistent with SB 743. The Project Site is served by existing bus transit service operated by Foothill Transit, governed by a Joint Powers Authority of 22 San Gabriel and Pomona Valley member cities and the County of Los Angeles. Foothill Transit lines 482 and 493 run east and west along Colima Road and Golden Springs Drive. Line 482 serves the cities of Pomona, Diamond Bar, Walnut, Baldwin Park, and Industry. Line 493 serves Downtown Los Angeles, the community of Rowland Heights, and the City of Industry. In addition, the County provides the community of Rowland Heights with the Rowland Heights Hopper Shuttle (Heights Hopper) that runs Monday through Saturday. The increased density by the Project would encourage transit ridership and decrease vehicle trips, VMT, and associated GHG emissions.

The Project would provide recreational multi-use trails within the Project Site which are expected to accommodate pedestrians, bicycles, and other non-motorized modes of travel. The multi-use trail system will connect to the internal Project roadways as well as public sidewalks and roadways at various places, including along Colima Road. Therefore, the proposed Project Site is planned to provide convenient connections to the future bicycle lanes for residents of the Project Site as well as the general public. It is expected that providing connections throughout the Project Site to regional bicycle facilities will result in greater substitution of bicycle trips for vehicle trips. Therefore, the Project is well-located and designed to attain expanded VMT and associated GHG emissions reductions in the future if and when the planned bicycle facilities are installed.[73] Garages would be capable of supporting future electric vehicle supply equipment (EVSE), consistent with the CALGreen Code.

The Project would be consistent with the goals of the SCAG's 2016–2040 RTP/SCS and 2020–2045 RTP/SCS and would not preclude attainment of its primary objectives. The Project is an infill project that would develop affordable new housing in compliance with the County's affordable housing requirements by providing a mix of residential uses on an underdeveloped site that is well served by an existing transportation network, including public transportation options

69 SCAG, *2020–2045 RTP/SCS*, September 2020, p. 129.

70 SCAG, *2020–2045 RTP/SCS*, September 2020, p. 51.

71 SCAG, *Program Environmental Impact Report – 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, May 2020, p. 3.8-62.

72 SCAG, *Program Environmental Impact Report – 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, May 2020, pp. 3.8-14, 65.

73 LLG, *Transportation Impact Analysis for Royal Vista Residential Project*, July 18, 2023.

to provide an alternative to private automobiles. Therefore, the Project would be consistent with the 2016–2040 RTP/SCS and Connect SoCal.

Los Angeles County General Plan

As discussed previously, the County has identified goals and policies in the Los Angeles County General Plan Air Quality Element that address both air quality impact and GHG emissions reductions. **Table 4.8-8**, *Project Consistency with The Los Angeles County General Plan*, analyzes the Project's consistency with the policies in the County's General Plan. As discussed in Table 4.8-8 the Project would meet the 2022 Building Energy Efficiency standards and CALGreen Code. Furthermore, the Project would be consistent with the mobility goals of the General Plan. Specifically, the Project would be consistent with Goal M-4 and the subsequent policies, as discussed in Table 4.8-8. Therefore, the Project would be consistent with the County's applicable policies for GHG emissions reduction.

TABLE 4.8-8
PROJECT CONSISTENCY WITH THE LOS ANGELES COUNTY GENERAL PLAN

Policies	Consistency
Goal AQ 3: Implementation of plans and programs to address the impacts of climate change. • Policy AQ 3.4: Participate in local, regional and state programs to reduce greenhouse gas emissions. • Policy AQ 3.5: Encourage energy conservation in new development and municipal operations. • Policy AQ 3.6: Support rooftop solar facilities on new and existing buildings.	**Consistent:** The Project would meet the 2022 Building Energy Efficiency standards and CALGreen Code (Title 24, Parts 6 and 11). The Project would install high efficiency LED lighting on the Project Site. The Project would pre-wire or install conduit and panel capacity for EVSE and pre-wire for solar panels. The Project would encourage the use of alternative modes of transportation by constructing new and connected sidewalks and open space. Additionally, the proposed Project would not include any natural gas infrastructure and would use all-electric appliances without any natural gas connections.
Goal M 4: An efficient multimodal transportation system that serves the needs of all residents • Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting. • Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.	**Consistent:** The Project would incorporate strategies such as new and connected sidewalks and open space. Furthermore, the Project would incorporate Mitigation Measures TR-1 and TR-2, which would reduce Project VMT by providing Metrolink Monthly Pass Subsidies and Electric Bicycles. Thus, the Project would be consistent with Policy M 4.15 and Policy M 4.16.

SOURCE: ESA, 2023

In addition, the Project would be consistent with the Rowland Heights Community Plan. The Project would be consistent with Goal 4, conservation, and open space policy 8. Specifically, the Project would pre-wire or install conduit and panel capacity for EVSE and pre-wire for solar panels, as well as have electricity supplied by the CPA 100 percent green rate, which has a 92.7 percent opt-in rate. These Project features would encourage the use of solar energy and renewable energy for water and space heating.

Los Angeles County Sustainability Plan

The Los Angeles Countywide Sustainability Plan (OurCounty Plan) is a regional sustainability plan for Los Angeles that outlines what local governments and stakeholders can do to enhance the well-being of every community in the County while reducing damage to the natural environment and adapting to the changing climate, particularly focusing on those communities that have been disproportionately burdened by environmental pollution (County of Los Angeles 2019). OurCounty includes a total of 12 sustainable goals. A consistency analysis with relevant sustainability goals is shown in **Table 4.8-9**, *Project Consistency with The OurCounty Plan*. As shown in Table 4.8-9, the Project would be consistent with the OurCounty Plan.

TABLE 4.8-9
PROJECT CONSISTENCY WITH THE OURCOUNTY PLAN

Policies	Consistency
Goal 2: Building and infrastructure that support human health hand resilience	**Consistent.** The proposed Project would comply with CALGreen and Title 24 requirements to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, implementing solar-ready rooftops, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment. These measures are consistent with the County's Green Building Standards of improving energy and water efficiency in buildings, decreasing water use, and using energy efficient appliances and equipment. Thus, the Project would be consistent with this goal.
Goal 3: Equitable and sustainable land use and development without displacement.	**Consistent.** The Project location would help increase residential density near public transit, consistent with SB 743. The Project Site is served by existing bus transit service operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and by Foothill Transit. Metro line 482 and Foothill Transit line 493 run east and west along Colima Road and Golden Springs Drive. Line 482 serves the cities of Pomona, Diamond Bar, Walnut, Baldwin Park, and Industry. Line 493 serves Downtown Los Angeles, the community of Rowland Heights, and the City of Industry. In addition, the County provides the community of Rowland Heights with the Rowland Heights Hopper Shuttle (Heights Hopper) that runs Monday through. Thus, the Project would be consistent with this goal.
Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery and cultural activities.	**Consistent.** The Project would include 28.31 acres of open space within all PAs. Future bicycle lanes are planned for Colima Road and Brea Canyon Cutoff Road in the immediate vicinity of the Project, which would provide connections to the existing bicycle lanes west and south of the Project. The Project would also provide recreational multi-use trails within the Project Site that will connect internal roadways to public sidewalks and roadways including Colima Road. Thus, the Project would be consistent with this goal.
Goal 7: A fossil fuel-free LA County.	**Consistent.** As discussed under Goal 2, the Project would comply with CALGreen and Title 24 requirements to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, implementing solar-ready rooftops, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment. Electricity to the Project would be supplied by the CPA 100 percent green rate, with approximately 92.7 percent of people opting-in. Furthermore, the Project would include bicycle lanes and multi-use trails. Thus, the Project would be consistent with this goal.
Goal 8: A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency.	**Consistent.** As discussed under Goal 3 and 6, the Project would increase residential density near public transit and promote alternative modes of transportation via bicycle lanes and multi-use trails. Thus, the Project would be consistent with this goal.

Policies	Consistency
Goal 9: Sustainable production and consumption of resources.	**Consistent.** The proposed Project would comply with CALGreen and Title 24 requirements to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, implementing solar-ready rooftops, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment. Furthermore, the electricity to the Project site would be supplied by the CPA 100 percent green rate, with an estimated 92.7 percent opt-in rate. Thus, the Project would be consistent with this goal.

SOURCE: ESA, 2023

CALGreen Code and Los Angeles County Green Building Ordinance

The Project would be consistent with the requirements of the CALGreen Code and County Green Building Ordinance, which include building energy and water efficiency improvements. As discussed in Table 4.8-7, the Project would meet the 2022 Building Energy Efficiency standards and CALGreen Code (Title 24, Parts 6 and 11). The Project would install high efficiency LED lighting on the Project Site. The Project would pre-wire or install conduit and panel capacity for EVSE and pre-wire for solar panels. The Project would encourage the use of alternative modes of transportation through with new and connected sidewalks and open spaces. Additionally, the proposed Project would not include any natural gas infrastructure and would use all-electric appliances without any natural gas connections.

The Project would also be consistent with the 2022 CALGreen Code and County Green Building Ordinance requirements aimed at reducing indoor and outdoor water consumption and increasing the use of gray and recycled water. Thus, the Project would be consistent with—and in some instances, go beyond—the code requirements of the CALGreen Code and County's Green Building Ordinance, such as not installing natural gas infrastructure.

Summary

As described above, the Project would be consistent with the SCAG Connect SoCal, the Los Angeles County General Plan, and the OurCounty Plan, and with many goals and key project attributes from the 2022 Scoping Plan. However, the Project would be inconsistent with some of the VMT related key project attributes under the 2022 Scoping Plan. Thus, while the Project is generally consistent with these plans, because the Project is inconsistent with some VMT related strategies of the 2022 Scoping Plan, impacts are conservatively concluded to be significant and unavoidable.

Significance Determination: Significant and Unavoidable.

Mitigation Measures

Implement Mitigation Measures TR-1 and TR-2.

4.8.9 Cumulative Impacts

The emissions of a single project will not cause or exacerbate global climate change. Climate change is a global phenomenon and the significance of a project's GHG emissions is inherently

cumulative in nature. As described in OPR's Discussion Draft: CEQA and Climate Change, "*The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change. (Pub. Resources Code, § 21083, subd. (b)(2).) As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.)*"[74] CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs from even relatively small (on a global basis) increases in GHG emissions. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and therefore significant. A cumulatively considerable impact is the impact of a proposed project in addition to impacts of the related projects. However, in the case of global climate change, the proximity of the project to other GHG-generating activities is not directly relevant to the determination of global GHG cumulative impacts.

As presented in Table 4.8-6, the Project would exceed the threshold of zero (0) $MTCO_2e$ per year. Impacts to GHG-1 would be significant and unavoidable. Because GHG emissions are considered cumulative in nature, the Project would also result in GHG emissions that are cumulatively considerable due to Impact GHG-1. TDM strategies and Mitigation Measure TR-1 and TR-2 would further reduce impacts from GHG emissions from mobile sources, but not to a less than significant level.

As discussed above, the Project would be consistent with the SCAG Connect SoCal, the Los Angeles County General Plan, and the OurCounty Plan, and with many goals and key project attributes from the 2022 Scoping Plan. However, the Project would be inconsistent with some of the VMT related key project attributes under the 2022 Scoping Plan. Thus, while the Project is generally consistent with these plans, because the Project is inconsistent with some VMT related strategies of the 2022 Scoping Plan, Impact GHG-2 is considered significant and unavoidable, and the Project's contribution to significant global climate change impacts would be cumulatively considerable. **(Significant and Unavoidable)**

[74] OPR, *Discussion Draft: CEQA and Climate Change*, December 2018, accessed April 2023, https://opr.ca.gov/docs/20181228-Discussion_Draft_Climate_Change_Adivsory.pdf.

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4.9 Hazards and Hazardous Materials

This section analyzes the potential effects of the proposed Project's impacts related to hazards and hazardous materials. Potential hazards addressed in this section include potential releases of hazardous materials from equipment and materials during construction, demolition, and operation; exposure to hazardous materials in buildings and other structures, soil, and groundwater; wildfires; airport safety; and emergency access and response plans. Possible hazards involving toxic air contaminant emissions and odors are discussed in Section 4.3, *Air Quality*, of this Draft Environmental Impact Report (EIR). The analyses are based a search of regulatory agency databases of hazardous materials sites, and other published reports, all as cited in the sections below. In particular, this section is based in part on information and findings presented in the included *Phase I Environmental Site Assessment, Royal Vista Golf Club for Project Dimensions, Inc* (PlaceWorks 2020) and the *Phase II Environmental Site Assessment, Royal Vista Golf Club Maintenance Yard for Project Dimensions, Inc* (PlaceWorks 2021) prepared for the Project, included as **Appendix I** of this Draft EIR

Definition of Hazardous Materials

A hazardous material is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment [California Health and Safety Code Chapter 6.95, Section 25501(o)]. The term "hazardous materials" refers to both hazardous substances and hazardous wastes. Under federal and state laws (listed below and further listed in Section 4.9.2, *Regulatory Framework*), any material, including wastes, may be considered hazardous if it is specifically listed by statute as such or if it is toxic (causes adverse human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), or reactive (causes explosions or generates toxic gases).

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been spent, discarded, discharged, spilled, contaminated, or are being stored until they can be disposed of properly (California Code of Regulations [CCR] Title 22, Division 4.5, Chapter 11, Article 1, Section 66261.3). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific criteria for ignitability, corrosivity, reactivity, and toxicity (CCR Title 22, Division 4.5, Chapter 11, Article 3, Sections 66261.20 through 66261.24). While hazardous substances are regulated by multiple agencies, as described in Section 4.9.2, *Regulatory Framework*, below, cleanup requirements of hazardous wastes are determined on a case-by-case basis according to the agency with lead jurisdiction over the project.

4.9.1 Existing Conditions

Onsite Conditions

Past Land Use

The Project Site appears to have had various structures that appear to have been associated with various agricultural purposes from at least 1938 until around the 1970s (PlaceWorks 2020; included in Appendix I). Hazardous materials commonly associated with agricultural use include fertilizers, pesticides, herbicides, fuels, oils, and cleaning solvents. The majority of the Project Site remained undeveloped until the golf course was developed, as discussed below.

Current Land Use

The Project Site is a six-parcel portion of the 27-hole Royal Vista Golf Course located at 20055 Colima Road in the unincorporated area of Rowland Heights community within Los Angeles County, California (see Figures 2-1 and 2-2). The Project Site has been a portion of the golf course since 1962 and consists of tees, greens, fairways, water hazards, sand traps, a driving range, and a maintenance facility (PlaceWorks 2020). As noted above, the Project Site comprises only a portion of the existing golf course, and the maintenance facility building is the only building within the Project Site. The remainder of the golf course, including the golf course clubhouse is not a part of the Project Site.

The maintenance facility consists mostly of an approximately 2,000 square-foot two-story building that may have been constructed as early as 1928. Given the age, the building may have asbestos-containing materials (ACM) and/or lead-based paint (LBP) in or on the building materials because the building pre-dates the 1970s U. S. Environmental Protection Agency (USEPA) ban on the use of ACM and LBP in building materials. Additional possible hazardous building materials include polychlorinated biphenyls (PCBs) in light ballasts and mercury-containing fluorescent light tubes and Freon or other refrigerants. The maintenance facility building has a concrete floor with oil staining.

Along the east side of the maintenance facility building is a gated storage area used for equipment and golf course-associated materials, including fertilizers, grass seed, lawn care equipment, fencing, and miscellaneous items. On the north side of the building, there is an overhang awning, where drums with used oil are stored on drum spill containment platforms beneath the awning. Two drums are equipped with filters through which oil may drain. There is an additional drum for metal oil filters that have been drained that will be recycled. There is minor staining on the soil near the oil drums. Next to the oil drum storage, there is a cabinet for flammable material storage that contains gasoline and oil mixtures for the lawn maintenance equipment. The flammable storage cabinet is located on a spill containment platform.

A hazardous waste storage shed comprised of corrugated metal with a wood floor is located to the north of the used oil storage area. The hazardous materials stored include fertilizers, pesticides, herbicides, and petroleum products including gasoline, diesel, and oils. The hazardous chemical storage area for pesticides and herbicides has staining on the floor of the shed, suggesting past leakage.

A 1,000-gallon aboveground storage tank (AST) that is divided into a 500-gallon diesel tank and a 500-gallon gasoline tank is present to the east of the maintenance facility building. The AST is a steel tank encased in concrete located on a concrete pad with a concrete berm forming a depression that offers secondary containment. The gasoline dispenser side has a vapor recovery system. No staining was observed in the fueling area.

Soil, Soil Gas, and Groundwater Investigation

Sampling and Analytical Testing

To evaluate whether chemicals associated with the current or past use of the maintenance facility area resulted in contamination of soil, a Phase I and Phase II investigation consisting of soil, soil gas, and groundwater sampling and analysis was conducted at the maintenance facility site (PlaceWorks 2020, 2021 and included in this DEIR in Appendix I). Twenty-six (26) samples were collected at various locations and analyzed for chemicals associated with the existing land use. The soil gas samples were analyzed for volatile organic compounds (VOCs). Soil samples were analyzed for total petroleum hydrocarbons (TPH), such as gasoline, diesel, and motor oil, organochlorine pesticides (OCPs), and polychlorinated biphenyls (PCBs). One grab groundwater sample was analyzed for TPH, such as diesel and motor oil, and OCPs at the aboveground storage tank.

Screening Levels

As discussed in the Phase II investigation report (see Appendix I), the detected chemical concentrations were compared to risk-based screening levels established by the Department of Toxic Substances Control (DTSC), US EPA Region 9, Los Angeles Regional Water Quality Control Board Underground Storage Tank program, or San Francisco Bay Regional Water Quality Control Board Environmental Screening Levels, depending on the chemical and the availability of screening criteria.

The purpose of screening levels is to identify areas, contaminants, and conditions that require further attention at a particular site. Generally, at sites where contaminant concentrations are below screening levels, no further action or study is warranted, so long as the exposure assumptions at a site match those taken into account by the screening level calculations. Exposure assumptions consider the land use and conditions under which people would be exposed: residential, commercial, industrial or construction worker. Screening levels are based on human health risk for cancer and non-cancer health effects. Cancer risk is based on a one-in-on-million (1.0×10^{-6}) chance of cancer from carcinogenic chemicals with the US EPA acceptable risk management range being 1.0×10^{-4} to 1.0×10^{-6}. Non-cancer risk is based on exposure to noncarcinogenic chemicals where the risk are expressed as a probability of an individual suffering an adverse effect, typically quantified by comparing the exposure to an established reference level via a ratio known as the "hazard quotient" (HQ; i.e., the exposure divided by the appropriate chronic or acute value). Exposures at or below the reference level (HQ=1) are considered not likely to be associated with adverse health effects. Chemical concentrations above a screening level suggests that further evaluation of the potential risks by site contaminants is appropriate. Screening levels are commonly used for identifying initial cleanup goals at a site.

Results

Soil samples were collected from both the maintenance facility and from three low lying areas of the golf course for pesticide analysis. For the OCP analyses, chlordane, Dichlorodiphenyltrichloroethane (DDT), dichlorodiphenyldichloroethylene (DDE) (a degradation product of DDT), and dieldrin were detected in one of the surface soil samples and DDE was detected in four surface soil samples collected in the maintenance facility. All of the OCP concentrations in all soil samples collected were below residential risk-based screening levels. The groundwater sample did not detect OCPs.

Out of the ten samples analyzed for TPH, TPH was detected in one soil sample that was collected near the AST but at concentrations below Los Angeles Regional Water Quality Control Board 2006 criteria for groundwater protection for residential land use and groundwater protection criteria. TPH was not detected in the other nine soil samples analyzed for TPH. TPH was not detected in the only groundwater grab sample collected near the aboveground storage tank.

Out of the seven samples for VOC analyzed in soil gas, the following VOCs were detected with the number of detects in parentheses: TPH as gasoline (1), benzene (1), ethylbenzene (1), 4-isopropyltoluene (3), tetrachloroethene (1), toluene (1), m, p-xylene (5), and o-xylene (1). The VOCs were compared to USEPA and California Department of Toxic Substances Control (DTSC) ambient air screening levels adjusted for an attenuation factor of 0.001 (used for evaluating vapor intrusion from contaminants in groundwater) and 0.03 (used for evaluating vapor intrusion into residential buildings with slab foundations). There were two exceedances of risk-based screening levels with the most conservative attenuation factor of 0.03, as discussed further in the next section below. The concentrations in soil gas did not exceed screening levels with 0.001 attenuation factor.

Human Health Screening Evaluation

A human health screening evaluation was conducted to further evaluate the potential risk to human health at the Project Site based on the soil, soil gas, and groundwater testing results (PlaceWorks 2021 in Appendix I of this DEIR). The established DTSC Preliminary Environmental Assessment (PEA) screening process was used to determine if there are levels of contamination at the site that may cause a concern about effects on human health. The purpose of the human health risk screening evaluation was to assess whether levels of contaminants in soil at the site could pose a threat to human health under conservative (health-protective) exposure assumptions. The evaluation used the conservative risk assessment screening method presented in the PEA Guidance Manual and in DTSC's Human Health Risk Assessment (HHRA).

As discussed above in the section on Screening Levels, a screening level human health risk assessment provides a general indication of whether there is potential risk to human health and helps identify areas of concern at a site where a release of hazardous chemicals has occurred. It uses established risk-based screening levels such as U.S. EPA regional screening levels and DTSC-screening levels to estimate the cancer risks and noncancer hazards and is intended to be a health-protective preliminary evaluation of potential risk and hazard. If a site fails the screening level risk assessment (e.g., cancer risks are greater than 1×10^{-6} and/or noncancer hazards are

greater than a hazard quotient of 1), then further investigation and/or a more site- specific baseline risk assessment may be necessary to evaluate the potential risk to all receptors.

The estimated cancer risk for the site using the maximum detected concentrations of the OCPs detected in the soil samples is $1.0x10^{-6}$, which is at the level of concern of $1.0x10^{-6}$ and within the USEPA risk management range of $1.0x10^{-4}$ to $1.0x10^{-6}$. The primary contributor to the estimated carcinogenic risk is dieldrin, which was detected above laboratory detection limits in 1 out of 13 samples analyzed for OCPs indicating that dieldrin was infrequently detected. Each OCP detected was below its risk-based screening level.

The indoor air risk assessment for the soil gas results indicates that the estimated indoor air vapor intrusion carcinogenic risk for residential exposure at the site using maximum detected concentrations is $7.1x10^{-6}$ using an attenuation factor of 0.03 and the estimated indoor air vapor intrusion carcinogenic risk for residential exposure is $2.3x10^{-7}$ using an attenuation factor of 0.001. Using the 0.03 attenuation factor, the estimated carcinogenic risk is within the USEPA risk management range and with an attenuation factor of 0.001 the estimated carcinogenic risk is below levels of concern. The risk driver (i.e., the specific chemical causing potential risk) for the indoor air risk estimate is benzene (a carcinogen) that was detected in the soil gas sample collected from 5 feet below ground surface (bgs) but not at 8.5 feet bgs, indicating that it may have been from a small surface spill that does not extend to deeper depths at the site.

For TPH in soil, the screening evaluation indicated that detections at the site do not exceed residential regulatory action levels and TPH in soil is not above human health risk levels.

Offsite Conditions

The properties surrounding the Project Site are predominately residential to the northeast, east, south, and west, with golf course uses to the south, west, and southwest. There is commercial and industrial development to the north and further west of the Project Site. The Phase I assessment searched for facilities that used or use hazardous materials within the ASTM 1527 standard distances[1] and did not identify any listed hazardous materials facilities near the Project Site that could have the potential to affect the proposed Project (PlaceWorks 2020; provided in Appendix I). Historically, the surrounding land was used as orchards and row crops with scattered residential development.

Proximity to Sensitive Land Uses

Sensitive land uses include schools and hospitals. The only school located within one quarter mile of the Project Site is the Ybarra Academy of Arts and Technology elementary school at 1300 Brea Canyon Cut-off Road, located about 0.15 miles west of the Project Site. There are no hospitals located within one quarter mile of the Project Site.

[1] Phase I environmental site assessments are conducted in accordance with the industry standard of ASTM E1527 *Standard Practice for Environmental Site Assessments: Phase 1 Environmental Assessment Process*. The standard uses certain distances to search for certain types of facilities based on the relative potential for that facility to affect the subject property.

Proximity to Airports

There are no airports or airstrips within two miles of the Project Site. The nearest airport is the general aviation Brackett Field Airport at 1615 McKinley Avenue, La Verne, located approximately 8 miles to the northeast.

Emergency and Disaster Routes

Disaster routes are freeway, highway or arterial routes pre-identified for use during times of crisis (LADPW 2021). These routes are utilized to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property and minimize impact to the environment. During a disaster, these routes have priority for clearing, repairing and restoration over all other roads. Note that disaster routes are not evacuation routes. Although an emergency may warrant a road be used as both a disaster and evacuation route, these routes are different. An evacuation route is used to move the affected population out of an impacted area.

The Project Site is located in an established urban area that is well served by the surrounding roadway network, and multiple routes exist in the area for emergency vehicles and evacuation. The Project Site is bisected by Colima Road (four lanes), with Fairway Drive (four lanes) along the western area providing access to State Highway 60 along the north. Several two-lane roads (East Walnut Drive, Ilusa Avenue, Terra Luna, Walnut Leaf Drive, and Bellavista Drive) are adjacent to the Project Site.

Colima Road, which bisects the Project Site, is a designated Disaster Route; State Highway 60 is a designated Freeway Disaster Route (LACDRP 2022, LADPW 2008). State Highway 60 and Fairview Drive are designated Evacuation Routes (LACDRP 2021).

Wildfires

The California Department of Forestry and Fire Protection (Calfire) maps identify fire hazard severity zones in state and local responsibility areas for fire protection. The Project Site is not located within an area designated as a very high fire hazard severity area (Calfire, 2011). The Safety Element of the Los Angeles County General Plan, safety element, also indicates that the Project Site is not located within an area designated as a fire hazard severity zone (LACDRP 2022).

4.9.2 Regulatory Framework

Federal Level

The primary federal agencies with responsibility for hazardous materials management include the USEPA, U.S. Department of Labor Occupational Safety and Health Administration (Fed/OSHA), and the U.S. Department of Transportation (USDOT). Federal laws, regulations, and responsible agencies are summarized in **Table 4.9-1,** *Federal Laws and Regulations Related to Hazardous Materials Management*.

TABLE 4.9-1
FEDERAL LAWS AND REGULATIONS RELATED TO HAZARDOUS MATERIALS MANAGEMENT

Classification	Law or Responsible Federal Agency	Description
Hazardous Materials Management	Community Right-to-Know Act of 1986 (also known as Title III of the Superfund Amendments and Reauthorization Act [SARA])	Imposes requirements to ensure that hazardous materials are properly handled, used, stored, and disposed of and to prevent or mitigate injury to human health or the environment in the event that such materials are accidentally released.
Hazardous Waste Handling	Resource Conservation and Recovery Act of 1976 (RCRA)	Under RCRA, the USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste from "cradle to grave."
	Hazardous and Solid Waste Act	Amended RCRA in 1984, affirming and extending the "cradle to grave" system of regulating hazardous wastes. The amendments specifically prohibit the use of certain techniques for the disposal of some hazardous wastes.
Hazardous Materials Transportation	USDOT	USDOT has the regulatory responsibility for the safe transportation of hazardous materials. The USDOT regulations govern all means of transportation except packages shipped by mail (49 CFR).
	U.S. Postal Service (USPS)	USPS regulations govern the transportation of hazardous materials shipped by mail.
Occupational Safety	Occupational Safety and Health Act of 1970	Fed/OSHA sets standards for safe workplaces and work practices, including the reporting of accidents and occupational injuries (29 CFR 1910).
Structural and Building Components (LBP, PCB, and ACM)	Toxic Substances Control Act	Regulates the use and management of polychlorinated biphenyls in electrical equipment and sets forth detailed safeguards to be followed during the disposal of such items.
	USEPA	The USEPA monitors and regulates hazardous materials used in structural and building components and their effects on human health.

State and local agencies often have either parallel or more stringent rules than federal agencies. In most cases, state law mirrors or overlaps federal law and enforcement of these laws is the responsibility of the state or of a local agency to which enforcement powers are delegated. For these reasons, the requirements of the federal law and its enforcement are discussed under either the State or local agency section.

State Level

The primary State agencies with responsibility for hazardous materials management in the region include the DTSC and the Regional Water Quality Control Board (RWQCB) within the California Environmental Protection Agency (Cal EPA), California Occupational Safety and Health Administration (Cal/OSHA), California Department of Health Services (CDHS), California Highway Patrol (CHP), and the California Department of Transportation (Caltrans). State laws, regulations, and responsible agencies are summarized in **Table 4.9-2,** *State Laws and Regulations Related to Hazardous Materials Management*.

TABLE 4.9-2
STATE LAWS AND REGULATIONS RELATED TO HAZARDOUS MATERIALS MANAGEMENT

Classification	Law or Responsible State Agency	Description
Hazardous Materials Management	Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program); Certified Unified Program Agency (CUPA)	In January 1996, Cal EPA adopted regulations, which implemented a Unified Program. The plan is implemented at the local level and the agency responsible for implementation of the Unified Program is called the CUPA, which in Los Angeles County is the Los Angeles County Fire Department Health Hazardous Materials Division.
	State Hazardous Waste and Substances List ("Cortese List"); DTSC, RWQCB, County of Los Angeles.	The Cortese List compiled pursuant to Government Code section 65962.5 and referenced in Public Resources Code (PRC) 21092.6 lists hazardous materials sites. The oversight of hazardous materials sites often involves several different agencies that may have overlapping authority and jurisdiction (e.g., RWQCB, DTSC, or the County of Los Angeles).
Hazardous Waste Handling	California Hazardous Materials Release Response Plan and Inventory Law of 1985; CUPA	The California Hazardous Materials Release Response Plan and Inventory Law of 1985 (Business Plan Act) requires that businesses that store hazardous materials on-site prepare a Hazardous Materials Business Plan (HMBP) and submit it to the local CUPA, which in this case is the Los Angeles County Fire Department Health Hazardous Materials Division.
	California Hazardous Waste Control Act; DTSC	Under the California Hazardous Waste Control Act, California Health and Safety Code, Division 20, Chapter 6.5, Article 2, Section 25100, et seq., DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in California. The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; dictate the management of hazardous waste; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous wastes that cannot be disposed of in landfills. DTSC is also the administering agency for the California Hazardous Substance Account Act. California Health and Safety Code, Division 20, Chapter 6.8, Sections 25300 et seq., also known as the State Superfund law, providing for the investigation and remediation of hazardous substances pursuant to State law.
Fire Code	Part 9 of the California Building Standards Code Title 24; Fire Departments	The Fire Code regulates minimum fire safety requirements for new and existing buildings, facilities, storage and processes. The IFC addresses fire prevention, fire protection, life safety, and safe storage and use of hazardous materials in new and existing buildings, facilities, and processes, along with the operation, placement, and use of emergency generators.
Hazardous Materials Transportation	Title 26 of the California Code of Regulations	Regulates the transportation of hazardous waste originating in the state and passing through the state through Caltrans (26 CCR).
	CHP and Caltrans	These two state agencies are primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies.
Occupational Safety	Cal/OSHA	Cal/OSHA has primary responsibility for developing and enforcing workplace safety regulations in California. Because California has a federally approved OSHA program, it is required to adopt regulations that are at least as stringent as those found in Title 29 of the Code of Federal Regulations (CFR). Cal/OSHA standards are generally more stringent than federal regulations.
	Cal/OSHA regulations (8 CCR)	Concerning the use of hazardous materials in the workplace require employee safety training, safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation.

Classification	Law or Responsible State Agency	Description
	California Office of Statewide Health Planning and Development	The Office of Statewide Health Planning and Development serves as the regulatory building agency for all hospitals and nursing homes in California. Its primary goal in this regard is to ensure that patients in these facilities are safe in the event of an earthquake or other disaster, and to ensure that the facilities remain functional after such an event in order to meet the needs of the community affected by the disaster.
Construction Storm Water General Permit (Construction General Permit; Order 2022-0057-DWQ, National Pollutant Discharge Elimination System [NPDES] No. CAS000002)	RWQCB	Dischargers whose project disturbs one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one of more acres, are required to obtain coverage under the *NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit; Order 2022-0057-DWQ, NPDES No. CAS000002). Construction activities subject to this permit include clearing, grading, grubbing, and other disturbances to the ground such as excavation and stockpiling, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of a facility. The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes specific Best Management Practices (BMPs) designed to prevent sediment and pollutants from contacting stormwater from moving off-site into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area.
Municipal Separate Storm Sewer System (MS4) Permit NPDES No. CAS004001 and Order No. R4-2012-0175 as amended by State Water Board Order WQ 2015-0075	RWQCB	The MS4 permit requires permittees (in this case, the County of Los Angeles) to reduce pollutants and runoff flows from new development and redevelopment using BMPs to the maximum extent practical. The MS4 permittee also has its own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification element. The MS4 permit requires specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.
Underground Infrastructure	California Government Code Section 4216-4216.9	Section 4216-4216.9 “Protection of Underground Infrastructure” requires an excavator to contact a regional notification center (e.g., Underground Services Alert or Dig Alert) at least two days prior to excavation of any subsurface installations. Any utility provider seeking to begin a project that could damage underground infrastructure can call Underground Service Alert, the regional notification center for southern California. Underground Service Alert will notify the utilities that may have buried lines within 1,000 feet of the project. Representatives of the utilities are then notified and are required to mark the specific location of their facilities within the work area prior to the start of project activities in the area.

Local Level

Los Angeles Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program), codified in California Health and Safety Code Sections 25404 et seq., requires the administrative consolidation of six hazardous materials and waste programs under one agency, a Certified Unified Program Agency (CUPA). The following programs are consolidated under the unified program:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures [SPCC] requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

As the CUPA for County of Los Angeles, the Los Angeles County Fire Department, Health Hazardous Materials Division administers the above-listed programs. By designating a CUPA, Los Angeles County has accurate and adequate information to plan for emergencies and/or disasters and to plan for public and firefighter safety.

A Participating Agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. The Los Angeles County Health Department, Environmental Health Division has designated the Los Angeles County Fire Department (LAFD) as a Participating Agency. The LACFD monitors the storage of hazardous materials in the County of Los Angeles, including for Rowland Heights, for compliance with local requirements. Specifically, businesses and facilities that store more than threshold quantities of hazardous materials as defined in California Health and Safety Code Chapter 6.95 are required to file an Accidental Risk Prevention Program with LACFD. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations. LACFD also has the authority to administer and enforce federal and State laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade, and removal of USTs are reviewed by LACFD inspectors.

Los Angeles County Operational Area Emergency Response Plan

The County of Los Angeles developed the Operational Area Emergency Response Plan (OAERP) to ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency. The OAERP does not address normal day-to-day emergencies, or the well-established and routine procedures used in coping with them. Instead, the operational concepts reflected in this plan focus on potential large-scale disasters like extraordinary

emergency situations associated with natural and man-made disasters and technological incidents which can generate unique situations requiring an unusual or extraordinary emergency response. The purpose of the OAERP is to incorporate and coordinate all facilities and personnel of the County government, along with the jurisdictional resources of the cities and special districts within the County, into an efficient Operational Area organization capable of responding to any emergency using a Standard Emergency Management System, mutual aid, and other appropriate response procedures. The goal of the plan is to take effective life-safety measures and reduce property loss, provide for the rapid resumption of impacted businesses and community services, and provide accurate documentation and records required for cost-recovery.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) Rule 1403, adopted by the SCAQMD on October 6, 1989, establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the USEPA. As such, SCAQMD Rule 1403 incorporates the requirements of the federal asbestos requirements found in National Emission Standards for Hazardous Air Pollutants (NESHAP) found in 40 CFR Part 61, Subpart M. The USEPA delegated to SCAQMD the authority to enforce the federal asbestos NESHAP and the SCAQMD is the local enforcement authority for asbestos.

Summary of Hazardous Building Materials Regulations

To summarize the above-listed regulations, citations to specific hazardous materials relevant to the demolition and renovation of structures are listed below.

- **ACM:** CCR Title 8, Division 1, Chapter 4, Article 4, Sections 1529 and 5208; SCAQMD Rule 1403
- **LBP:** CCR Title 8, Division 1, Chapter 4, Article 4, Section 1532.1
- **PCBs:** RCRA: 4 CFR 761; TSCA: 15 USC 2695; California: CCR Title 22, Division 4.5, Chapter 11, Article 3, Section 66261.24
- **Mercury and/or PCBs in light tubes and switches:** CCR Title 22, Division 4.5, Chapter 12, Article 1, Sections 66262.11; 66273 et seq.; and CCR Title 22, Division 4.5, Chapter 42, Sections 67426.1 through 67428.1
- **Freon (chlorofluorocarbon and hydro chlorofluorocarbon refrigerants):** California Health and Safety Code, Division 20, Chapter 6.5, Section 25143.2 and 25143.9

Los Angeles County General Plan Safety Element

The purpose of the County General Plan Safety Element, adopted in 2022, is to assess threats to public health and safety from a variety of hazards and to recommend strategies to reduce those threats. The Safety Element works in conjunction with the All-Hazard Mitigation Plan prepared by the Chief Executive Office- Office of Emergency Management, which sets strategies for natural and man-made hazards in Los Angeles County.

The Safety Element Goal S 7 for emergency response is to provide "effective County emergency response management capabilities." Policies applicable to the Project address County review of new development projects to ensure that residents are protected from the public health consequences of natural or human-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information; and adopt by reference the County of Los Angeles All-Hazards Mitigation Plan.

4.9.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to hazards and hazardous materials if it would:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. [Impact HAZ-1]

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. [Impact HAZ-1]

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. [Impact HAZ-2]

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 create a significant hazard to the public or the environment. [Impact HAZ-3]

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. [Impact HAZ-4]

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. [Impact HAZ-5]

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. [Impact HAZ-6]

4.9.4 Methodology

General

The analysis of hazards and hazardous materials impacts is based on the components and actions for the project, as described in Chapter 2, *Project Description*, of this Draft EIR. Hazards and hazardous materials information for the Project Site was derived from various sources and compiled in this chapter to develop a comprehensive understanding of the potential constraints and hazards associated with construction and operation of the proposed Project. This environmental analysis of the potential impacts related to hazards and hazardous materials is based on a review of the results of the site-specific investigations, a review of literature and database research, and applicable laws, ordinances, regulations, and standards.

The analysis considers the range and nature of foreseeable hazardous materials use, storage, and disposal resulting from all phases of the proposed Project and identifies the primary ways that

these hazardous materials could expose individuals or the environment to hazardous materials risks. Impacts would be significant if the location or activities of the proposed Project's components resulted in encountering or releasing hazardous materials that would expose people or the environment.

As described in more detail below, the analysis of hazards and hazardous materials impacts in this section takes into account the various existing federal, State, and local laws, ordinances, regulations, and standards that apply to hazards and hazardous materials and described above in Section 4.9.2, *Regulatory Framework*. Through compliance with the existing laws, ordinances, regulations, and standards, the project would be required to use, transport, store, and dispose of hazardous materials using procedures that would avoid hazards or reduce the potential for hazardous materials incidents. Compliance with applicable federal, state, and local laws, ordinances, regulations, and standards is assumed in this analysis, and local and state agencies would be expected to continue to enforce applicable requirements.

4.9.5 Environmental Impact Analysis

Impact HAZ-1: The proposed Project would not create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment. (Less than Significant with Mitigation)

Construction

Implementation of the proposed Project would involve the demolition and removal of the existing maintenance facility building and associated structures, as described above and in Chapter 2, *Project Description*, of this Draft EIR. Demolition would be followed by grading, construction of the residential buildings and associated infrastructure, and landscaped areas for the proposed Project. Construction equipment and materials would include fuels, oils and lubricants, solvents and cleaners, cements and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction. As discussed in Section 4.9.1, *Existing Conditions*, the maintenance facility building pre-dates the 1970s USEPA ban on the inclusion of certain hazardous building materials (e.g., ACM, LBP, PCBs, mercury, and Freon) and such hazardous building materials may be present and could potentially have a significant impact on human health.

However, construction activities would be required to comply with numerous hazardous materials regulations designed to ensure that hazardous materials are transported, used, stored, and disposed of in a safe manner to protect worker safety, and to reduce the potential for a release of construction-related fuels or other hazardous materials into the environment, including stormwater and downstream receiving water bodies. Contractors would be required to prepare and implement Hazardous Materials Business Plans (HMBPs) that would require that hazardous materials used for construction would be used properly and stored in appropriate containers with secondary containment to contain a potential release. The California Fire Code also requires measures for the safe storage and handling of hazardous materials.

Stormwater

As discussed in Section 4.9.2, *Regulatory Framework, State Level*, Construction General Permit in Table 4.9-2, construction contractors would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) for construction activities according to the National Pollutant Discharge Elimination System (NPDES) General Construction Permit requirements. The SWPPP would list the hazardous materials (including petroleum products) proposed for use during construction; describe spill prevention measures, equipment inspections, equipment and fuel storage; protocols for responding immediately to spills; and describe best management practices (BMPs) for controlling site runoff.

Transportation

The transportation of hazardous materials would be regulated by the USDOT, Caltrans, and the CHP. Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of accidental release.

Hazardous Building Materials

Numerous existing regulations require that demolition and removal activities that may disturb or require the removal of materials that consist of, contain, or are coated with ACM, LBP, PCBs, mercury, and other hazardous materials must be inspected and/or tested for the presence of hazardous materials. If present, the hazardous materials must be managed and disposed of in accordance with applicable laws and regulations.

The identification, removal, and disposal of ACM is regulated under CCR Title 8, Division 1, Chapter 4, Article 4, Section 1529 and 5208. The identification, removal, and disposal of LBP is regulated under CCR Title 8, Division 1, Chapter 4, Article 4, Section 1532.1. All work must be conducted by a State-certified professional, which would ensure compliance with all applicable regulations. If ACM and/or LBP are determined to exist on-site, a site-specific hazard control plan must be prepared detailing removal methods and specific instructions for providing protective clothing and equipment for abatement personnel. A State-certified LBP and/or an ACM removal contractor would be retained to conduct the appropriate abatement measures as required by the plan. Wastes from abatement and demolition activities would be transported and disposed of at a landfill permitted to accept such waste and in compliance with applicable local, state, and federal laws and regulations. Once all abatement measures have been implemented, the contractor would conduct a clearance examination and provide written documentation to the local SCAQMD that ACM and LBP testing and abatement have been completed in accordance with all federal, state, and local laws and regulations.

In the case of PCBs, the identification, removal, and disposal of these materials is regulated under RCRA (4 CFR 7610, TSCA (15 USC 2695) and California regulations (CCR Title 22, Division 4.5, Chapter 11, Article 3, Section 66261.24). Electrical transformers and older fluorescent light ballasts not previously tested and verified to not contain PCBs must be tested. If PCBs are detected above action levels, the materials must be transported and disposed of at a licensed facility permitted to accept the materials in compliance with these applicable local, state, and federal laws and regulations.

In the case of mercury in fluorescent light tubes and switches, the identification, removal, and disposal of this material is regulated under CCR Title 22, Division 4.5, Chapter 42, Sections 67426.1 – 67428.1 and CCR Title 22, Division 4.5, Chapter 11, Article 4.1, Section 66261.50. Under these regulations, the light tubes shall be removed without breakage and disposed of at a licensed facility permitted to accept the materials.

In the case of Freon or other refrigerants encountered during demolition and construction activities, the identification, removal, and recycling/reuse/disposal is regulated under California regulations (Health and Safety Code, Division 20, Chapter 6.5, Sections 25143.2 and 25143.9). Refrigerants shall be transported and disposed of at licensed recycling and reuse facilities permitted to handle the refrigerants.

Residual Chemicals in Soil and Soil Gas

As discussed in Section 4.9.1, *Existing Conditions, Onsite Conditions*, residual levels of TPH, OCPs, and VOCs are present in soil and soil gas in in the vicinity of the maintenance facility building. The results of the human health screening evaluation concluded the following:

- The residual concentrations of OCPs are at 1×10^{-6}, which is at the level of concern and also at the lower end of the USEPA risk management range (i.e., 1×10^{-4} to 1×10^{-6}).
- The residual concentrations of carcinogenic VOCs are at 2.3×10^{-6} to 7.1×10^{-6}, which is within the lower end of the USEPA risk management range. The residual concentrations of non-carcinogenic VOCs is 2.35 using the 0.03 attenuation factor and 0.08 using the 0.001 attenuation factor.
- The residual concentrations of TPH are below the applicable screening criteria.

The conclusion is based on the samples collected to date. As a result, excavation of soil in the vicinity of the maintenance facility building could encounter higher contaminant concentrations, which could expose workers, the public, and the environment to higher concentrations of contaminants, which would be a significant impact. To reduce the potential impact to less than significant, the proposed Project would include **Mitigation Measure HAZ-1,** Soil Management Plan, which would include a description of the potential hazardous materials, training of workers, and protocols on handling and disposal of materials. In addition, the required compliance with the applicable laws and regulations discussed above would limit the potential for creation of hazardous conditions due to the routine use or accidental release of hazardous materials. Therefore, environmental impacts related to the routine transport, use, or disposal or the accidental release of hazardous materials during construction of the proposed Project would be less than significant with the compliance with federal, state and local regulations and the implementation of Mitigation Measure HAZ-1.

Operation

Following construction, the Project Site would have been cleared of contaminated soils in compliance with Mitigation Measure HAZ-1. No long-term issue would be associated with the soil contamination in the vicinity of the maintenance facility building. Once constructed, the residences would use and store small quantities of chemicals typical in residences, such as household cleaning solutions, paints and thinners, and motor fuel (e.g., vehicles and lawn

mowers). Few of the chemicals would be considered hazardous materials (e.g., bleach) and the anticipated volumes would be small (i.e., less than 5 gallons). The maintenance of the open space landscaping would use and store small quantities of chemicals typical in landscaping maintenance, such as pesticides, herbicides, and motor fuel (e.g., vehicles and lawn mowers). Note that modern pesticides and herbicides are designed to be less toxic and degrade to inert compounds. Given that the quantities would be small, the routine use or an accidental spill of hazardous materials would render this impact less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Mitigation Measure HAZ-1: Soil Management Plan

The subdivider shall require that its contractor(s) develop and implement a Soil Management Plan (SMP) for the management of soil and soil gas before any ground-disturbing activity within the vicinity of the maintenance facility building. The SMP shall include the following, at a minimum:

- **Site description, including the hazardous materials that may be encountered.**
- **Roles and responsibilities of onsite workers, supervisors.**
- **Training for site workers focused on the recognition of and response to encountering hazardous materials.**
- **Protocols for the materials testing, handling, removing, transporting, and disposing of all excavated materials in a safe, appropriate, and lawful manner.**
- **In the event that hazardous materials are encountered, reporting requirement to the local regulatory agency with jurisdiction, documenting that site activities were conducted in accordance with the SMP.**
- **The SMP shall be submitted to the County of Los Angeles Department of Public Works for their review and approval prior to issuance of a grading permit.**

Impact HAZ-2: The proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Less than Significant)

Construction

There are no hospitals located within one quarter mile of the Project Site. There is one school, Ybarra Academy of Arts and Technology elementary school, located at 1300 Brea Canyon Cut-off Road, about 0.15 miles to the west of Project Site and specifically the maintenance facility building. The construction of the proposed Project would include the handling of hazardous materials. Construction equipment and materials would be transported to the western portion of the Project Site using Fairway Drive or Colima Road, and would not pass by the school. In addition, as summarized in Section 4.9-2, *Regulatory Framework*, there are numerous regulations covering the transportation, use, storage, and disposal of hazardous materials during construction activities. The required compliance with these regulations would ensure that the nearby schools would not be exposed to hazardous materials. The impact relative to proximity to schools would be less than significant.

Operation

Once constructed, the residences and open space landscaping would use and store small quantities of chemicals typical in residences and landscape maintenance, as discussed above in Impact HAZ-1. Few of the chemicals would be considered hazardous materials (e.g., bleach, gasoline) and the anticipated volumes would be small (i.e., less than 5 gallons). Given that the quantities would be small, the routine use or an accidental spill of hazardous materials would render this impact less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact HAZ-3: The proposed Project would not 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 create a significant hazard to the public or the environment. (No Impact)

The Project Site is not located on, adjacent or near a hazardous materials site listed on the Government Code Section 65962.5 list of hazardous materials sites (also referred to as the Cortese list). Therefore, no impact would occur.

Significance Determination: No Impact.

Mitigation Measure

No Mitigation is Required.

Impact HAZ-4: The proposed Project is not 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, the Project would not result in a safety hazard or excessive noise for people residing or working in the project area. (No Impact)

The Project Site is not located within two miles of an airport and there are no applicable airport land use plans that overlap the Project Site. Therefore, no impact would occur.

Significance Determination: No Impact.

Mitigation Measure

No Mitigation is Required.

Impact HAZ-5: The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less than Significant with Mitigation)

Construction

During Project construction, temporary closure of a portion of a travel lane on East Walnut Drive South (designated as a Local Street) may be required in order to accommodate the planned

roadway widening and construction of new public sidewalk, curb, and gutter along the Project frontage. In addition, closure of a portion of a travel lane may be required along Colima Road in order to accommodate construction of the Project driveways which will tie-in to the existing intersections of Walnut Leaf Drive/Colima Road and Tierra Luna/Colima Road. As discussed in Section 4.9.1, *Existing Conditions, Emergency and Disaster Routes*, Colima Road, which bisects the Project Site, is a designated Disaster Route and State Highway 60 is a designated Freeway Disaster Route. State Highway 60 and Fairview Drive are designated Evacuation Routes. Closures or restrictions on these roads could interfere with the movement of emergency vehicles. The applicable emergency response and evacuation plans for the Project Site are the Safety Element of the Los Angeles County General Plan and the Los Angeles County Operational Area Emergency Response Plan. The General Plan designates Fairview Drive/Brea Cutoff Road as an evacuation route. The roadway travels in a north/south direction west of but not contiguous to Planning Area 2 of the Project Site and connects to Colima Road, which runs in an east/west direction running adjacent to Planning Areas 1, 4, and 5. Together, these roadways would be used for primary access to/from the Project Site. See Figure 2-2 of this Draft EIR for an overview of the spatial relationship of these roadways to the Project Site

Any limitation or closure of a travel lane along the Project's frontage would be temporary (i.e., only for the period of time necessary to access the construction work site), and would be expected to occur outside the weekday AM and PM commute hours so as to maintain roadway capacity when the street system is typically most heavily constrained, as required by the Construction Staging and Traffic Management Plan (CSTMP) discussed below. The Project is not located along any facilities that provide emergency services such as hospitals or police/fire stations which would require frequent use of unobstructed roadways. Therefore, the Project construction activities are not expected to negatively affect adopted emergency response plan or emergency evacuation plan. To further ensure that temporary construction activities would be appropriately coordinated so as not to result in conflicts with existing adopted emergency response plan or emergency evacuation plan, the CSTMP would be prepared for County review and approval prior to Project construction, as described in Section 4.17, *Transportation* of this Draft EIR**, Mitigation Measure TR-3**. As a result, with the implementation of Mitigation Measure TR-3, impacts to an adopted emergency response plan or emergency evacuation plan would be less than significant.

Operation

Once operational, the operation of the Project would not require any lane restrictions or closures and traffic into and out of the facilities would not exceed the carrying capacity of the local streets, as discussed in Section 4.17 *Transportation* of this Draft EIR. Therefore, the impact relative to impairing or interfering with an adopted emergency response plan or emergency evacuation plan would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implementation of Mitigation Measure TR-3.

Impact HAZ-6: The proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. (Less than Significant)

The Project Site is not located within or in proximity to a very high fire hazard severity area. Note that the topic of wildfires is analyzed in more detail in Section 4.20, *Wildfires*. As discussed in Section 4.19, *Utilities*, the available public water supply is sufficient to serve the water requirements for the Proposed Project, including for fire flow standards. The proposed residential and open space use would not constitute a potentially dangerous fire hazards (e.g., a chemical manufacturing facility). Impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

4.9.6 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed Project in combination with other past, present, and reasonably foreseeable future projects that could cause cumulatively considerable impacts.

As previously discussed, the proposed Project would have no impact with respect to being located on a listed on the Government Code Section 65962.5 list of hazardous materials sites (also referred to as the Cortese list), within an airport land use plan or within two miles of a public or public use airport, or wildland fire hazards area. Accordingly, the proposed Project could not contribute to cumulative impacts related to these topics and no further discussion is necessary.

Unlike other resource areas, the geographic scope of analysis for cumulative hazardous materials cannot be precisely quantified by distance. The geographic area affected by the proposed Project and its potential to contribute to cumulative impacts varies based on the environmental resource under consideration. The geographic scope of analysis for cumulative hazardous materials impacts encompasses and is limited to the Project Site and its immediately adjacent area. This is because impacts relative to hazardous materials are generally site-specific and depend on the nature and extent of the hazardous materials release, and existing and future soil and groundwater conditions. For example, hazardous materials incidents tend to be limited to a smaller more localized area surrounding the immediate spill location and extent of the release, and could only be cumulative if two or more hazardous materials releases spatially overlapped.

The timeframe during which the proposed Project could contribute to cumulative hazards and hazardous materials effects includes the construction and operations phases. For the proposed Project, the operations phase is relatively permanent. However, similar to the geographic limitations discussed above, it should be noted that impacts relative to hazardous materials are generally time specific. Hazardous materials events could only be cumulative if two or more hazardous materials releases occurred at the same time, as well as overlapping at the same location. This is because each hazardous materials incident would be cleaned up to the same regulatory standards and once cleaned up, would not be able to cumulatively contribute to subsequent hazardous materials incidents.

Cumulative Impacts during Project Construction

Significant cumulative impacts related to hazards and hazardous material could occur if the incremental impacts of the proposed Project combined with the incremental impacts of one or more of the related projects identified in Table 3-1 substantially increase the risk that people or the environment or sensitive uses within one-quarter mile of the sites would be exposed to hazardous materials, or that a given site is a listed hazardous materials site. There are no related projects within a one-quarter mile of the Project site (see Figure 3-1, *Related Projects*). As discussed above, for related projects to cumulatively contribute to hazardous materials impacts, the related projects would need to overlap or be adjacent.

Further, related projects would be subject to the same previously discussed regulatory requirements as the Project. That is, related projects involving releases of or encountering hazardous materials also would be required to remediate their respective sites to established regulatory standards. This would be the case regardless of the number, frequency, or size of the release(s), or the residual amount of chemicals present in the soil from previous spills. Thus, while it is possible that the proposed Project and related projects could result in releases of hazardous materials, the responsible party associated with each spill would be required to remediate site conditions to the same established regulatory standards. Any residual less-than-significant effects of the Project that would remain after mitigation would not combine with the potential residual effects of related projects to cause a potential significant cumulative impact because residual impacts would be highly site-specific. Accordingly, no significant cumulative impact with respect to hazardous materials would result. For the above reasons, the proposed Project would not cause or contribute to a cumulatively significant impact with respect to the use of hazardous materials (**Less than Significant**).

Similar to the proposed Project, each of the related projects would also be required to prepare and implement a construction traffic management plan if the construction of the project would result in lane closures or restrictions. The construction traffic management plan would include procedures for identifying lane closures (e.g., cones, flagging, etc.) and controls on the timing of lane closures and restrictions (e.g., avoiding commute hour closures). Therefore, even if the construction of two or more projects were to occur at the same time, the traffic control would ensure the continued flow of traffic and thus not interfere with emergency or disaster routes. Accordingly, no significant cumulative impact with respect to emergency or disaster routes would result. For the above reasons, the proposed Project would not cause or contribute to a cumulatively significant impact with respect to impairing or interfering with an adopted emergency response or evacuation plan (**Less than Significant**).

Cumulative Impacts during Project Operation

Significant cumulative impacts related to operational hazards could occur if the incremental impacts of the Project combined with those of one or more of the related projects to cause a substantial increase in risk that people or the environment or sensitive uses within one-quarter mile of the sites would be exposed to hazardous materials, or that a given site is listed on Government Code Section 65962.5 list of hazardous materials sites (also referred to as the Cortese list).

The proposed Project would use and store small quantities of chemicals typical in residences, such as household cleaning solutions, paints and thinners, and motor fuel (e.g., vehicles and lawn

mowers). Few of the chemicals would be considered hazardous materials (e.g., bleach) and the anticipated volumes would be small (i.e., less than 5 gallons). Given that the quantities would be small, the routine use or an accidental spill of hazardous materials would render this impact less than significant.

The cumulative projects vary from residential developments, light industrial to shopping centers and hotels, all of which would require the transport, use, and storage of hazardous chemicals. All project components involving the handling, storage, and disposal of hazardous materials would be required to prepare and implement an HMBP and comply with applicable regulations, including those governing containment, site layout, and emergency response and notification procedures in the event of a spill or release. As noted previously, such regulations include standards to which parties responsible for hazardous materials releases must return spill sites, regardless of location, frequency, or size of release, or existing background contaminant concentrations to their original conditions. Therefore, compliance with existing regulations regarding hazardous materials transport would reduce the risk of environmental or human exposure to such materials. The combined effects of the proposed Project and cumulative projects would not result in a significant cumulative impact **(Less than Significant)**.

Cumulative projects within the County would be required to comply with applicable emergency response and evacuation policies, local fire codes, and the OAERP. Due to existing regulations, particularly the Fire Code with its requirement for adequate emergency access, cumulative projects would not result in a significant cumulative impact associated with the impairing or interfering with implementation of adopted emergency response and evacuation plans, specifically the movement of emergency vehicles by or onto a given site. Upon completion of the project, existing access for emergency service providers would be enhanced after development of the Project is complete, as required by the Fire Code. The enhancements include the additions of additional access streets and a traffic signal, and the widening of East Walnut Drive South. Similar to the Project, related projects would be required to maintain and/or improve emergency evacuation response as it pertains to avoiding impairing or interfering with applicable adopted emergency response plans or emergency evacuation plans, in compliance with the Fire Code. As such, no significant cumulative impact with respect to adopted emergency response or evacuation plan would result. For the above reasons, the proposed Project would not cause or contribute to a cumulatively significant impact with respect to impairing or interfering with an adopted emergency response or evacuation plant (**Less than Significant**).

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4.10 Hydrology and Water Quality

This section addresses the potential impacts of the proposed Project on hydrology and water quality. The section includes a description of the environmental setting to establish baseline conditions, a summary of the relevant regulations, and an evaluation of the impacts. The following analysis is based on the Hydrology Report (Fuscoe 2023a) and the Low Impact Development Plan (Fuscoe 2023b) for the Royal Vista Residential Project prepared by Fuscoe Engineering. The reports can be found in **Appendix J** of this Draft EIR.

4.10.1 Existing Conditions

The Project Site is located on a portion of the Royal Vista Golf Club, which was established in 1962, and is comprised of six irregularly shaped parcels within a highly developed and urbanized area surrounded by residential development and commercial uses. Single-family residential uses immediately surround the Project Site on all sides except the north and northwest. Commercial and hotel uses are located to the north, along East Walnut Drive South, including a Quality Inn & Suites, storage facility, and associated surface parking lot. North and south of Colima Road are the existing golf course, landscaping, and residential uses surrounding the southeastern most portion of the Project Site. Land uses further north of the Project Site, between SR-60 (Pomona Freeway) and Valley Boulevard, include business parks and commercial uses such as car wash, restaurants, dance studio, gas station, storage facilities, and several retail stores.

Surface Water Drainage

The Project Site is developed and is located within an urbanized area. There are no bodies of water on the Project Site or in the surrounding areas other than golf course irrigation ponds. The Project Site is located approximately 0.35 miles south of San Jose Creek (Reach 1), within the San Gabriel River watershed. Runoff from the Project Site drains into existing storm drains to San Jose Creek Reach 1, which is tributary to the San Gabriel River and ultimately flows to the Pacific Ocean.

The Project Site is a portion of an existing golf course, and includes mild sloping grass areas, along with gutters and swales that meander through the Project Site. As determined from site visits, aerial photos and topographic maps, the Project Site slopes towards the northerly and westerly directions at gradients of approximately 4 percent – 7 percent (Fuscoe 2023a).

The existing drainage patterns for the Project Site are consistent with existing topography, which conveys storm flows generally from southeast to north and northwest. Flows are routed through the existing swales and gutters, which ultimately convey storm flows to Los Angeles County Flood Control District (LACFCD) public facilities at the northerly and northwesterly portions of the site.

The Project's proposed Planning Areas 1, 2, 3, and 4 are located at the northern portion of the Project Site. These Planning Areas are associated with several public storm drain facilities (**Figure 4.10-1,** *Public Storm Drain Facilities*). The storm drains are described below.

- PD 2377 (42-inch Reinforced Concrete Pipe (RCP)) at Colima Road: This storm drain currently crosses Colima Road, and discharges onto the Planning Area 1 portion of the Project Site, and drains via surface flow in a swale, ultimately to the existing PD 2192 (72-inch RCP) in East Walnut Drive South.

- PD 1266/Line "A" (30-inch RCP) at Colima Road: This storm drain crosses Colima Road, and discharges into Planning Area 1, where it conveys the drainage in an existing swale to culvert PD 1266/Line "B" (48-inch RCP) at Tierra Luna. From there the drainage is conveyed through Planning Area 4, and then to PD 1369 (48-inch RCP).
- PD 1440 at Tarta Court/Illuso Avenue (24-inch RCP): This storm drain accepts a few acres of drainage from Planning Area 1, and the drainage is conveyed in the storm drain through the residential development, discharging into Planning Area3 to the north. From there the drainage is conveyed in a concrete gutter to East Walnut Drive South, then conveyed in an earthen swale along the roadway, ultimately to PD 2192 (72-inch) in Walnut Drive.
- PD 2192 at East Walnut Drive South (72-inch RCP): This storm drain currently accepts stormwater flows from Planning Areas 2 and 3, most of Planning Area 1, and offsite drainage from the southwest, along with drainage from PD 2377 (42-inch RCP) at Colima Road.

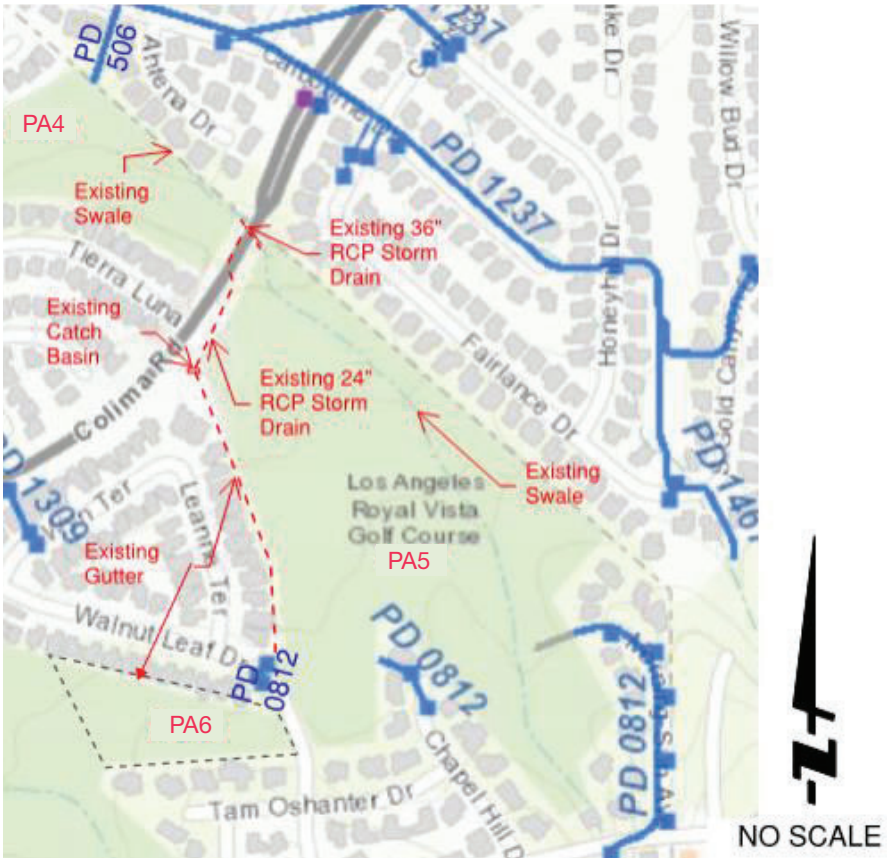
Planning Area 4, located at the easterly portion of the Project Site, is tributary to PD 506 (36-inch RCP) and PD 1369 (48-inch RCP). Drainage from PD 1266 Line "B" at Tierra Luna and the existing 36-inch Line "A" culvert in Colima Road are tributary to Planning Area 4, which currently drains to PD 1369 and PD 0506 (see Figure 4.10-1, Public Storm Drain Facilities).

Planning Area 5, located at the southeasterly portion of the Project Site, is associated with several public and private storm drain facilities (see Figure 4.10-1, *Public Storm Drain Facilities*). The storm drains are described below.

- PD 0812 at Chapel Hill Drive / Line "E" (18-inch RCP): This storm drain currently discharges onto the Planning Area 5 portion of the Project Site and drains via surface flow to an existing 36-inch private storm drain in Colima Road.
- PD 0812 at Morning Sun Avenue / Line "H" (33-inch RCP): This storm drain currently discharges onto the Planning Area 5 portion of the Project Site and drains via surface flow to the existing 36-inch private storm drain in Colima Road.
- PD 0812 at Walnut Leaf Drive / Line "A" (18-inch RCP): This storm drain currently discharges onto an existing concrete gutter along the westerly boundary of Planning Area 5, and is ultimately discharged into an existing catch basin, with a 24-inch outlet. It appears that the 24-inch outlet conveys the drainage to a connection to the existing 36-inch storm drain in Colima Road discussed previously. Confirmation of alignment of this storm drain will be performed during final design.
- Existing 36-inch private storm drain at Colima Road: This storm drain currently accepts drainage from the three drains discussed above, along with most of Planning Area 5 drainage. This drain conveys the stormwater into Planning Area 4, described previously.
- Existing 24-inch storm drain: This storm drain currently accepts drainage from PD 0812 at Walnut Leaf Drive, along with a small portion of Planning Area 5, and it appears to connect to the existing 36-inch storm drain in Colima Road. Confirmation of alignment of this storm drain will be performed during final design.

Planning Area 6 is located at the southwesterly corner of the Project Site. This site is southerly and westerly of Walnut Leaf Drive. The drainage in Planning Area 6 is in a northwesterly direction, toward Colima Road, and ultimately drains to Los Angeles County PD 2192.

Existing Drainage Facilities @ Planning Area (PA) 1, 2, 3, & 4



Existing Drainage Facilities @ Planning Area (PA) 4, 5 & 6

SOURCE: Fuscoe, 2021

Royal Vista Residential Project

Figure 4.10-1
Public Storm Drain Facilities

D202001288.00 - Royal Vista Redevelopment, Rowland Heights\05 Graphics-GIS-Modeling

Surface Water Quality

Non-point source pollution (contamination of water that does not originate from a single discrete source) is the largest contributor to surface water pollution in urban areas such as the Project Site. Impervious surfaces allow water to flow across the surface, rather than infiltrating back into groundwater aquifers, and potentially collecting pollutants on the way. Primary contributors to surface water runoff would be on-site golf course landscaping irrigation and precipitation. Currently, the Project Site is a portion of an operating golf course with some impervious surfaces such as cart paths and storage sheds roofs and concrete foundations. The majority of the Project Site consists of tees, greens, fairways and other pervious surfaces.

The Project Site is located approximately 0.35 miles south of San Jose Creek (Reach 1), within the San Gabriel River watershed. Runoff from the Project Site drains north into existing storm drains to San Jose Creek Reach 1, which is a tributary to the San Gabriel River and ultimately flows to the Pacific Ocean.

Runoff from the Project Site indirectly discharges to San Jose Creek, which is listed on the 2014-2016 303(d) State list of impaired and threatened waters list. It is impaired for a range of constituent components due to urban runoff. The waterbodies and 303(d) listed impairments and Total Maximum Daily Loads (TMDL) are listed in Table 4.10-1, Summary of 303(d) listed impairments and TMDLs, below. TMDL is the maximum amount of a pollutant allowed to enter a waterbody so that the waterbody will meet and continue to meet water quality standards for that particular pollutant. A Coliform TMDL has been established for the San Gabriel River since 2016, a Metals TMDL has been established since 2007, and a Dominguez, Los Angeles/Long Beach Harbors, and San Pedro Bay TMDL that addresses Metals, Toxics, and polycyclic aromatic hydrocarbons (PAHs) has been established since 2012.

TABLE 4.10-1
SUMMARY OF 303(D) LISTED IMPAIRMENTS AND TMDLS

Waterbody	2014-2016 303(d) List Impairments	TMDLs
San Jose Creek Reach 1 (SG Confluence to Temple St.)	Ammonia; Indicator Bacteria; pH; Total Dissolved Solids; Toxicity	Coliform
San Gabriel River Reach 3 (Whittier Narrows to Ramona)	Indicator Bacteria	Coliform
San Gabriel River Reach 2 (Firestone to Whittier Narrows Dam)	Cyanide; Lead; Temperature, Water	Metals
San Gabriel River Reach 1 (Estuary to Firestone)	pH; Temperature, Water	None
San Gabriel River Estuary	Copper; Dioxin; Indicator Bacteria; Nickel; Oxygen, Dissolved	Metals; Coliform
San Pedro Bay Near/Off Shore Zones	Chlordane; PCBs (Polychlorinated biphenyls); Total DDT; Toxicity	Metals, Toxics, and PAHs

SOURCE: Fuscoe 2023b

Groundwater

San Gabriel Valley Groundwater Basin

The Project Site is situated in the Puente Subbasin of the San Gabriel Valley Groundwater Basin. Surface area of the San Gabriel Valley Groundwater Basin is approximately 167 square miles. The fresh water storage capacity of the basin is estimated to be about 8.6 million acre-feet. (MSGBM, 2021).

The physical groundwater basin is divided into two main parts, the Main Basin and the Puente Subbasin. The Puente Subbasin, lying in the southeast portion of the basin, is tributary to the Main Basin and hydraulically connected to it, with no barriers to groundwater movement (MSGBM, 2021).

The hydrologic basin or watershed coincides with a portion of the upper San Gabriel River watershed, and groundwater basin underlies most of the San Gabriel Valley.

The San Gabriel Valley Groundwater Basin is bounded by the San Gabriel Mountains to the north, San Jose Hills to the east, Puente Hills to the south, and by a series of hills and the Raymond Fault to the west. The watershed is drained by the San Gabriel River and Rio Hondo, a tributary of the Los Angeles River.

Vast portions of the Main Basin and Puente Subbasin are characterized by mildly sloping to nearly flat terrain. These areas consist mostly of alluvium, terrace and shale soil. The Merced and San Jose Hills and the Puente-Chino Hills complexes, which define the San Gabriel Valley Groundwater Basin to the east and south, largely consist of shale and sandstone. The main water-bearing formations of the San Gabriel Valley Groundwater Basin are unconsolidated and semi-consolidated sediments which range in size from coarse gravel to fine-grained sands. The major sources of natural recharge are infiltration of rainfall on the valley floor and percolation of runoff from the adjacent mountains. The San Gabriel Valley Groundwater Basin also receives imported water and return flow from applied water.

The entire Project Site currently receives water supply from local, offsite groundwater pumping wells for irrigation purposes (Fuscoe 2023a).

Seiche, Tsunamis, and Mudflows

Seiches are disturbances in water level caused by changes in atmospheric pressure or by seismic activity. Tsunamis are series of large wave surges caused by seismic activity occurring in the ocean. Mudflows occur when soils become saturated to the point where they liquefy and flow. As mentioned above, the nearest surface water feature is the San Jose Creek approximately 0.35 miles south of the Project Site. The Project Site is not located within a known seiche, tsunami or mudflow area.

4.10.2 Regulatory Framework

Federal Level

Clean Water Act

The Clean Water Act was first introduced in 1948 as the Water Pollution Control Act. The Clean Water Act (CWA) authorizes Federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. The primary goals 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. As such, the CWA forms the basic national framework for the management of water quality and the control of pollutant discharges. The CWA also sets forth a number of objectives in order to achieve the above-mentioned goals. These objectives include regulating pollutant and toxic pollutant discharges; providing for water quality that protects and fosters the propagation of fish, shellfish and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources of pollution.

Since its introduction, major amendments to the CWA have been enacted (e.g., 1961, 1966, 1970, 1972, 1977, and 1987). Amendments enacted in 1970 created the U.S. Environmental Protection Agency (USEPA), while amendments enacted in 1972 deemed the discharge of pollutants into waters of the United States from any point source unlawful unless authorized by a USEPA National Pollutant Discharge Elimination System (NPDES) permit. Amendments enacted in 1977 mandated development of a "Best Management Practices" Program at the state level and provided the Water Pollution Control Act with the common name of "Clean Water Act," which is universally used today. Amendments enacted in 1987 required the USEPA to create specific requirements for discharges.

In response to the 1987 amendments to the CWA and as part of Phase I of its NPDES permit program, the USEPA began requiring NPDES permits for: (1) municipal separate storm sewer systems (MS4) generally serving, or located in, incorporated cities with 100,000 or more people or Counties with unincorporated urbanized areas with populations between 100,000 and 250,000 (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs 5 acres or more of land. Phase II of the USEPA's NPDES permit program, which went into effect in early 2003, extended the requirements for NPDES permits to: (1) numerous small municipal separate storm sewer systems, (2) construction sites of 1 to 5 acres, and (3) industrial facilities owned or operated by small municipal separate storm sewer systems. The NPDES permit program is typically administered by individual authorized states.

In 2008, the USEPA published draft Effluent Limitation Guidelines for the construction and development industry. On June 27, 2016, the USEPA finalized its 2016 Effluent Guidelines Program Plan.

In California, the NPDES stormwater permitting program is administered by the State Water Resources Control Board (SWRCB). The SWRCB was created by the California Legislature in 1967. The joint authority of water distribution and water quality protection allows the SWRCB to

provide protection for the State's waters, through its nine Regional Water Quality Control Boards (RWQCBs). The RWQCBs develop and enforce water quality objectives and implement plans that will best protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. The RWQCBs develop "basin plans" for their hydrologic areas, issue waste discharge requirements, enforce action against stormwater discharge violators, and monitor water quality.

Executive Order 11988

Under Executive Order 11988 – Floodplain Management, the Federal Emergency Management Agency (FEMA) is responsible for management of floodplain areas defined as the lowland and relatively flat areas adjoining inland and coastal waters subject to a one percent or greater chance of flooding in any given year (the 100-year floodplain). FEMA requires that local governments covered by federal flood insurance pass and enforce a floodplain management ordinance that specifies minimum requirements for any construction within the 100-year floodplain. The Order addresses floodplain issues related to public safety, conservation, and economics. It generally requires federal agencies constructing, permitting, or funding a project in a floodplain to:

- Avoid incompatible floodplain development
- Be consistent with the standards and criteria of the National Flood Insurance Program
- Restore and preserve natural and beneficial floodplain values

State Level

California Porter-Cologne Act

The Porter-Cologne Water Quality Control Act established the legal and regulatory framework for California's water quality control. The California Water Code (CWC) authorizes the SWRCB to implement the provisions of the CWA, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants.

As discussed above, under the CWC, the State of California is divided into nine RWQCBs, governing the implementation and enforcement of the CWC and CWA. The Project Site is located within Region 4, also known as the Los Angeles Region (LARWQCB). Each RWQCB is required to formulate and adopt a Basin Plan for its region. The LARWQCB's Basin Plan is a comprehensive document that reports beneficial uses for surface and groundwaters, defines narrative and numeric parameters to protect water quality, and describes implementation programs to protect waters throughout the Region. This Basin Plan must adhere to the policies set forth in the CWC and established by the SWRCB. The RWQCB is also given authority to include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

Low Impact Development – Sustainable Storm Water Management

On January 20, 2005, the SWRCB adopted sustainability as a core value for all activities and programs carried out by the SWRCB (SWRCB, 2017a). Low Impact Development (LID) is a sustainable practice that promotes water retention and the protection of water quality. LID design

techniques include features that increase infiltration, filtration, storing of water, reduce evaporation, and detain runoff. Ten common LID practices are outlined below:

1. Bioretention & Rain Gardens
2. Rooftop Gardens
3. Sidewalk Storage
4. Vegetated Swales, Buffers & Strips; Tree Preservation
5. Roof Leader Disconnection
6. Rain Barrels and Cisterns
7. Permeable Pavers
8. Soil Amendments
9. Impervious Surface Reduction & Disconnection
10. Pollution Prevention & Good Housekeeping

California Toxics Rule

In 2000, the USEPA promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State. In 1994, a California state court revoked the State's water quality control plans, which contained numeric criteria for water quality. This was in direct violation of the CWA and required EPA action. The EPA then implemented the California Toxics Rule. The EPA promulgated this rule based on Section 303(c)(2)(B) of the Clean Water Act, which dictates that states must adopt numeric criteria in order to protect human health and the environment. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays and estuaries that are designated by the LARWQCB as having beneficial uses protective of aquatic life or human health.

Local Level

County of Los Angeles General Plan

The County of Los Angeles Board of Supervisors adopted the Los Angeles County General Plan 2035 on October 6, 2015. The 2035 General Plan is intended to provide policy framework for development within the unincorporated portion of the County through the year 2035.

County of Los Angeles General Plan Conservation and Natural Resources Element

Chapter 9 of Los Angeles County General Plan 2035 is the Conservation and Natural Resources Element. This element, adopted in 2015, outlines goals and policies for local water resources, covering both surface water protection and groundwater, as outlined below (County of Los Angeles Department of Regional Planning, 2015a):

- Topic: Surface Water Protection
  - Policy C/NR 5.1: Support the LID philosophy, which seeks to plan and design public and private development with hydrologic sensitivity, including limits to straightening and

channelizing natural flow paths, removal of vegetative cover, compaction of soils, and distribution of naturalistic BMPs at regional, neighborhood, and parcel-level scales.

  - Policy C/NR 5.2: Require compliance by all County departments with adopted Municipal Separate Storm Sewer System (MS4), General Construction, and point source NPDES permits.
  - Policy C/NR 5.6: Minimize point and non-point source water pollution.

- Topic: Groundwater Protection
  - Policy C/NR 6.1: Support the LID philosophy, which incorporates distributed, post-construction parcel-level stormwater infiltration as part of new development.

County of Los Angeles General Plan Safety Element

Chapter 12 of the Los Angeles County General Plan 2035 is the Safety Element. This element, adopted in 2015, outlines goals and policies intended to reduce the risk of death, injuries, and economic damage as a result of natural and man-made disasters. The Safety Element outlines Flood Hazards related policies, as outlined below (County of Los Angeles Department of Regional Planning, 2015c):

Goal S 2: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to flood and inundation hazards.

Policy S 2.1: Discourage development in the County's Flood Hazard Zones.

Policy S 2.2: Discourage development from locating downslope from aqueducts.

Policy S 2.4: Ensure that developments located with the County's Flood Hazard Zones are sited and designed to avoid isolation from essential services and facilities in the event of flooding.

Policy S 2.5: Ensure that the mitigation of flood related property damage and loss limits impacts to biological and other resources.

Policy S 2.6: Work cooperatively with public agencies with responsibility for flood protection, and with stakeholders in planning for flood and inundation hazards.

Goal S 5: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to extreme heat and drought impacts.

Policy S 5.11: Encourage the conservation of water by employing soil moisture sensors, automated irrigation systems, subsurface drip irrigation, and weather-based irrigation controllers.

Policy S 5.12: Encourage water efficiency in buildings through upgrading appliances and building infrastructure retrofits.

Policy S 5.13: Encourage the use of drought tolerant landscaping in new developments to reduce reliance on potable and recycled water resources.

Policy S 5.14: Encourage the installation of grey water reuse systems in new developments.

County of Los Angeles General Plan Public Service and Facilities Plan

The Public Services and Facilities Element promotes the orderly and efficient planning of public facilities and infrastructure in conjunction with land use development and growth. The Public Services and Facilities Element outlines water related policies, as outlined below (County of Los Angeles Department of Regional Planning, 2015c):

Water Conservation

Goal PS/F 2: Increased water conservation efforts.

Policy PS/F 2.1. Support water conservation measures.

Policy PS/F 2.2. Support educational outreach efforts that discourage wasteful water consumption.

Water Supply

Goal PS/F 3: Increased local water supplies through the use of new technologies.

Policy PS/F 3.1. Increase the supply of water though the development of new sources, such as recycled water, gray water, and rainwater harvesting.

Policy PS/F 3.2. Support the increased production, distribution and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes and other beneficial uses.

Los Angeles County Code Low Impact Development Standards

Chapter 12.84 of the Los Angeles County Code (LACC) outlines LID Standards and their applicability to projects in the County. The purpose of these Standards is as follows:

- Lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters and other water bodies.
- Minimize pollutant loadings from impervious surfaces to incorporate properly designed, technically appropriate BMPs and other LID strategies.
- Minimize erosion and other hydrologic impacts on natural drainage systems by requiring development projects to incorporate properly designed, technically appropriate hydromodification control principles and technologies.

The provisions in Chapter 12.84 shall not be construed to augment any county, state, or federal ordinance, status, regulation, or other requirement governing the same or related matter, and where a conflict exists between a provision in this Chapter 12.84 and such other ordinance, statute, regulation, or requirement, the stricter provision shall apply to the extent permitted by law.

The following provision of Chapter 12.84 is applicable to the proposed Project: “All new development projects involving one (1) acre or greater of disturbed area and adding more than then thousand (10,000) square feet of impervious surface area” are subject to the LID Standards

(LACC Section 12.84.440). Projects that fall under this requirement are considered Designated Projects. Designated Projects shall comply with the following requirements:

1. The project shall retain one hundred percent (100%) of the Stormwater Quality Design Volume ("SWQDv") on-site, through infiltration, evapotranspiration, rainfall harvest and use, or a combination thereof, unless the Director determines that it would be technically infeasible to do so;
2. If the Director determines that it would be technically infeasible to retain one hundred percent (100%) of the SWQDv on-site, the project shall comply with one of the following alternative compliance measures:
    a. The project shall provide for on-site biofiltration of one and one-half (1.5) times the portion of the SWQDv that is not retained on-site;
    b. The project shall include infiltration or bioretention BMPs to intercept the portion of the SWQDv that is not retained on-site at an offsite location, as approved by the Director. The project shall also provide for treatment of the portion of the SWQDv discharged from the project site, as approved by the Director;
    c. The project shall provide for the replenishment of groundwater supplies that have a designated beneficial use in the Basin Plan;
        i. Groundwater replenishment projects shall include infiltration, or bioretention BMPs to intercept the portion of the SWQDv that is not retained on-site at an offsite location, as approved by the Director;
        ii. Groundwater replenishment projects shall also provide for treatment of the portion of the SWQDv discharged from the project site, as approved by the Director;
    d. The project shall include infiltration, bioretention, or rainfall harvest and use BMPs to retrofit an existing development, with similar land uses as the project, to intercept the portion of the SWQDv that is not retained on-site; or
    e. The County, independently or in conjunction with one (1) or more cities, may apply to the Regional Water Board for approval of a regional or sub-regional stormwater mitigation program to substitute in part or wholly for the provisions of this chapter for the area covered by the regional or sub-regional stormwater mitigation program. If the Regional Water Board approves the program, the provisions of the program shall apply in lieu of any conflicting provisions of this chapter.

Los Angeles Regional Water Quality Control Board Basin Plan

As mentioned above, the LARWQCB Basin Plan was written and implemented by the LARWQCB to preserve and enhance water quality throughout Los Angeles County. The Basin Plan outlines beneficial uses of regional waters, narrative and numeric parameters to protect water quality, and describes implementation programs to protect waters throughout the Region. The Basin Plan outlines water quality parameters for both inland surface waters and for groundwaters for a wide variety of water quality constituents.

NPDES Permit Program

The NPDES permit program was first established in 1972 under authority of the federal government through the CWA to control the discharge of pollutants from any point source into the waters of the United States (California State Water Resources Control Board, 2017). As

indicated above, in California, the NPDES stormwater permitting program is administered by the SWRCB through the LARWQCB. For all water quality related objectives for CWA purposes, including the NPDES, the state must achieve water quality standards in effect at the state level as well as the regional level (United States Environmental Protection Agency, 2017e). At the regional level, the effective plan is the LARWQCB's Basin Plan.

NPDES Construction General Permit

Construction associated with the proposed project would disturb more than 1 acre of land surface affecting the quality of stormwater discharges into waters of the U.S. The proposed project would, therefore, be subject to the *NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (Order 2009-0009-DWQ, NPDES No. CAS000002; as amended by Orders 2010-0014-DWQ and 2012-006-DWQ). The Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the U.S. from construction sites that disturb 1 acre or more of land surface, or that are part of a common plan of development or sale that disturbs more than 1 acre of land surface. The permit regulates stormwater discharges associated with construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines.

The Construction General Permit requires that construction sites be assigned a Risk Level of 1 (low), 2 (medium), or 3 (high), based both on the sediment transport risk at the site and the receiving waters risk during periods of soil exposure (e.g., grading and site stabilization). The sediment risk level reflects the relative amount of sediment that could potentially be discharged to receiving water bodies and is based on the nature of the construction activities and the location of the site relative to receiving water bodies. The receiving waters risk level reflects the risk to the receiving waters from the sediment discharge. Depending on the risk level, the construction projects could be subject to the following requirements:

- Effluent standards;
- Good site management "housekeeping;"
- Non-stormwater management;
- Erosion and sediment controls;
- Run-on and runoff controls;
- Inspection, maintenance, and repair; or
- Monitoring and reporting requirements.

The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes specific best management practices (BMPs) designed to prevent sediment and pollutants from contacting stormwater from moving off site into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants

from the construction area. Each category contains specific BMPs to achieve the goals of the overarching category. Specific BMPs may include the following:

- Soil stabilizing BMPs: Use of straw mulch, erosion control blankets or geotextiles, and/or wood mulching;
- Sedimentation control BMPs: Use of storm drain inlet protection, sediment traps, gravel bag berms, and fiber rolls
- Waste management BMPs: Stockpile management, solid waste management, and concrete waste management; and
- Good Housekeeping BMPs: Vehicle and equipment cleaning, implementing water conservation practices, and implementing rules for fueling construction vehicles and equipment.

Routine inspection of all BMPs is required under the provisions of the Construction General Permit. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

The SWPPP must be prepared before construction begins. The SWPPP must contain a site map(s) that delineates the construction work area, existing and proposed buildings, parcel boundaries, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project area. The SWPPP must list BMPs and the placement of those BMPs that the applicant would use to protect stormwater runoff. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Examples of typical construction BMPs include scheduling or limiting certain activities to dry periods, installing sediment barriers such as silt fence and fiber rolls, and maintaining equipment and vehicles used for construction. Non-stormwater management measures include installing specific discharge controls during certain activities, such as paving operations, vehicle and equipment washing and fueling. The Construction General Permit also sets post-construction standards (i.e., implementation of BMPs to reduce pollutants in stormwater discharges from the site following construction).

In the project area, the Construction General Permit is implemented and enforced by the Los Angeles Regional Water Quality Control Board (LARWQCB), which administers the stormwater permitting program. Dischargers are required to electronically submit a notice of intent (NOI) and permit registration documents (PRDs) in order to obtain coverage under this Construction General Permit. Dischargers are responsible for notifying the LARWQCB of violations or incidents of non-compliance, as well as for submitting annual reports identifying deficiencies of the BMPs and how the deficiencies were corrected. The risk assessment and SWPPP must be prepared by a State Qualified SWPPP Developer and implementation of the SWPPP must be overseen by a State Qualified SWPPP Practitioner. A Legally Responsible Person, who is legally authorized to sign and certify PRDs, is responsible for obtaining coverage under the permit.

Community Level

Rowland Heights Community Plan

The Project Site is located in the Rowland Heights Community Plan planning area. The Rowland Heights Community Plan (Community Plan) was adopted by the Los Angeles County Board of Supervisors on September 1, 1981 to guide development for the unincorporated community of Rowland Heights (Los Angeles County, 1981).

Rowland Heights Community Standards District

The Project Site is also subject to the requirements of the Community Standards District (CSD), a special district that coincides with the Rowland Heights Community Plan Area and codified in LACC Chapter 22.332. However, the CSD does not include any policies specific to hydrology and water quality.

4.10.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to hydrology and water quality if it would:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. [Impact HYDRO-1]

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable management of the basin. [Impact HYDRO-2]

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: [Impact HYDRO-3]

    i. Result in a substantial erosion or siltation on- or off-site; [Impact HYDRO-3]

    ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; [Impact HYDRO-3]

    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[Impact HYDRO-3]

d. Impede or redirect flood flows. [Impact HYDRO-3]

e. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. [Impact HYDRO-4]

f. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. [Impact HYDRO-5]

4.10.4 Methodology

The following analysis is based on the regulations described above in the 4.10.2 *Regulatory Framework,* existing literature review and the Hydrology Report (Fuscoe 2023a) and the Low Impact Development Plan (Fuscoe 2023b) for the Royal Vista Residential Project prepared by

FUSCOE Engineering. These reports can be found in Appendix J of this Draft EIR and are summarized below:

Hydrology Report- The Preliminary Hydrology Report presents concept-level hydrologic and hydraulics analyses of the 25-year storm event for the existing and proposed conditions of the Project Site. The analyses facilitate the design of drainage and detention systems that will provide adequate conveyance and stormwater control without adversely impacting the proposed development, surrounding areas, neighboring properties, and/or existing storm drain facilities.

Low Impact Development (LID) Plan-The LID Plan covers the post-construction operations for the proposed Project. The report has been developed to identify design considerations based on a site assessment; applying site-specific source control measures; detail implementation of BMPs; assignment of long-term maintenance responsibilities; and show a design plan that will be implemented in order to mitigate post-construction stormwater runoff pollution. BMPs selected for the Project Site will rely on bioretention, rainfall storage, and/or biofiltration, as feasible.

4.10.5 Environmental Impact Analysis

Impact HYDRO-1: The proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. (Less than Significant with Mitigation)

Construction

Implementation of the proposed Project would involve the demolition and removal of the existing maintenance facility building, as described in Chapter 2, *Project Description*. Demolition would be followed by grading, construction of residential buildings and associated infrastructure, and landscaping. Construction equipment and materials would include fuels, oils and lubricants, solvents and cleaners, cements and adhesives, paints and thinners, degreasers, cement and concrete, and asphalt mixtures, which are all commonly used in construction. As described in Section 4.9 *Hazards and Hazardous Materials*, the maintenance facility building pre-dates the 1970s USEPA ban on the inclusion of certain hazardous building materials (e.g., asbestos-containing materials (ACM) and/or lead-based paint (LBP), polychlorinated biphenyls (PCBs), mercury, and Freon) and such hazardous building materials may be present. In addition, residual levels of petroleum hydrocarbons (TPH), organochlorine pesticides (OCPs), and volatile organic compounds (VOCs) are present in soil and soil gas in the vicinity of the maintenance yard (PlaceWorks 2021). Further, construction of the proposed Projects would have the potential to result in local soil erosion during excavation, grading, trenching, and soil stockpiling. Erosion could result in sediment and other pollutants entering surface water bodies and adversely affecting water quality.

The proposed Project construction activities would be required to comply with applicable hazardous materials regulations designed to ensure that hazardous materials are transported, used, stored and disposed of in a safe manner to protect worker safety, and to reduce the potential for a release of construction-related fuels or other hazardous materials into the environment, including stormwater and nearby surface water bodies. As discussed in Impact 4.9-1 in Section 4.9 *Hazards and Hazardous Materials* of this Draft EIR, the human health screening evaluation concluded that the residual concentrations of chemicals in soil and soil gas exceed screening levels using 0.03

attenuation factor for human health risk levels. The conclusion is based on the samples collected to date. As a result, excavation of soil in the vicinity of the maintenance facility building could encounter soil contaminant concentrations which could adversely affect the water quality of stormwater and/or surface water bodies, which would be a significant impact. To reduce the potential impact to less than significant, the proposed Project would include Mitigation Measure HAZ-1: Soil Management Plan, which would include a description of the potential hazardous materials, training of workers, and protocols on handling and disposal of materials. As a result, impacts would be less than significant with implementation of the Mitigation Measure HAZ-1. Further, the contractors would be required to prepare and implement HMBPs that would require that hazardous materials used for construction would be properly used and stored in appropriate containers, that spill prevention measures are implemented, and that spill response procedures are in place to respond to accidental releases. The California Fire Code also requires measures for the safe storage and handling of hazardous materials.

Further, the proposed Project would be required to comply with the Construction General Permit requiring preparation and implementation of a SWPPP to control runoff from construction work sites. Implementation of BMPs including physical barriers to prevent erosion and sedimentation, construction of sedimentation basins, limitations on work periods during storm events, use of infiltration swales, protection of stockpiled materials, and a variety of other measures would substantially reduce the potential for impacts to surface and groundwater water quality from occurring during construction. In addition, the Project would be required to comply with the conditions identified in the LID plan prepared in compliance with the LARWQCB NPDES Municipal Separate Storm Sewer System (MS4) Permit for the Coastal Watersheds of Los Angeles County (Order No. R4-2012-0175 NPDES Permit No. CAS004001) and in accordance with the County of Los Angeles Department of Public Works Low Impact Development Standards Manual (Fuscoe 2023b). Compliance with applicable laws and regulations would ensure that construction of the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Construction impacts to water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality would be less than significant with the compliance with relevant regulations and the implementation of Mitigation Measure HAZ-1.

Operation

Stormwater discharge occurs as a result of rainfall that runs off of the land and impervious surfaces. The Project would increase the amount of impervious surfaces when compared to current conditions, which would increase stormwater flows, as further discussed in Impact HYDRO-2. This runoff flows across impervious surfaces, picking up and carrying potential pollutants downgradient into local stormwater systems. Potential pollutants that may be generated by the uses of the Project include household-type cleaning products, maintenance products (e.g., paints, solvents, cleaning products), fuels and other petroleum products (e.g., for vehicles, lawn mowers, or other household uses), and refrigerants associated with building mechanical heating, ventilation, and air conditioning (HVAC) systems. Landscape maintenance for the open space areas could also use a variety of commercial products formulated with hazardous materials, including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, and

pesticides/herbicides. If these pollutants come into contact with stormwater runoff, the runoff would have the potential to adversely affect water quality.

As further discussed in Section 4.9 *Hazards and Hazardous Materials* of this Draft EIR, it is anticipated that any potentially hazardous materials used during Project operation would be stored in small volumes (i.e., less than 5 gallons). In addition, all hazardous materials are labeled to inform users of potential risks and to instruct them in appropriate storage, handling, and disposal procedures. Compliance with relevant regulations, primarily the Hazardous Materials Release Response Plans and Inventory Law and the HMBP implemented to comply with this Law, would reduce the potential for the accidental release of these hazardous materials and have procedures in place to respond to any spills.

As discussed above, the proposed Project would increase the amount of impervious surfaces when compared to current conditions. However, compliance with applicable laws and regulations such as the NPDES Municipal Permits and its local MS4 permit development standards, LID practices, and all applicable BMPs (e.g., bioretention, rainfall storage, and/or biofiltration) pertaining to water quality standards and waste discharge requirements would ensure that operation of the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, and impacts would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implement Mitigation Measure HAZ-1.

Impact HYDRO-2: The proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable management of the basin. (Less than Significant)

Construction

The removal of the existing maintenance facility building would not require the use of on-site groundwater supplies; dust suppression water during grading and site preparation work would come from the existing municipal water supply that services the surrounding residential land uses. Water supply is analyzed further in Section 4.19, *Utilities and Service Systems* of this Draft EIR, which concluded the construction-period impacts on water supplies would be less than significant. Additionally, the current groundwater wells that serve the golf course would not be used as a water supply source for the Project. As a result, no depletion of groundwater supplies would occur. As such, environmental impacts to groundwater supply and groundwater recharge during construction as a result of the proposed Project would be less than significant.

Operation

The proposed Project would redevelop a portion of the existing golf course, comprising 13 holes of the 27-hole golf course, into four residential planning areas and two recreational/open space lots. The Project Site currently receives its water supply from local, offsite groundwater pumping

wells for irrigation purposes for the golf course. Once constructed, the Project Site would no longer require groundwater, as the Project's water would be supplied by the Walnut Valley Water District. As discussed in Section 4.19 *Utilities and Service Systems* of this Draft EIR, operation of the proposed Project would not have a significant impact on water supplies.

Once constructed, the proposed Project would result in an increase in impervious surface since it would redevelop a portion of an existing, mostly pervious, golf course. However, rainwater runoff would be captured in the proposed storm drain and detention facilities designed for each planning area to meet a 25-year storm event (Fuscoe 2023a). The proposed on-site storm drain facilities would consist of a combined low flow water quality and peak flow conveyance system. The low flow water quality systems would intercept the low flows and provide water quality treatment in order to meet the requirements of the LA County LID Ordinance. The peak flow conveyance systems would provide peak flow reduction via detention systems, in order to control flows to meet the capacity requirements of the existing LACFCD storm drain systems. As shown by the calculations provided in the Hydrology Report, the capacity of the LACFCD storm drain systems would not be exceeded following development of the Project (Appendix J of this Draft EIR). As a result, the rainwater would be ultimately routed to on-site infiltration systems (e.g. infiltration swales) or to the storm drain system and returned to the environment for groundwater recharge. Therefore, environmental impacts to groundwater supply and groundwater recharge during long-term operation of the proposed Project would be less than significant. No mitigation measures are required.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact HYDRO-3: The proposed Project would not 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 result in substantial erosion or siltation on- or off-site, or increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The proposed Project would 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. The proposed Project would not impede or redirect flood flows. (Less than Significant)

Construction

The proposed Project would require demolition and construction activities, including the removal of existing structures, grading of the Project Site, and the construction of new structures, that could alter existing drainage patterns and flows within the Project Site that could affect erosion or siltation on- or off-site.

The demolition and construction activities would be temporary in nature and the drainage patterns would be restored to capture all runoff onsite and convey any surface flows to the existing LACFCD storm drain systems. During construction, the previously described SWPPP required by

the General Construction Permit would prevent construction site runoff from affecting off-site drainage patterns through the use of BMPs and erosion control measures to be used during construction to prevent erosion and off-site siltation. Compliance with the NPDES Municipal Permits and its MS4 BMP requirements and LID practices, along with County code requirements, would reduce the amount of pollutants in stormwater runoff through the use of BMPs such as managing surface water runoff, on-site infiltration, and connecting to the existing LACFCD stormwater drainage system.

Adherence to the regulatory requirements and regulatory plans described above would decrease the potential for drainage pattern alteration, polluted runoff, and decrease erosion and sedimentation effects during construction. There are no nearby streams or rivers within the immediate vicinity that would be affected by construction of the proposed Project. The Project's required compliance with the NPDES Municipal Permits and its local MS4 permit development standards, LID practices, and all applicable BMPs (e.g., bioretention, rainfall storage, and/or biofiltration) pertaining to water quality standards would ensure that drainage patterns, erosion or siltation, stormwater drainage systems, or polluted runoff would be less than significant.

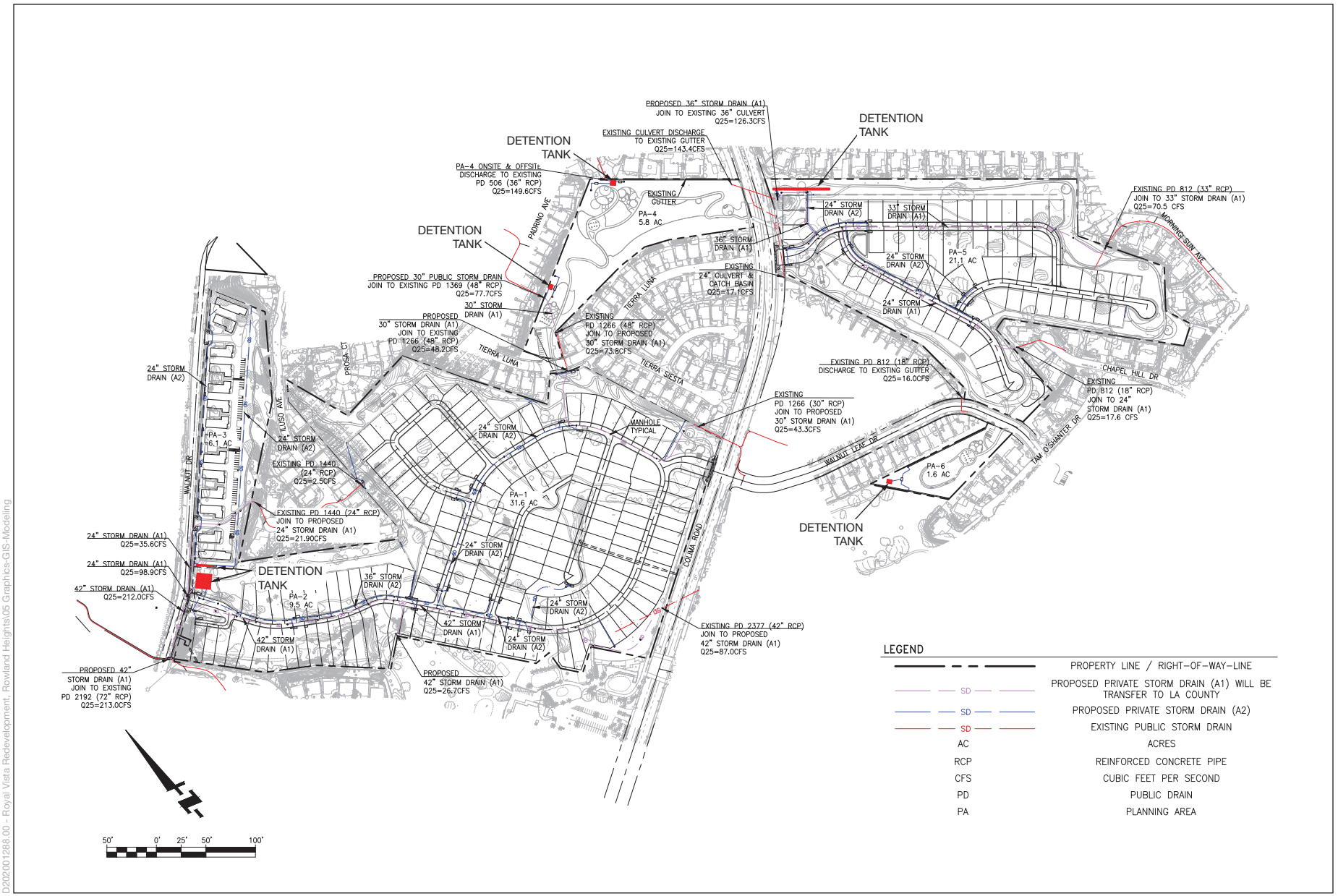
Operation

Once constructed, the operation of the proposed Project would include storm drains and detention facilities designed for each Planning Area to meet a 25-year storm event. Each basin inlets would intercept storm flows and convey the flows through a network of storm drain pipes into each respective detention system for each Planning Areas. The detention system would function to provide peak flow detention to meet the downstream requirements (**Figure 4.10-2**, *Proposed Storm Drain System and Detention Tank Locations*). Once constructed, the proposed storm drain and detention systems would reduce flows to the pre-project conditions before releasing flows to the LACFCD existing storm drain facilities. The LACFCD storm drain facilities would continue to function as they do currently without adverse impact to the downstream storm drain reaches (Fuscoe 2023a). In addition, the Project would include new filtration BMPs to the Project design and new landscaped areas throughout the Project site, all designed to meet a 25-year storm event. The intercepted storm flows would be treated onsite through applicable BMPs (e.g., bioretention, rainfall storage, and/or biofiltration) prior to being discharged into the storm drains. As such, impacts pertaining to drainage patterns, erosion or siltation, stormwater drainage systems, or redirect flood flows would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.



SOURCE: Fuscoe Engineering, 2022

Royal Vista Residential Project

Figure 4.10-2
Proposed Storm Drain System and Detention Tank Locations

D2020012880.00 - Royal Vista Redevelopment, Rowland Heights\05 Graphics-GIS-Modeling

Impact HYDRO-4: The proposed Project would not risk release of pollutants due to project inundation or being located within a flood hazard, tsunami, or seiche zones. (Less than Significant)

The Project Site is not located near any body of water that would be impacted by a seiche. Given the distance of the Project Site from the ocean, as well as its elevation, the proposed Project would not be subject to the risks of a tsunami. As such, there would be no environmental impacts related to inundation by seiche or tsunami during all phases of the proposed Project.

The Project Site is designated within a Zone X, Area of Minimal Flood Hazard (FEMA 2008), and located between the 100-year and 500-year flood zones. The proposed Project would include storm drains and detention facilities designed for each Planning Area to meet a 25-year storm event (see Figure 4.10-2, *Proposed Storm Drain System and Detention Tank Locations*). Each basin inlet would intercept storm flows and convey the flows through a network of storm drain pipes into each respective detention system for each Planning Area. The detention system would function to provide peak flow detention to meet the downstream requirements. Once constructed, the proposed storm drain and detention systems would reduce flows to the pre-project conditions before releasing flows to the LACFCD existing storm drain facilities.

The LACFCD storm drain facilities would continue to function as they do currently without adverse impact to the downstream storm drain reaches (Fuscoe 2023a). As such, environmental impacts to drainage patterns that would result in a risk of the release of pollutants due to project inundation or flooding hazards during long-term operation of the proposed Project would be less than significant.

The nearest dam or levee to the Project Site is the Puddingstone Reservoir, which is approximately 7.5 miles northeast. Given the long distance to the nearest dam, as well as the relatively small size of the reservoir, flooding hazards are minimal. Further, the existing topography and urban development would also reduce sheet flow and the potential of flood waters from reaching the Project Site. As such, environmental impacts related to significant risk of loss, injury or death involving flooding is less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact HYDRO-5: The proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. (No Impact)

The proposed Project would not conflict with or obstruct implementation of the LARWQCB Basin Plan, cited above in Section 4.10.2, *Regulatory Framework*, because the proposed Project would not change or affect any of the listed beneficial uses of water within the basin. A LID Plan has been developed for the proposed Project as required under LARWQCB NPDES Municipal Separate Storm Sewer System (MS4) Permit for the Coastal Watersheds of Los Angeles County

(Order No. R4-2012-0175 NPDES Permit No. CAS004001) and in accordance with the County of Los Angeles Department of Public Works Low Impact Development Standards Manual (Fuscoe 2023b). The LID Plan includes identification of design considerations following a site assessment; applying site-specific source control measures; detail implementation of BMPs; assignment of long-term maintenance responsibilities; and a design plan that would be implemented in order to mitigate post-construction stormwater runoff pollution. Further, the proposed Project Site would not use groundwater. Therefore, the proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and there would be no impact.

Significance Determination: No Impact.

Mitigation Measure

No Mitigation is Required.

4.10.6 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed Project in combination with other past, present, and reasonably foreseeable future projects that could cause cumulatively considerable impacts.

The geographic area affected by the proposed Project and its potential to contribute to cumulative impacts varies based on the environmental resource under consideration. The geographic scope of analysis for cumulative hydrology and water quality impacts on surface water hydrology is limited to the Project Site and its immediately adjacent area that would flow into the same drainage system. This is because impacts relative to hydrology and water quality are generally site-specific when the site is in a highly developed urban area with limited to no potential for flooding, dam failure, or other larger scale events. Hydrology and water quality impacts could only be cumulative if two or more projects had impacts that spatially overlapped.

The timeframe during which the proposed Project could contribute to cumulative hydrology and water quality effects includes the demolition, construction, and operations phases. For the proposed Project, the operations phase is relatively permanent. However, similar to the geographic limitations discussed above, it should be noted that impacts relative to hydrology and water quality are generally time-specific. Events could only be cumulative if two or more hydrology and/or water quality releases or events occurred at the same time, as well as overlapping at the same location.

Cumulative Impacts during Project Construction

Significant cumulative impacts related to hydrology and water quality could occur if the incremental impacts of the proposed Project combined with the incremental impacts of one or more of the cumulative projects identified in Chapter 3, *Environmental Setting*, Table 3.1, to substantially increase a significant risk to people or their environment.

All of these projects would be subject to the same previously discussed regulatory requirements. That is, cumulative projects that have the potential to impact hydrology and water quality would also be required to comply with NPDES Construction General Permit and its required SWPPP, the NPDES Municipal Permits and its MS4 BMP requirements, and the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program and its required HMBP, all designed to prevent impacts to water quality and have procedures in place for responding to spills. While it is possible that the proposed Project and cumulative projects could result in releases of sediment and/or pollutants that could adversely affect water quality, the responsible parties associated with each project would be required to control runoff and respond to spills to the same established regulatory standards, as discussed both above in this section and in Section 4.9, *Hazards and Hazardous Materials*, of this Draft EIR. As a result, the cumulative impact with respect to water quality would not be cumulatively considerable.

In addition, compliance with the NPDES Municipal Permits and its MS4 BMP requirements, would require that both the Project and the cumulative projects include in their designs measures to manage stormwater runoff through the use of BMPs such as managing surface water runoff, on-site infiltration, and connecting to the existing stormwater drainage system. Compliance with these regulations would prevent erosion, siltation, and flooding. Accordingly, no significant cumulative impact with respect to hydrology would result.

For the above reasons, the proposed Project would not cause or contribute to a cumulatively significant impact with respect to hydrology or water quality **(Less than Significant)**.

Cumulative Impacts During Project Operation

Once constructed, the designs of the proposed Project and the cumulative projects listed in Chapter 3, *Environmental Setting*, Table 3.1, would result in the drainage systems of each site incorporating the requirements of the regulations discussed above during construction. As a result, each project would have incorporated on-site runoff management measures to accommodate for operational flows including on-site infiltration measures and adequate connections to the existing county stormwater drainage system. With compliance with these regulations and implementation of stormwater management measures, the proposed Project would not cause or contribute to an operational cumulatively significant impact with respect to hydrology and water quality **(Less than Significant)**.

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4.11 Land Use and Planning

This section of the Draft Environmental Impact Report (EIR) analyzes the effects on land use and planning that would result from implementation of the Royal Vista Residential Project (Project). The Project Site is located on portions of the Royal Vista Golf Club and is located within the northeastern most part of the Rowland Heights community of unincorporated Los Angeles County. This section primarily evaluates Project consistency with the County of Los Angeles (County) General Plan, the Rowland Heights Community Plan and the SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). County policies and plans pertaining to other resource areas are discussed in the relevant sections of this Draft EIR.

4.11.1 Existing Conditions

On-Site Uses

The Project Site is located within the Rowland Heights community in unincorporated Los Angeles County, south of the cities Industry and Walnut and west of the City of Diamond Bar. The Project Site generally constitutes 13 holes and the driving range of the existing 27-hole Royal Vista Golf Club on Colima Road. The Project Site is bisected by Colima Road, with 52.96 acres (on four parcels) north of Colima Road, and 22.68 acres (on two parcels) south of Colima Road. The only existing building within the Project Site is the golf course maintenance facility building located on Assessor's Parcel Number (APN) 8762-022-002, which would be removed in connection with the Project. The Project Site is not accessible to the public due to it being a privately owned golf club. A chain link fence forms a perimeter around the Project Site. A tall driving range safety fence along the north side of Colima Road and security lighting are also present on the Project Site.

As discussed in detail in Chapter 2, *Project Description*, in Section 2.1.1, the Project Site is currently zoned A-1-1 (Light Agricultural, one-acre minimum lot area) and A-1-10,000 (Light Agricultural, 10,000 square feet [sf] minimum lot area). The Project Site is designated as Open Space in the General Plan and Rowland Heights Community Plan.

Surrounding Land Uses

The Project Site is located within a highly developed and urbanized area (see Figure 2-3 of Chapter 2, *Project Description*, for primary surrounding uses). Single-family residential uses immediately surround the Project Site on all sides except the north and a portion of the west. Commercial and hotel uses are located to the north, along East Walnut Drive South, including a hotel, warehouse / office space, self-storage facility, LA County Public Works facility, religious facility, and associated surface parking lot uses. Portions of the Project Site to the west are adjacent to the remainder of the existing golf course property, which is not a part of the Project.

South of Colima Road are the existing golf course, landscaping, and residential uses surrounding the southeasternmost edge of the Project Site. Land uses further north of the Project Site, between SR-60 (Pomona Freeway) and Valley Boulevard, include business parks and commercial uses such as, car wash, restaurants, dance studio, gas station, storage facilities, and several retail stores.

Proposed Planning Area 1 (as shown on Figure 2-3) is bordered on the south by Colima Road, by residential uses to the north and to the east, and the Royal Vista Golf Club clubhouse and surface parking lot to the west. Planning Area 2 is bordered by East Walnut Drive South on the north, residential uses to the east and west, and the existing golf course to the south. Planning Area is bordered by East Walnut Drive South on the north, Planning Area 2 to the west, residential uses and Iluso Avenue to the south and a single-family home to the east. Planning Area 4 is bordered by Colima Road to the south, and residential uses to the north, east, and west. Planning Area 5 is bordered on the north by Colima Road, by residential uses to the west, east and south. Planning Area 6 is bordered by residential single-family homes on the north and south, Walnut Leaf Drive to the east, and the existing golf course to the west.

4.11.2 Regulatory Framework

The Project Site is located within the unincorporated community of Rowland Heights in Los Angeles County; therefore, the County of Los Angeles General Plan and Rowland Heights Community Plan are the primary guiding policy documents for the Project.

State Level

Senate Bill 375

Senate Bill 375 (SB 375) adopted on September 30, 2008, requires the Regional Transportation Plan (RTP) prepared by SCAG to include a Sustainable Communities Strategy (SCS). In adopting SB 375, the California Legislature found that improved coordination between land use planning and transportation planning is needed in order to achieve adopted greenhouse gas (GHG) emissions reduction targets. The RTP and SCS are discussed below.

Regional Level

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the designated regional planning agency for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. SCAG is a joint powers agency with responsibilities pertaining to regional issues. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development.

As part of its planning obligations, SCAG prepares the Regional Comprehensive Plans (RCP); the most recent was prepared in 2008. The 2008 RCP was accepted by SCAG for use as an advisory document that may be voluntarily used by local jurisdictions when developing local plans and addressing local issues of regional significance. The RCP addresses issues related to future growth and provides a means for assessing the potential impact of individual development projects within a regional context. Local governments are asked to consider the RCP's recommendations in the preparation of General Plan updates, municipal code amendments, design guidelines, incentive programs, and other actions. The RCP is also closely linked and serves as a basis for the preparation of SCAG's RTP/SCS.

SCAG 2020-2045 Regional Transportation Plan/Sustainable Community Strategy

On September 3, 2020, SCAG's Regional Council adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS presents the transportation vision for the region through the year 2045 and builds upon and expands land use and transportation strategies previously established to increase mobility options and achieve a more sustainable growth pattern. The RTP/SCS includes new initiatives at the intersection of land use, transportation, and technology to close the gap and reach the State's greenhouse gas (GHG) reduction goals. Also, the RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. The RTP/SCS includes ten goals that fall into four core categories: economy, mobility, environment, and healthy/complete communities.

The Connect SoCal goals are as follows:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Air Quality Management Plan

The Air Quality Management Plan (AQMP) of the South Coast Air Quality Management District (SCAQMD) presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts, including a comprehensive list of pollution control measures aimed at reducing emissions. The SCAQMD, which was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act, is responsible for bringing air quality in the South Coast Air Basin (Air Basin) into conformity with federal and State air pollution standards. The SCAQMD is also responsible for monitoring ambient air pollution levels throughout the Air Basin and for developing and implementing attainment strategies to ensure that future emissions will be within federal and State standards. Additional discussion of the AQMP, and Project consistency with the AQMP, is addressed in Section 4.3, *Air Quality*, of this Draft EIR.

Local Level

County of Los Angeles

General Plan 2035

California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. On October 6, 2015, the County adopted a comprehensive update to the 1980 Los Angeles County General Plan to provide the policy framework for growth within the unincorporated County through the year 2035.

The General Plan is comprised of the following ten elements:

- **Land Use Element:** The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. In accordance with the California Government Code, the Land Use Element designates the proposed general distribution and general location and extent of uses. The General Plan Land Use Policy Map and Land Use Legend serve as the "blueprint" for how land will be used to accommodate growth and change in the unincorporated County areas.
- **Mobility Element:** The Mobility Element provides an overview of the transportation infrastructure and strategies for developing an efficient and multimodal transportation network. The Highway Plan and the Bicycle Master Plan are sub-components of the Mobility Element.
- **Air Quality Element:** The Air Quality Element summarizes air quality issues and outlines the goals and policies that will improve air quality and reduce greenhouse gas emissions. The Community Climate Action Plan is a sub-component of the Air Quality Element.
- **Conservation and Natural Resources Element:** The Conservation and Natural Resources Element guides the long-term conservation of natural resources and preservation of available open space areas.
- **Parks and Recreation Element:** The Parks and Recreation Element plans and provides for an integrated parks and recreation system that meets the needs of residents.
- **Noise Element:** The Noise Element reduces and limits the exposure of the general public to excessive noise levels. The Noise Element sets the goals and policy direction for the management of noise.
- **Safety Element:** The purpose of the Safety Element is to reduce the potential risk of death, injuries, and economic damage resulting from natural and man-made hazards (Updated 7/12/2022)
- **Public Services and Facilities Element:** The Public Services and Facilities Element promotes the orderly and efficient planning of public services and facilities and infrastructure in conjunction with development and growth.
- **Economic Development Element:** The Economic Development Element outlines economic development goals and provides strategies that contribute to economic well-being.
- **Housing Element:** The Housing Element serves as a policy guide to address the comprehensive housing needs of the unincorporated Los Angeles County. The primary focus of the Housing Element is to ensure decent, safe, sanitary, and affordable housing for current and future residents, including those with special needs. The current Housing Element covers

the Sixth Cycle planning period from April 15, 2021 to April 15, 2029 and was adopted by the County Board of Supervisors on May 17, 2022.

The guiding principles were also specifically established in the General Plan to emphasize the concept of sustainability. These Guiding Principles include:

1. Employ Smart Growth: Shape new communities to align housing with jobs and services; and protect and conserve the County's natural and cultural resources, including the character of rural communities.
2. Ensure community services and infrastructure are sufficient to accommodate growth: Coordinate an equitable sharing of public and private costs associated with providing appropriate community services and infrastructure to meet growth needs.
3. Provide the foundation for a strong and diverse economy: Protect areas that generate employment and promote programs that support a stable and well-educated workforce. This will provide a foundation for a jobs-housing balance and a vital and competitive economy in the unincorporated areas.
4. Promote excellence in environmental resource management: Carefully manage the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space in an integrated way that is both feasible and sustainable.
5. Provide healthy, livable, and equitable communities: Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measurable effect on public well-being.

According to the General Plan, each of the countywide chapters and elements has been developed with one or more of the above roles in mind and fulfills a necessary role that transcends and supplements the local plans. General Plan Elements, which have been updated over the years, address land use, mobility, air quality, conservation and natural resources, parks and recreation, noise, safety, public services and facilities, economic development, and housing.

The General Plan goals and policies applicable to the Project (as well as an analysis of Project consistency) are listed in Section 4.11.5, *Environmental Impact Analysis*, below.

As discussed above, the County's General Plan designates the Project Site as Open Space. According to the County's General Plan Land Use Element, Open Space uses may include open space recreation lands, such as regional and local parks, trails, athletic fields, community gardens, and golf courses. The intent of this land category is to assure that sufficient land is allocated for a wide range of open space and recreational uses serving both local and regional populations. As discussed above, the Project Site has corresponding zoning designations of A-1-1 and A-1-10,000 (Light Agricultural), which permit a broad range of light agricultural uses, such as community gardens and orchards, and single-family residences and residential facilities serving six or less persons (County of Los Angeles, 2021).

Rowland Heights Community Plan

The Project Site is within the Rowland Heights Community Planning Area. The Rowland Heights Community Plan (Community Plan) was adopted by the Los Angeles County Board of

Supervisors on September 1, 1981 to guide development for the unincorporated community of Rowland Heights (Los Angeles County, 1981).The Rowland Heights Community Plan is one of 19 adopted local plans that collectively comprise the Land Use Element of the General Plan and provide land use policy guidance at a finer scale than the regionally focused Countywide Elements. The Project Site's land use classification is "Open Space" per the Rowland Heights Community Plan Land Use Map, which denotes land designated for recreation, hiking and equestrian trails, agriculture, scientific studies, utility easements, and mineral extraction. The Land Use Map also denotes two Proposed Parks located on the Project Site. One north of Colima Road and one south of Colima Road. The development of the Project would include two open space areas in the same general area shown on the Land Use Map for proposed parks. The Community Plan goals and policies that are applicable to the Project (as well as an analysis of Project consistency) are listed in Section 4.11.5, *Environmental Impact Analysis*, below.

Los Angeles County Code (LACC) Title 21 (Subdivisions Code)

The County's Subdivision Ordinance (County of Los Angeles Municipal Code, Title 21) provides local regulation and control of subdivisions through provisions in the Subdivision Map Act (California Government Code Title 7, Division 2).

Los Angeles County Code (LACC) Title 22 (Planning and Zoning Code)

Title 22 (Planning and Zoning Code) of the LACC sets forth zoning designations and other regulations pertinent to land use and implements the General Plan. The zoning designations for the Project Site are A-1-1 and A-1-10,000. Title 22.16 establishes the various land use zones, zoning designations, area requirements for certain land uses, and the necessary, appropriate and comprehensive groupings and arrangements of the various industries.

As discussed in Section 2, *Project Description*, of this Draft EIR, the Project Applicant is requesting the following entitlements:

- General Plan and Community Plan Amendments (Rowland Heights Community Plan): OS (Open Space) to Urban 2 ((U2); 3.3 to 6.0 dwelling units per acre) for portions of Planning Areas 1, 2 and 5; to Urban 3 ((U3); 6.1 to 12.0 dwelling units per acre) for portions of Planning Areas 1 and 5; and to Urban 4 ((U4); 12.1 to 22.0 dwelling units per acre) for a portion of Planning Area 3.
- Zone Change from A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000-6U and RPD-5000-12U (Residential Planned Development-5000 Square Feet Minimum Lot Area-6 Dwelling Units Per Acre and 12 Dwelling Units Per Acre, respectively) for the 62.25 acres of proposed single-family homes, duplexes, triplexes, with an affordable housing component and open space for Planning Areas 1, 2, and 5 and to RPD-5000-17U (Residential Planned Development-5000 Square Feet Minimum Lot Area-17 Dwelling Units Per Acre) for the 6.0 acres of townhomes with an affordable housing component and open space for proposed Planning Area 3.
- Vesting Tentative Tract Map: Subdivision of six (6) existing parcels into 248 lots, consisting of 200 single family lots, 29 residential condominium lots with a total of 58 duplex units, 5 residential condo lots with a total of 30 triplex units, 1 residential condo lot with 72 attached townhomes, and 13 open space lots to be privately owned and maintained by the HOA but accessible to the public, and includes a street frontage waiver for the internal private driveway and firelane system within Planning Areas 1, 2, and 5.

- Conditional Use Permit (CUP): For grading in excess of 100,000 cubic yards, and a Residential Development Program, walls over 6-feet in height, buildings over 35-feet in height, setback reduction for townhomes (front) and triplex (front and rear) yards, and residential lot widths less than 50-feet.
- Housing Permit to reserve 22.7 percent (82 units) of subdivision units for sale to middle and moderate-income households and to allow single-family lots smaller than 5,000 square feet and waive the parkway requirement along private driveways within Planning Areas 1, 2, 3, and 5. Single-family Lots #18, #47, and #155 are slightly less than 5,000 sf in size (net size). Lot #18 is undersized due to a side yard utility easement, Lot #47 is a corner lot with a curved front side yard to accommodate the entrance of the residential development, and Lot #55 is undersized due to utility easement.

Rowland Heights Community Standards District

The Project Site is also subject to the requirements of the Rowland Heights Community Standards District (CSD), a special district that coincides with the Rowland Heights Community Plan Area and is codified in LACC Section 22.332. The development standards for open space and residential land uses in the Rowland Heights CSD are discussed in detail in Section 4.11.5, *Environmental Impact Analysis*, below.

4.11.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to land use if it would:

a. Physically divide an established community. [Impact LUP-1]

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. [Impact LUP-2]

4.11.4 Methodology

The analysis of potential land use impacts in this EIR considers consistency of the Project with adopted plans and policies that regulate land use on the Project Site. The determination of consistency with applicable land use policies and ordinances is based upon a review of the regulatory planning documents identified above. State CEQA Guidelines Section 15125(d) requires that an EIR discuss any inconsistencies with applicable plans that the decision-makers should address. Evaluations are made as to whether a project would further plan provisions or actively obstruct their implementation. The intention of the evaluation of consistency with regulatory plans is to determine if noncompliance would result in a significant physical impact. Accordingly, the criterion for determining significance with respect to a land use plan emphasizes substantive conflicts with plans adopted for the purpose of avoiding or mitigating an environmental effect, recognizing that a mere inconsistency with a plan, policy, or regulation does not necessarily equate to a significant impact on the environment.

4.11.5 Environmental Impact Analysis

Impact LUP-1: The proposed Project would not physically divide an established community. (Less than Significant)

The Project Site consists of portions of the existing Royal Vista Golf Club, which was established in 1962. The Project Site generally comprises 13 holes and the driving range of the existing 27-hole golf course. The only existing building within the Project Site is the golf course maintenance facility building located on Assessor's Parcel Number (APN) 8762-022-002.

The Project Site is not accessible to the general public except for golf course patrons; a chain link fence forms a perimeter around the Project Site. A tall driving range safety fence along the north side of Colima Road and security lighting are also present on the Project Site. Single-family residential uses and portions of an existing golf course are immediately adjacent and surrounding the Project Site on all sides except the north and a portion of the west, where commercial and hotel uses are located along East Walnut Drive South, including a hotel, warehouse / office space, self-storage facility, LA County Public Works facility, religious facility and associated surface parking lot uses. South of Colima Road are the existing golf course, landscaping, and residential uses surrounding the southwestern most edge of the Project Site. Land uses further north of the Project Site, north of SR-60, include business parks and commercial uses such as, car wash, restaurants, dance studio, gas station, storage facilities, and several retail stores (see Figure 2-2, *Local Vicinity Map)*.

The Project would not result in the division of an established community. Rather, the Project would result in the infill of residential uses on an underutilized golf course surrounded by an existing residential community. The Project would thus establish new residential uses in an existing residential community consistent with the objectives of state housing law and County planning policy and Codes.

Specifically, as seen on Figure 2-3, *Conceptual Site Plan*, the Project's land uses would be organized in a manner that is compatible with the existing single-family homes surrounding the Site and includes design parameters intended to maintain the scenic character of the northern Rowland Heights community. The Project is an in-fill development that has been designed to consider the built environment of the surrounding single-family residential areas and location, as reflected in the proposed single family residential lots that are in keeping with the lot sizes of existing single-family homes in the project vicinity. Residential lots of similar size would be clustered together within the Project Site and separated by existing and proposed residences and pockets of open space to define new neighborhoods and maintain view corridors through the area. As described below under Impact LUP-2, development within the Project Site would be guided by the Rowland Heights Community Plan similar to the adjacent existing residential development. The implementation of the Project would not physically divide an established community.

Project access would be provided via East Walnut Drive South and Colima Road. A traffic signal at the Colima Road / Tierra Luna Intersection is proposed and the existing Colima Road golf cart crossing signal east of Tierra Luna would be removed. Driveway entrance / exits would be located at each of the single-family residential neighborhood access points: one would be provided on East Walnut Drive South (Planning Area 2 access), one would be provided on the north side of Colima (Planning Area 1 access), and one would be provided on the south side of Colima (Planning Area 5

access). Two driveway entrance / exits would be located on the south side of East Walnut Drive South (Planning Area 3 townhome access. Further, the southern half of the East Walnut Drive South right-of-way between Bellavista Drive and the east end of the Project Site would be widened approximately 12-feet to meet County standards and curb, gutter and sidewalk infrastructure would be installed, which currently does not exist. This would connect the existing sidewalk located to the west of the Project Site, with the existing sidewalk located to the east of the Project Site. These off-site improvements would improve the circulation within the immediate community.

The Project proposes construction of internal neighborhood streets within the Project Site that would improve access on and around the site but would not result in any new division of an established community since the Project Site already existed as a golf course.

Therefore, impacts to land use and planning through the physical division of the Project Site or surrounding community would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact LUP-2: The proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The Project Site is located on a portion of the existing Royal Vista Golf Club in the unincorporated community of Rowland Heights. The existing General Plan Land Use and Rowland Heights Community Plan designate the entire Project Site as Open Space. As previously discussed above and as discussed in Section 2, *Project Description*, of this Draft EIR, the Project would require a General Plan Amendment (Rowland Heights Community Plan) from OS (Open Space) to Urban 2 ((U2); 3.3 to 6.0 dwelling units per acre) for portions of Planning Areas 1, 2 and 5; to Urban 3 ((U3); 6.1 to 12.0 dwelling units per acre) for portions of Planning Areas 1 and 5; and to Urban 4 ((U4); 12.1 to 22.0 dwelling units per acre) for a portion of Planning Area 3; a Zone Change from A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000-6U and RPD-5000-12U (Residential Planned Development-5000 Square Feet Minimum Lot Area-6 Dwelling Units Per Acre and 12 Dwelling Units Per Acre, respectively) for the 62.25 acres of proposed single-family homes, duplexes, triplexes, with an affordable housing component and open space for Planning Areas 1, 2, and 5 and to RPD-5000-17U (Residential Planned Development-5000 Square Feet Minimum Lot Area-17 Dwelling Units Per Acre) for the 6.0 acres of townhomes with an affordable housing component and open space for proposed Planning Area 3; a Vesting Tentative Tract Map: Subdivision of six (6) existing parcels into 248 lots, consisting of 200 single family lots, 29 residential condominium lots with a total of 58 duplex units, 5 residential condo lots with a total of 30 triplex units, 1 residential condo lot with 72 attached townhomes, 13 open space lots to be privately owned and maintained by the HOA but accessible to the public, and a street frontage waiver for the private driveway and firelane system; Conditional Use Permit (CUP): For grading in excess of 100,000 cubic yards, and a Residential Development Program, walls over 6-feet in height, buildings over 35-feet in height, setback reduction townhomes (front)

and triplexes (front and rear) yards, and residential lot widths less than 50-feet, a Housing Permit to reserve 22.7 percent (82 units) of subdivision units for sale to middle and moderate-income households and to allow single-family lots smaller than 5,000 square feet and waive the parkway requirement along private driveways within Planning Areas 1, 2, 3, and 5. Single-family Lots #18, #47, and #155 are slightly less than 5,000 sf in size (net size). Lot #18 is undersized due to a side yard utility easement, Lot #47 is a corner lot with a curved front side yard to accommodate the entrance of the residential development, and Lot #155 is undersized due to utility easement.

Project consistency with applicable County and other regional regulations and policies are addressed below, including the County's General Plan General Goals and Policies Chapter, individual General Plan Elements, the Rowland Heights Community Plan, the LACC, and the Rowland Heights CSD. The consistency analysis for applicable regional measures addresses policies/goals and principles listed in SCAG's Connect SoCal.

One other plan that address the distribution of land use in the region and is linked with the SCAG Connect SoCal plan is the Air Quality Management Plan, which is analyzed in Section 4.3, *Air Quality*, of this Draft EIR.

SCAG 2020-2045 RTP/SCS

SCAG's RTP/SCS provides a guiding vision for development in the region and a basis for planning infrastructure improvements. **Table 4.11-1**, *Comparison of the Project to Applicable Goals of the SCAG 2020-2045 RTP/SCS*, evaluates the consistency of the Project with goals of SCAG's 2020-2045 RTP/SCS (known as Connect SoCal). As shown by the discussion in Table 4.11-1, the Project would be consistent with these applicable goals. The Project is an infill project that would develop new housing by providing a mix of residential uses on an underdeveloped site that is well served by an existing transportation network, including public transportation options to provide an alternative to private automobiles.

Further, the proposed Project would enhance the pedestrian environment along Colima Avenue and East Walnut Drive South and improve pedestrian accessibility across the Project Site by providing publicly accessible recreational trails for walking, running and biking and a new sidewalk along East Walnut Drive South adjacent to Planning Area 3. The Project would implement design features and mitigation measures to reduce air quality impacts, including the incorporation of energy-saving features (see Section 4.3, *Air Quality*, and Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR). Active transportation, including pedestrian connections and close proximity to transit options, would encourage alternative transit modes and improve air quality. The Project would support energy efficiency by including design features and building regulations to reduce demand for energy resources. The Project would install high efficiency LED lighting on the Project Site and would pre-wire or install conduit and panel capacity for EVSE and pre-wire for solar panels. The Project would encourage the use of alternative modes of transportation by constructing new and connected sidewalks and open space.

Additionally, the proposed Project would not include any natural gas infrastructure and would use all-electric appliances without any natural gas connections. Thus, the Project would be consistent with and would not preclude attainment of goals of Connect Socal

TABLE 4.11-1
COMPARISON OF THE PROJECT TO APPLICABLE GOALS OF THE SCAG 2020-2045 RTP/SCS

Goals	
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The Project is an urban infill development that repurposes a portion of a privately owned golf course facility with housing units. The location of the Project Site, approximately 0.4 mile to the shopping centers on the corners of the intersection of Colima Road and Fairway Drive and multiple regional and local bus lines; the I-60; and bicycle facilities would maximize mobility and accessibility to the Project Site. The transit lines include the Foothill Transit Lines 482 and 493. In addition, the City of Industry Metrolink Station is approximately 1.9 miles from the Project Site. Further, the Project would include off-site improvements to streets and intersections to promote mobility and safety.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The Project is an infill development that would encourage active recreation and alternate transportation through the creation of a publicly accessible trail system and an electric bike with purchase of a dwelling unit. The Project will also include a HOA funded subsidies program for a reimbursement subsidy of up to 50 percent of the cost of the pass for Metrolink and Foothill Transit Monthly Passes for five years or no more than 10 years with the purchase of a dwelling. The Project Site is also located along Colima Road, which is currently served by multiple transit lines, including the Foothill Transit Lines 482 and 493, and the City of Industry Metrolink Station is approximately 1.9 miles from the Project Site. By providing new pedestrian linkages and locating new housing proximate to multiple public transit options, the Project will encourage behavior that can reduce greenhouse gas emissions and improve air quality. The Project will not include natural gas infrastructure and will provide residents with access to the Clean Power Alliance, thus reducing GHG emissions from energy usage. The Project will plant approximately 1,820 trees throughout the Planning Areas and trail system, providing approximately 1,450 more trees than currently exist on the Project Site. Street trees will be planted along Colima Road, East Walnut Drive South and within all of the new internal streets. The addition of the 1,450 trees would help increase onsite carbon sequestration. In one year, a mature live tree can absorb more than 48 pounds of carbon dioxide, which is permanently stored in its fibers until the tree or wood experiences a physical event that releases it into the atmosphere, like fire or decomposition (USDA 2021).
Goal 6: Support healthy and equitable communities.	**Consistent.** The Project would support "healthy and equitable communities" through street improvements and development of recreational uses. The Project's interior roadway system has been designed consistent with County roadway design criteria for Private Drives Right-of-way (ROW) widths for the main interior streets. The Project design would encourage pedestrian activity and provide exercise opportunities by incorporating a trail system that is accessible to the public. The landscaped trail system is a landscaped amenity with shrubs and trees that provides walking, running, and bicycling opportunity and would also include exercise stations to encourage physical fitness. The Project would also incorporate landscape buffers between existing and proposed residential neighborhoods. See discussion regarding Goal 9, below, regarding the Project's diverse mix of housing.

Goals	
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** See discussion regarding Goal 2, above, regarding transportation options supporting the Project. The Project proposes to redevelop six parcels on a portion of the existing Royal Vista Golf Club golf course into four residential planning areas and two open space planning areas, including one 5.81-acre open space area and one 1.59-acre open space area. Three of the residential planning areas (Planning Areas 1, 2, and 5) would include 200 detached single-family residential (SFR) units on individual lots and 88 duplex and triplex units, of which 10 triplex units will be reserved for sale to middle and moderate-income households. The fourth residential planning area (Planning Area 3) would include 72 townhouse units within 14 townhouse buildings. All of the 72 townhouse units would be reserved for sale to middle and moderate-income households. With 72 units in Planning Area 3, 6 units in Planning Areas1 and 4 units in Planning Area 5, there would be a total of 82 units reserved for sale to middle and moderate-income households which equals 22.7 percent of the Project's 360 units, and is consistent with the County's Inclusionary Housing Ordinance.

SOURCE: ESA 2022

Los Angeles County Code

The proposed Project would be developed pursuant to the provisions of the County Zoning Ordinance (LACC Title 22), which implements the General Plan, inclusive of its Community Plans. In the case of this Project, the General Plan Land Use Element is supplemented by the Rowland Heights Community Plan, which is in turn implemented by the Rowland Heights CSD (codified as Section 22.332 of the LACC). Among other provisions, the County Zoning Ordinance defines the permitted land uses on a site, height restrictions, minimum lot size, maximum lot coverage, parking requirements and setbacks. The LACC also provides zoning restrictions on parking. LACC Section 22.18.060 requires automobile parking for a planned residential development in an amount adequate to prevent traffic congestion and excessive on-street parking; provided that in no event shall less than one covered parking space per dwelling unit be provided, or less than 50 percent of the required number of parking spaces for public assembly or recreational uses. The required covered parking for all units would be provided in the garages. The detached single-family, duplex and triplex units will have attached two-car garages and the townhomes in Planning Area 3 would have 2 covered parking spaces per unit and 1 uncovered space for every 4 units.

Los Angeles County General Plan 2035 – General Goals and Policies

Table 4.11-2, *Comparison of the Project to Applicable Guiding Principles of the County General Plan*, evaluates the consistency of the proposed Project with General Plan 2035 Guiding Principles. Based on the analysis presented in Table 4.11-2, the proposed Project would be consistent with these applicable principles, and no significant impacts with respect to conflicts with these principles would occur.

TABLE 4.11-2
COMPARISON OF THE PROJECT TO APPLICABLE GUIDING PRINCIPLES OF THE COUNTY GENERAL PLAN

Guiding Principle	Analysis of Project Consistency
GP 1: Employ Smart Growth: Shape new communities to align housing with jobs and services; and protect and conserve the County's natural and cultural resources, including the character of rural communities.	**Consistent.** The Project is an urban infill development that repurposes a portion of a privately owned golf course facility with housing units. The Project Site is surrounded by similarly scaled single-family residential development and is located in proximity to shopping centers and multiple regional and local bus lines; the I-60; and trail system that would encourage bicycling and walking. As an infill project, the Project would not develop in areas with established habitat. The Project would convert a portion of an existing golf course to a residential development with approximately 28 acres of open space which would buffer new residential land uses from most existing adjacent residential land uses, within which public-use trails, over two miles in length, will be included to facilitate pedestrian and bicycle circulation / connections between the Project's residential components, and the adjacent existing residential neighborhood. The proposed Project consists of a planned residential development with a mix of housing types and sizes that accommodate different income levels and building types.
GP 2: Ensure community services and infrastructure are sufficient to accommodate growth: Coordinate an equitable sharing of public and private costs associated with providing appropriate community services and infrastructure to meet growth needs.	**Consistent.** As an urban infill development located in an established urban residential community, the Project Site is located proximate to existing infrastructure and public services. The Project will install or improve community infrastructure (e.g., street lighting, new sidewalks) and contribute to funding needed services. Additionally, no public services or utilities are anticipated to be adversely impacted by the Project.
GP 3: Provide the foundation for a strong and diverse economy: Protect areas that generate employment and promote programs that support a stable and well educated workforce. This will provide a foundation for a jobs-housing balance and a vital and competitive economy in the unincorporated areas.	**Consistent.** The proposed Project is an urban infill housing project that would place a mix of housing types and sizes, that accommodate different income levels and building types, in proximity to shopping centers and multiple regional and local bus lines; the I-60; and bicycle facilities that would encourage bicycling and walking to potential employment opportunities. Making a stronger connection to housing and employment opportunities. In addition, the City of Industry Metrolink Station is approximately 1.9 miles from the Project Site. The Project will also include a HOA funded subsidies program for a reimbursement subsidy of up to 50 percent of the cost of the pass for Metrolink and Foothill Transit Monthly Passes for at least five years or no more than 10 years with the purchase of a dwelling.
GP 4: Promote excellence in environmental resource management: Carefully manage the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space in an integrated way that is both feasible and sustainable.	**Consistent.** The Project would promote environmentally sensitive and sustainable design by conforming to all federal, state and local codes and ordinances affecting environmental resources such as air and water. The Project Site does not support sensitive biological resources, mineral resources, agricultural land or forests. The proposed Project would provide approximately 28 acres of open space areas. The Project will plant approximately 1,820 trees throughout the Planning Areas and trail system, providing approximately 1,450 more trees than currently exist on the Project Site. Street trees will be planted along Colima Road, East Walnut Drive South and within all the new internal streets. The addition of the 1,450 trees would help increase onsite carbon sequestration. In one year, a mature live tree can absorb more than 48 pounds of carbon dioxide, which is permanently stored in its fibers until the tree or wood experiences a physical event that releases it into the atmosphere, like fire or decomposition (USDA 2021). In addition, the Project promotes sustainable land use without displacement, promotes a natural gas free community, and supports transition to a green economy with below market housing options. The proposed Project would not include any natural gas infrastructure, would use all-electric appliances without any natural gas connections, and will provide residents with access to the Clean Power Alliance.

TABLE 4.11-2
COMPARISON OF THE PROJECT TO APPLICABLE GUIDING PRINCIPLES OF THE COUNTY GENERAL PLAN

Guiding Principle	Analysis of Project Consistency
GP 5: Provide healthy, livable and equitable communities: Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measurable effect on public well-being.	**Consistent.** The Project design would encourage pedestrian activity by incorporating recreational trails that serve as landscape buffers between existing and proposed residential neighborhoods and as a landscape trail system with shrubs and trees for walking, running, and bicycling. The trails system, more than 2 miles in length, would also include exercise stations to encourage physical fitness and would be accessible to the public. There are no cultural or historic resources recorded on the Project Site. The Project Site is in close proximity to food services and markets located on the corner of Colima Road and Fairway Drive approximately 0.3 mile west of Planning Area 4.

SOURCE: Los Angeles County General Plan, page 11.

Los Angeles County General Plan – General Plan Elements

Table 4.11-3, *Comparison of the Project to Applicable Policies of the County General Plan Elements*, evaluates the consistency of the proposed Project with General Plan 2035 Elements. Based on the analysis presented in Table 4.11-3, the proposed Project would be consistent with these applicable goals and policies within each applicable General Plan Element, and no significant impacts with respect to conflicts with these goals and policies would occur.

TABLE 4.11-3
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE COUNTY GENERAL PLAN ELEMENTS

Goal/Policy	Analysis of Project Consistency
Land Use Element	
Goal LU 1: A General Plan that serves as the constitution for development, and a Land Use Policy Map that implements the General Plan's Goals, Policies and Guiding Principles.	
Policy LU.1.3: In the review of project-specific amendments to the General Plan, ensure that they support the Guiding Principles	**Consistent.** The Project would require General Plan and Community Plan Amendments (Rowland Heights Community Plan): OS (Open Space) to Urban 2 ((U2); 3.3 to 6.0 dwelling units per acre) for portions of Planning Areas 1, 2 and 5; to Urban 3 ((U3); 6.1 to 12.0 dwelling units per acre) for portions of Planning Areas 1 and 5; and to Urban 4 ((U4); 12.1 to 22.0 dwelling units per acre) for a portion of Planning Area 3. See Table 4.11-2 for consistency with the Guiding Principles.
Policy LU.1.4: In the review of a project-specific amendment(s) to the General Plan, ensure that the project-specific amendment(s): • Is consistent with the goals and policies of the General Plan; • Shall benefit the public interest and is necessary to realize an unmet local or regional need	**Consistent.** See Policy LU. 1.3 above. In addition, see Table 4.11-3 for the Project's consistency with the goals and policies of the General Plan.
Policy LU.1.10: Prohibit plan amendments that increase density of residential land uses within mapped fire and flood hazard areas unless generally surrounded by existing built development and the County determines the adjoining major highways and street networks can accommodate evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County.	**Consistent.** The proposed Project encourages infill development in a long-established urban area on an underutilized site (a portion of privately-owned golf course facility). The Project consists of a planned residential development with a mix of housing types and sizes that accommodate different income levels and building types. In addition, the Project would establish two open space areas, totaling more than 7 acres, and a recreational trails system that is approximately 2 miles in length, within vegetated buffers for use by the residents and other members of the public.

TABLE 4.11-3
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE COUNTY GENERAL PLAN ELEMENTS

Goal/Policy	Analysis of Project Consistency
Policy LU 2.10: Ensure consistency between land use policy and zoning by undergoing a comprehensive zoning consistency analysis that includes zoning map changes and Zoning Code amendments, as needed.	**Consistent:** Project Applicant is requesting the following entitlements, which will ensure consistency between land use policy and zoning for the Project Site: • General Plan and Community Plan Amendments (Rowland Heights Community Plan): OS (Open Space) to Urban 2 ((U2); 3.3 to 6.0 dwelling units per acre) for portions of Planning Areas 1, 2 and 5; to Urban 3 ((U3); 6.1 to 12.0 dwelling units per acre) for portions of Planning Areas 1 and 5; and to Urban 4 ((U4); 12.1 to 22.0 dwelling units per acre) for a portion of Planning Area 3. • Zone Change from A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000-6U and RPD-5000-12U (Residential Planned Development-5000 Square Feet Minimum Lot Area-6 Dwelling Units Per Acre and 12 Dwelling Units Per Acre, respectively) for the 62.25 acres of proposed single-family homes, duplexes, triplexes, with an affordable housing component and open space for Planning Areas 1, 2, and 5 and to RPD-5000-17U (Residential Planned Development-5000 Square Feet Minimum Lot Area-17 Dwelling Units Per Acre) for the 6.0 acres of townhomes with an affordable housing component and open space for proposed Planning Area 3. • Vesting Tentative Tract Map: Subdivision of six (6) existing parcels into 248 lots, consisting of 200 single family lots, 29 residential condominium lots with a total of 58 duplex units, 5 residential condo lots with a total of 30 triplex units, 1 residential condo lot with 72 attached townhomes, 13 open space lots to be privately owned and maintained by the HOA but accessible to the public, and a street frontage waiver for the private driveway and firelane system. • Conditional Use Permit (CUP): For grading in excess of 100,000 cubic yards, and a Residential Development Program, walls over 6-feet in height, buildings over 35-feet in height, setback reduction for townhomes (front) and triplexes (front and rear)yards, and residential lot widths less than 50-feet. • Housing Permit to reserve 22.7 percent (82 units) of subdivision units for sale to middle and moderate-income households and to allow single-family lots smaller than 5,000 square feet and waive the parkway requirement along private driveways within Planning Areas 1, 2, 3, and 5. Single-family Lots #18, #47, and #155 are slightly less than 5,000 sf in size (net size). Lot #18 is undersized due to a side yard utility easement, Lot #47 is a corner lot with a curved front side yard to accommodate the entrance of the residential development, and Lot #155 is undersized due to utility easement. As such, the Project would be consistent with this policy.
Goal LU 4: Infill development and redevelopment that strengthens and enhances communities.	
Policy LU 4.1: Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.	**Consistent.** The proposed Project encourages infill development in a long-established urban area on an underutilized site (a portion of privately-owned golf course facility). The Project consists of a planned residential development with a mix of housing types and sizes that accommodate different income levels and building types. In addition, the Project would establish two open space areas, totaling more than 7 acres, and recreational trails system, more than 2 miles in length, within vegetated buffers for use by the residents.
Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.	
Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.	**Consistent.** The proposed Project consists of a planned residential development with a mix of housing types and sizes that accommodate different income levels and building types. The housing product mix is distributed throughout the development. In addition, the proposed Project would establish two open space areas, totaling more than 7acres, and recreational trails system, more than 2 miles in length, within landscaped buffers for use by the public.

TABLE 4.11-3
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE COUNTY GENERAL PLAN ELEMENTS

Goal/Policy	Analysis of Project Consistency
Policy LU 5.3: Support a mix of land uses that promote bicycling and walking, and reduce VMTs	**Consistent.** The proposed Project is an urban infill project that consists of a planned residential development with a mix of housing types and sizes that accommodate different income levels and building types. The proposed Project is approximately 0.4 mile to shopping centers and multiple regional and local bus lines; the I-60; and trail system would encourage bicycling and walking. The residential development includes sidewalks and open space areas, totaling more than 7 acres, that are connected by a trail system.
Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.	
Policy LU 9.1: Promote community health for all neighborhoods.	**Consistent.** The proposed Project would include landscaping of the Project Site to include trees and shrubs along the trail system and within open space areas and the Project entries. The Project would include approximately 28 acres of open space which would be landscaped and would include public-use trails, over two miles in length. The trail system is lined with trees to encourage pedestrian and bicycle circulation. Within the 28 acres, the Project would include two open space areas, totaling more than 7 acres, connected by a trail system, that would include picnic tables and exercise equipment which can be used by all existing and proposed neighborhoods.
Policy LU 9.2: Encourage patterns of development that promote physical activity.	**Consistent.** The proposed Project design encourages a pattern of development that promotes physical activity through its creation of a tree-lined trails system, more than 2 miles in length with exercise equipment placed throughout the trail system, and two open space areas that will provide new recreational and physical activity opportunities to the public.
Goal LU 10: Well-designed and healthy places that support a diversity of built environments.	
Policy LU 10.1: Encourage community outreach and stakeholder agency input early and often in the design of projects.	**Consistent.** The Project development team is encouraged to engage in continuing community outreach and stakeholder agency input in the design of the project, including coordination with the Rowland Heights Community Coordinating Council ("RHCCC") regarding the concept plans for the proposed Project.
Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.	**Consistent.** The design and scale of the Project's single-family homes reflects the built environment of the surrounding area with single-family residential lots that are in keeping with the lot sizes of existing single-family homes in the Project vicinity. The townhome, duplexes and triplexes design are compatible with similar higher-density residential land uses in the area. Architectural amenities associated within the Project include both single-family residences, duplexes, triplexes and townhomes, with similar, yet varying dimensions and styles. All proposed housing types will be in compliance with applicable design policies of the County's zoning code, including building facades that face the street and would consist of materials or designs distinguishable from the rest of the façade, such as offset planes and other architectural accents. The building facades would consist of materials and designs that are neutral and non-reflective, such as stucco, wood, and concrete. Through design and variety of materials, building height variations, and landscaping, development within the Project Site would be consistent with single-family residences in the vicinity. Development of the proposed residences and open space is being planned to be consistent with development standards set forth in the LACC, Rowland Heights Community Plan, and the Rowland Heights CSD, including permitted lot coverage, front and side yard building setbacks, and landscaping requirements.
Policy LU 10.4: Promote environmentally-sensitive and sustainable design.	**Consistent.** The Project would be designed to include energy saving features that would allow the Project to comply with the Title 24 standards and achieve energy savings required by state regulations. Per compliance with the CALGreen Code, new construction requires energy and water efficient fixtures and fittings, energy efficient mechanical systems, light pollution reduction, site development best practices, sub metering, water efficient landscapes, recycling, and superior weather resistance and moisture management for buildings to name a few. Further, the Project would not use natural gas and would be designed to be served by electricity. As a result, the Project would also comply with the County's General Plan to reduce energy and water consumption as well as encourage renewable energy use and production by pre-wiring homes for electric vehicle charging and constructing solar-ready rooftops.

TABLE 4.11-3
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE COUNTY GENERAL PLAN ELEMENTS

Goal/Policy	Analysis of Project Consistency
Policy LU 10.6: Encourage pedestrian activity through the following: • Designing the main entrance of buildings to front the street; • Incorporating landscaping features; • Limiting masonry walls and parking lots along commercial corridors and other public spaces; • Incorporating street furniture, signage, and public events and activities; and • Using wayfinding strategies to highlight community points of interest.	**Consistent.** The Project design would encourage pedestrian activity by incorporating the tree-lined trail system and open space areas that serve as landscape buffers between existing and proposed residential neighborhoods and a landscaped trail system for walking, running, and bicycling. The trails system, more than 2 miles in length, would also include exercise stations to encourage physical fitness. The proposed Project would encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes, as the proposed landscape design includes a front yard tree to be planted near the sidewalk every 25 feet of street frontage for each residential lot. Street trees will be planted along Colima Road, East Walnut Drive South and front yard trees will be planted along all of the new internal streets. In addition, trees will be planted along trails for shade, in the Planning Area 4 and Planning Area 6 open space areas, as a condition of the Project. The Project will include the planting of approximately 1,820 new trees including oaks, sycamores, cedar, acacia, olives, peppers, crepe myrtle, ash, pines, sweet bay, and jacaranda throughout the Project Site. Development of the proposed residences and open space will be consistent with development standards set forth in the LACC, Rowland Heights Community Plan, and the Rowland Heights CSD, including permitted lot coverage, front and side yard building setbacks, and landscaping requirements. The Project is a residential in-fill project that does not include public events.
Policy LU 10.9: Encourage land uses and design that stimulate positive and productive human relations and foster the achievement of community goals.	**Consistent.** The Project design would stimulate positive and productive human relations through the inclusion of the tree-lined trail system, more than 2 miles in length. The trail system provides opportunities for exercise and positive human interaction.
Mobility Element	
Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.	
Policy M 2.2: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible: • Lane width reductions to 10 or 11 feet in low-speed environments with a low volume of heavy vehicles. • Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected. • Low-speed designs. • Access management practices developed through a community-driven process. • Back in angle parking at locations that have available roadway width and bike lanes, where appropriate.	**Consistent.** The Project's proposed trails system accommodates pedestrians and bicycles in a safe manner by avoiding walking/riding on public streets. The proposed trails, more than 2 miles in length, also provide connectivity to the existing and expanded sidewalk and bike lane systems within and adjacent to the Project. In addition, the southern half of the East Walnut Drive South right-of-way between Bellavista Drive and the east end of the Project Site would be widened approximately 12-feet to meet County standards and curb, gutter and sidewalk infrastructure would be installed, which currently does not exist. This would connect the existing sidewalk located to the west of the Project Site, with the existing sidewalk located to the east of the Project Site. Driveways within the Project Site will be private and have been designed consistent with the County's Private Drive Manual, which would create a low-speed environment with reduced trips by discouraging cut-through traffic. The southern half of the East Walnut Drive South right-of-way between Bellavista Drive and the east end of the Project Site would be widened approximately 12-feet to meet County standards and curb, gutter and sidewalk infrastructure would be installed, which currently does not exist This would also improve existing conditions to reduce motor vehicle accidents. Furthermore, the proposed Project would be consistent with the County's street tree and on-site tree plantings requirements which involve planting trees and other forms of landscaping along streets and driveways to enliven streetscapes and provide shade. The proposed landscape design includes a front yard tree adjacent to the sidewalk every 25 of linear street frontage for each residential lot. In addition, trees will be planted along trails for shade, in the Planning Area 4 and Planning Area 6 open space areas, as a condition of the Project. The Project will include the planting of approximately 1,820 new trees including oaks, sycamores, cedar, acacia, olives, peppers, crepe myrtle, ash, pines, sweet bay, and jacaranda throughout the Project Site. Street trees will be planted along Colima Road, East Walnut Drive South and front yard trees will be planted along the new internal driveway system.

TABLE 4.11-3
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE COUNTY GENERAL PLAN ELEMENTS

Goal/Policy	Analysis of Project Consistency
Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.	**Consistent.** The proposed Project would encourage active recreation and alternate transportation through the creation of a publicly accessible trail system in addition to the Project's sidewalks. The Project would also provide an electric bike with purchase of a dwelling unit and include a HOA funded subsidies program for a reimbursement of up to 50 percent of the cost of the pass for Metrolink and Foothill Transit Monthly Passes for five years or no more than 10 years with the purchase of a dwelling.
Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.	**Consistent.** The proposed trail system, more than 2 miles in length, would accommodate the existing and projected volume of pedestrian and bicycle activity on a paved surface.
Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.	**Consistent.** The proposed trail system, more than 2 miles in length, would connect the new and existing residential neighborhoods to the existing sidewalk and bike lane systems on the adjacent public streets. In addition, a new sidewalk would be constructed adjacent to Planning Area 3 along East Walnut Drive South.
Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.	**Consistent.** See Policy M 2.2 above. The proposed Project would encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes, as the proposed landscape design includes a street tree adjacent to the sidewalk for each residential lot, totaling one tree every 25 feet of street frontage. In addition, trees will be planted along trails for shade, in the Planning Area 4 and Planning Area 6 open space areas, as a condition of the Project. The Project will include the planting of approximately 1,820 new trees including oaks, sycamores, cedar, acacia, olives, peppers, crepe myrtle, ash, pines, sweet bay, and jacaranda throughout the Project Site. Street trees will be planted along Colima Road, East Walnut Drive South and within all of the new internal streets.
Parks and Recreation Element	
Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users.	
Policy P/R 1.1: Provide opportunities for public participation in designing and planning parks and recreation programs.	**Consistent.** The proposed Project would provide opportunities for public participation in designing and planning for the trail system and two proposed open space areas through the public outreach and public hearing process. The Project development team continues community outreach to solicit stakeholders, agencies, and public input in the design of the project, including coordination with the Rowland Heights Community Coordinating Council ("RHCCC") regarding the concept plans for the proposed Project and Notice of Preparation of an Environmental Impact Report scoping meetings.
Policy P/R 1.2: Provide additional active and passive recreation opportunities based on a community's setting, and recreational needs and preferences.	**Consistent.** The proposed Project would provide additional recreational opportunities based on the community's setting, and recreational needs and preferences such as including open space areas, as well as recreational trails and exercise equipment stations, sidewalks, bicycle lanes, and improvements to existing roadways to enhance recreational function.
Goal P/R 3: Acquisition and development of additional parkland.	
Policy P/R 3.1: Acquire and develop local and regional parkland to meet the following County goals: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County	**Consistent.** Pursuant to the County parkland dedication requirements, the Project would require three acres of parkland for every 1,000 people (County of Los Angeles, 1981). Pursuant to County Code Section 21.28.140, a percent of private recreation facilities can be counted towards the required amount of park acreage. The proposed Project would include 360 single-family homes and multi-family homes and is estimated to result in an increase in residential population of 1,260 persons (ESA, 2021). Thus, per a determination by County DPR, the Project would be required to dedicate 3.52 acres of parkland. However, in accordance with direction from DRP, the Applicant will pay in lieu fees to comply with the parkland dedication requirement. In addition, the Project will include more than 7 combined acres of publicly accessible on-site open space and more than two miles of publicly accessible on-site trails.

TABLE 4.11-3
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE COUNTY GENERAL PLAN ELEMENTS

Goal/Policy	Analysis of Project Consistency
Policy P/R 3.2: For projects that require zone change approvals, general plan amendments, specific plans, or development agreements, work with developers to provide for local and regional parkland above and beyond their Quimby obligations.	**Consistent.** The proposed Project would require a zone change and an amendment to the General and Community Plans. The Project will provide more than 7 acres of local public parkland, See Policy P/R 3.1 above.
Policy P/R 3.3: Provide additional parks in communities with insufficient local parkland as identified through the gap analysis.	**Consistent.** The proposed Project would pay the park obligation in lieu fees and provide two new publicly accessible open space areas and trail system.
Policy P/R 3.9: The Department of Parks and Recreation does not accept undeveloped park sites from developers. Developers are required to provide a developed park to the County on a "turnkey" basis and receive credit for the costs of developing the public park up to and against any remaining Quimby obligation, after accounting for the net acreage dedicated to the County	**Consistent. T**he proposed Project would pay the park obligation in-lieu fee to meet the Quimby obligations, rather than dedicate parkland. The on-site open space and trail system will be publicly accessible but privately owned and maintained.
Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.	
Policy P/R 4.1: Create multi-use trails to accommodate all users.	**Consistent.** The proposed Project would include a shaded trail system, more than 2 miles in length, which would be publicly available to accommodate all users.
Policy P/R 4.6: Create new multi-use trails that link community destinations including parks, schools and libraries.	**Consistent.** The proposed Project would create new multi-use trails, which will link the proposed new and existing residential neighborhoods to the two new open space areas to be constructed as part of the Project.

SOURCE: Los Angeles County General Plan, 2015.

Los Angeles General Plan – Rowland Heights Community Plan

Table 4.11-4, *Comparison of the Project to Applicable Policies of the Rowland Heights Community Plan*, evaluates consistency of the proposed Project with policies of the goals and policies of the Rowland Heights Community Plan. The proposed Project would retain the general character of the Rowland Heights Community by providing for infill residential development on an underutilized property in an existing residential and commercial corridor along Colima Road, thus reducing the pressure for growth in the more commercial portion of the Community Plan area. Further, the proposed Project would implement the design standards and setbacks of the Rowland Heights CSD to ensure a design compatible with the surrounding community, including lot coverage, front and side yard building setbacks, and landscaping requirements with modifications. As discussed in Table 4.11-4 Comparison of the Project to Applicable Policies of the Rowland Heights Community Plan, the Project would be consistent with applicable policies of the Rowland Heights Community Plan.

TABLE 4.11-4
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE ROWLAND HEIGHTS COMMUNITY PLAN

Overall Goals	
Goal 2: Maintain the single-family character of the community.	**Consistent.** The Project proposes to redevelop six parcels on a portion of the existing Royal Vista Golf Club into four residential planning areas and two open space planning areas, including one 5.81-acre open space area and one 1.59-acre open space area. Three of the residential planning areas (Planning Areas 1, 2, and 5) would include 200 detached single-family residential (SFR) units on individual lots and 88 duplex and triplex units, of which 10 triplex units will be dedicated for sale to middle and moderate-income households. The fourth residential planning area (Planning Area 3) would include 72 townhouse units within 14 townhouse buildings. All of the 72 townhouse units would be dedicated for sale to middle and moderate-income households. With 72 units in Planning Area 3, 6 units in Planning Areas 1 and 4 units in Planning Area 5, there would be a total of 82 units dedicated for sale to middle and moderate-income households which equals 22.7 percent of the Project's 360 units, consistent with the County's inclusionary affordable housing ordinance. Single-family residential uses immediately surround the Project Site on all sides except the north and a portion of the west, which are accessed by Colima Road and East Walnut Drive South. The Harvard Estates townhouse residential development, similar to that proposed in Planning Area 3, is located immediately west of the Planning Area Lot 2, south of East Walnut Drive South.
Goal 3: Improve traffic circulation.	**Consistent.** Streets within the Project would be private but not gated and would provide a new vehicular connection between Colima Road and East Walnut Drive South, which does not exist today. Further, the Project would include off-site improvements to streets and intersections to promote mobility and safety. This would result in improved traffic circulation.
Goal 4: Balance projected growth and development with environmental considerations.	**Consistent.** As an urban infill development located in an established urban residential community, the Project Site is located proximate to existing infrastructure and public services. The Project will install or improve community infrastructure (e.g., street lighting, new sidewalks) and contribute to funding needed services. Additionally, no public services or utilities are anticipated to be adversely impacted by the Project. The Project development would not impact environmentally sensitive areas as it would replace a portion of an existing golf course with new residences and landscaped open space areas.
Goal 7: Expand recreational facilities including parks, equestrian and hiking trails, and bikeways.	**Consistent.** The Project would provide a shaded trail system that would be accessible to the public.
Land Use Element	
Policy 4: Restrict multiple family or attached housing to the U3, U4, and U5 categories	**Consistent.** The Project is proposing multi-family residences (72 townhouses, and 88 duplexes and triplexes). The proposed multi-family and single-family residences would retain the general character of the Rowland Heights Community as infill residential development on an underutilized property surrounded by existing residential homes.. The Project proposes to establish multiple family land use designations for portions of the Project Site consistent with the proposed development.
Policy 6: Design multiple family developments to minimize their impacts on surrounding neighborhoods and adjacent dwellings. The design shall adhere to the following guidelines: • Maintain setbacks which are adequate to preserve the privacy of adjacent residences and yards. • Provide a minimum of 15 feet of landscaping along street frontages. This shall include specimen trees, and plants capable of providing screening up to a height of 42", landscaped berms or a combination of these. • Screen parking and trash areas with landscaping, berms, compatible structures, or a combination of these.	**Consistent.** The Project is proposing multi-family residences (72 townhouses, and 88 duplexes and triplexes). The proposed multi-family and single-family residences would retain the general character of the Rowland Heights Community as infill residential development on an underutilized property in an existing residential and commercial corridor along Colima Road, thus reducing the pressure for growth in the more commercial portion of the Community Plan area. Further, the proposed Project would implement the design standards of the Rowland Heights CSD to ensure a design compatible with the surrounding community, including permitted lot coverage, front and side yard building setbacks, and landscaping requirements with modifications. Further, a Conditional Use Permit will be required to establish the residential planned development and for grading in excess of 100,000 cubic yards.

TABLE 4.11-4
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE ROWLAND HEIGHTS COMMUNITY PLAN

• Located trash areas away from adjacent residential properties. • Locate driveways so as to minimize impacts on local street traffic. • Provide sufficient off-street guest parking. • Conditional Use Permits will be required to ensure that these concerns are addressed.	
Policy 7: Design new subdivisions to minimize their impacts on community character, surrounding neighborhoods, and natural features. Adhere to the following guidelines: a. Minimize alteration of natural hillsides, water courses and vegetation, in particular, preserve specimen trees, especially oaks. Focus development on land with less natural cover, excluding major ridgelines. b. Preserve major ridgelines in their existing state wherever possible. c. In non-urban areas, preserve drainage courses in their natural state. d. Design all projects to minimize adverse visual impacts on neighboring residential uses, and to achieve compatibility with established rural community character. e. Establish a gradual topographic transition between developments. In particular, high banks shall not be created adjacent to existing development. f. Where possible, stagger front setbacks. g. Minimize grading on the site and maximize retention of natural topography as follows: i. Utilize contour grading to present a rounded or undulating appearance blending in with the natural grade. ii. Minimize grading for roads, streets and storm drains consistent with public health and safety considerations. Provide the minimum road widths required for safety. iii. Limit grading to that necessary for the primary use of each lot. (Curb parkways may be eliminated, and front yard requirements may be reduced if this will facilitate less grading and alteration of the site.) h. Preserve significant views from major existing residential areas and protect the visual quality of highly scenic areas. i. Apply innovative approaches to house placement using techniques such as stepped multilevel and cantilevered designs. j. In N-l and N-2 areas, sidewalks, streetlights, curbs and gutters may be waived.	**Consistent.** The proposed Project encourages a mix of residential land use designations and development regulations that accommodate various densities, building types and styles, all in keeping with the established community character. The Project would retain the general character of the Rowland Heights Community by providing for infill residential development on an underutilized property in an existing residential and commercial corridor along Colima Road, thus reducing the pressure for growth in the more commercial portion of the Community Plan area. Further, the proposed Project would implement the design standards of the Rowland Heights CSD to ensure a design compatible with the surrounding community. Further, the Project is an infill project replacing a portion of an existing golf course with residential development. The Project would not include significant landform alteration and would not impact ridgelines, natural drainage courses or the visual character of the area. The Project will install or improve community infrastructure (e.g., street lighting, new sidewalks) and contribute to funding needed services. Additionally, no public services or utilities are anticipated to be impacted by the Project. The Project would also include the two open space areas with a trail system connecting them.

TABLE 4.11-4
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE ROWLAND HEIGHTS COMMUNITY PLAN

k. Placement of residential structures shall be designed to preserve scenic values. Structures should be placed so that rooflines do not protrude above major ridgelines. The imaginative use of multi-level residential development is encouraged to reduce grading, enhance view potential, and maximize usable outdoor space. Where practical, structures should be limited to one story on or near ridgelines. l. New plant materials should be selected which will effectively screen or soften the visual impact of new developments. All cut and fill slopes over five feet in vertical height shall be planted with adequate plant materials to protect against erosion. Trees, shrubs and ground covers shall completely cover exposed graded areas. m. Provide underground utilities and the unobtrusive placement of utility boxes. n. Reserve easements or dedicate rights-of-way for equestrian and hiking trails in the locations shown on the Land Use map.	
Circulation Element	
Policy 1: Improve and maintain as major highways with rights-of-way of 100 feet: (a) Colima Road, (b) Nogales Street, north of Pathfinder Road, (c) Fullerton Road, (d) Fairway Drive, (e) Azusa Avenue	**Consistent.** The proposed Project would construct two new private access roads along Colima Road and one along East Walnut Drive South. The Project would not include any component that would improve or maintain highway rights-of-way but would not interfere with implementation of the policy.
Conservation and Open Space Element	
Policy 3: Encourage open space easements and dedications.	**Consistent.** The proposed Project would include more than 7 acres of open space areas, as well as recreational trails, sidewalks, bicycle lanes, and improvements to existing roadways to enhance recreational function.
Policy 6: Require approval of an environmental assessment before any major stands of vegetation, as shown on the Conservation and Recreation Map, are disturbed.	**Consistent**. The Project does not include and will not disturb any major stands of vegetation, as shown on the Conservation and Recreation Map.
Policy 8: Encourage the use of solar energy for water and space heating.	**Consistent:** The Project includes energy saving features that comply with Title 24 standards that achieve energy savings required by state regulations. Per compliance with the CALGreen Code, new construction requires energy and water efficient fixtures and fittings, energy efficient mechanical systems, light pollution reduction, site development best practices, sub metering, water efficient landscapes, recycling, and superior weather resistance and moisture management for buildings to name a few. Further, the Project would not be built to use natural gas and would be designed to be served entirely by electricity. As a result, the Project would also comply with the County's General Plan to reduce energy and water consumption as well as encourage renewable energy use and production by pre-wiring homes for electric vehicle charging and constructing solar-ready rooftops.
Recreation Element	
Policy 1: Acquire land for local park sites as a first priority.	**Consistent.** Per the request of the Department of Parks and Recreation, the applicant will pay the park in-lieu fees in compliance with the Quimby Law, calculated in the Park Obligation Report (Appendix L). In addition, the Project will provide more than 7 acres of publicly accessible on-site open space including a trail system. The proposed Project would require a zone change and a land use amendment to the Community Plan.
Policy 2: Develop park sites as a second priority	**Consistent**. See consistency with **Recreation Policy 2**.

TABLE 4.11-4
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE ROWLAND HEIGHTS COMMUNITY PLAN

Policy 4: Require that all new subdivisions dedicate land for local parks according to the requirements of the Quimby Law. Fees may be paid in lieu of park land dedication only when the land requirement is less than five acres. Where only part of a given ownership is being developed at a particular time, the amount of park space required will be based on the most intense development allowed on the entire site.	**Consistent.** Per the request of the Department of Parks and Recreation, the applicant will pay the park in-lieu fees in compliance with the Quimby requirement, calculated in the Park Obligation Report (Appendix L). In addition, the Project will provide more than 7 acres of publicly accessible on-site open space including a trail system. The proposed Project would require a zone change and a land use amendment to the Community Plan.
Policy 7: Develop a network of bikeways as shown on the Conservation and Recreation Map.	**Consistent.** The proposed Project would include a trail system, more than 2 miles in length, which would be publicly available to accommodate all users, including cyclists. The Project would not develop or impact a network of bikeways as shown on the Conservation and Recreation Map but would not interfere with implementation of the policy.
Housing Element	
Policy 1. Encourage the equitable distribution of housing for low- and moderate-income individuals and households throughout the community and the region.	**Consistent.** The proposed Project proposes a mix of residential land use development regulations that accommodate various income levels, densities, building types and styles, all in keeping with the established community character. The Project proposes to redevelop six parcels on a portion of the existing Royal Vista Golf Club into four residential planning areas and two open space planning areas, including one 5.81-acre open space area and one 1.59-acre open space area. Three of the residential planning areas (Planning Areas 1, 2, and 5) would include 200 detached single-family residential (SFR) units on individual lots and 88 duplex and triplex units, of which 10 triplex units will be reserved for sale to middle and moderate-income households. The fourth residential planning area (Planning Area 3) would include 72 townhouse units within 14 townhouse buildings. All of the 72 townhouse units would be reserved for sale to middle and moderate-income households. With 72 units in Planning Area 3, 6 units in Planning Area 1 and 4 units in Planning Area 5, there would be a total of 82 units reserved for sale to middle and moderate-income households which equals 22.7 percent of the Project's 360 units, consistent with the County's Inclusionary Housing Ordinance.
Policy 3: Require that new housing be consistent with the maintenance of community character.	**Consistent.** See analysis of consistency with Housing Policy 1**.** The Project proposes to redevelop six parcels on a portion of the existing Royal Vista Golf Club into four residential planning areas and two open space planning areas, including one 5.81-acre open space area and one 1.59-acre open space area. Three of the residential planning areas (Planning Areas 1, 2, and 5) would include 200 detached single-family residential (SFR) units on individual lots and 88 duplex and triplex units, of which 10 triplex units will be reserved for sale to middle and moderate-income households. The fourth residential planning area (Planning Area 3) would include 72 townhouse units within 14 townhouse buildings. All of the 72 townhouse units would be reserved for sale to middle to moderate-income households. With 72 units in Planning Area 3, 6 units in Planning Areas 1 and 4 units in Planning Area 5, there would be a total of 82 units reserved for sale to middle and moderate-income households which equals 22.7 percent of the Project's 360 units, consistent with the County's inclusionary housing ordinance. Single-family residential uses immediately surround the Project Site on all sides except the north and a portion of the west, which are accessed by Colima Road and East Walnut Drive South. The Harvard Estates townhouse residential development, similar to that proposed in Planning Area 3, is located immediately west of the Planning Area Lot 2, south of East Walnut Drive South. The Project has been designed to be consistent with the overall character of the surrounding community. See analysis of consistency with Policy 7 above.
Policy 6: Encourage the provision of an adequate supply of housing in close proximity to jobs.	**Consistent.** The proposed Project is an urban infill project that consists of a planned residential development with a mix of housing types and sizes that accommodate different income levels and building types. The proposed Project is approximately 0.4 mile to shopping centers and multiple regional and local bus lines; the I-60; and trail systems that would encourage bicycling and walking to potential local employment opportunities. In addition, the City of Industry Metrolink Station is approximately 1.9 miles from the Project Site. The Project will also include a HOA funded subsidies program for a reimbursement subsidy of up to 50 percent of the cost of the pass for Metrolink and Foothill Transit Monthly Passes for five years or no more than 10 years with the purchase of a dwelling.

TABLE 4.11-4
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE ROWLAND HEIGHTS COMMUNITY PLAN

Noise Element	
Policy 4: Encourage the use of carpools, buses and other forms of mass transit.	**Consistent.** The Project Site is located along Colima Road, which is served by existing bus transit services operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and by the City of Walnut (Foothill Transit). In addition, the City of Industry Metrolink Station is approximately 1.9 miles from the Project Site. Foothill Transit lines 482 and 493 run east and west along Colima Road and Golden Springs Drive. Line 482 serves the cities of Pomona, Diamond Bar, Walnut, Baldwin Park, and Industry. Line 493 serves Downtown Los Angeles, the community of Rowland Heights, and the City of Industry. In addition, the County provides the community of Rowland Heights with the Rowland Heights Hopper Shuttle (Heights Hopper) that runs Monday through Saturday. In addition, the Project would include incentives such as providing an electric bike with the purchase of a dwelling unit. The Project will also include a HOA funded subsidies program for a reimbursement subsidy of up to 50 percent of the cost of the pass for Metrolink and Foothill Transit Monthly Passes for five years or no more than 10 years with the purchase of a dwelling.
Policy 5: Construct walls, berms and landscaping along the Freeway to reduce community noise exposure.	**Consistent.** The proposed Project is not located along any freeway. The townhouses (which are the closest use to the freeway) would be over 400 feet away from the SR-60 separated by an existing commercial business park. The Project would include establishment of landscaped buffers between proposed residences and existing residential uses, which could reduce noise from SR-60.

SOURCE: County of Los Angeles, 1981

Existing and Proposed Zoning Designation

The Project Site is currently zoned A-1-1 and A-1-10,000 (Light Agricultural, minimum 1-acre and 10,000-square Foot lot areas, respectively). To allow the Project's proposed density and residential unit types, the Project Applicant is requesting a Zone Change from A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000-6U and RPD-5000-12U (Residential Planned Development) for the 62.25 acres of proposed single-family homes, duplexes, triplexes, with an affordable housing component and open space for Planning Areas 1, 2, and 5 and to RPD-5000-17U (Residential Planned Development) for the 6.0 acres of townhomes with an affordable housing component and open space for proposed Planning Area 3.Pursuant to the requirements of the RPD zone, a Conditional Use Permit (CUP) will be sought to authorize construction of the proposed Residential Planned Development, to authorize grading in excess of 100,000 cubic yards (LACC Sections 22.18.030 and 22.14.070).

Planning Areas 1, 2, and 5 would be subdivided into 200 detached single-family homes, 58 duplex units and 30 triplex units. The fourth residential planning area (Planning Area 3) will include 72 townhouse units. The 200 detached single-family homes will be developed on individual lots with a minimum net lot size of 5,000 sf, with a few exceptions. The single-family lots will be configured as either 60 feet x 84 feet or 47 feet x 107 feet in area. Single-family residential structures on the 60' x 84' lots will range in size from 2,800 sf to 3,200 sf, with 5 to 6 bedrooms plus bonus room and 3.5 to 4.5 bathrooms. Single-family residential structures on the 47' x 107' lots will range in size from 2,600 sf to 3,000 sf, with 4 to 5 bedrooms plus bonus room and 3 to 4.5 bathrooms. The two-story single-family residences on Planning Areas 1, 2, and 5 would have a maximum height of 35 feet above grade level (excluding rooftop features) as required by Section 22.18.060, Maximum Height, of the LACC. The units within the 29 duplex

residential structures will range in size from 1,575 sf to 1,895 sf, with 3 to 4 bedrooms plus loft and 2 to 2.5 bathrooms. The units within the 10 triplex residential structures will range in size from 1,125 sf to 1,555 sf, with 2 to 3 bedrooms and 2 to 2.5 bathrooms. The duplex and triplex residences in Planning Areas 1 and 5 will be two–stories and would have a maximum height of 35 feet above grade (excluding rooftop features) as required by Section 22.18.060, Maximum Height, of the LACC.

The proposed townhouse unit would be contained in 14 buildings in Planning Area 3. Individual townhouse units would range in area from approximately 1,100 sf to approximately 1,600 sf. Townhouse units will range from 2 to 4 bedrooms and 2 to 3.5 bathrooms. The townhome buildings would be three stories in height and 38 feet tall, exceeding 35 feet in height; however, as allowed by LACC Section 22.18.060, Development Standards and Regulations for Zone RPD, a CUP would be requested for the Project to allow the exceedance of height standards.

See **Table 4.11-5** *Proposed Lot Coverage of the Project* and **Figure 4.11-1***, Proposed Open Space,* below describes the Project's proposed building coverage per Planning Area and open space and **Table 4.11-6** *Residential Planned Development Zone* shows the Project's proposed development standards.

TABLE 4.11-5
PROPOSED LOT COVERAGE OF THE PROJECT

Planning Area	Gross Lot Size (Acres)	Net Lot Size (Acres)	Open Space (Net Acres)
PA 1	31.61	31.52	7.05
PA 2	9.55	9.37	3.01
PA 3	6.0	5.62	1.58
PA 4	5.81	NA	5.81
PA 5	21.09	21.06	8.94
PA 6	1.59	NA	1.59
Total	**75.65**	**67.57**	**20.58**

TABLE 4.11-6
RESIDENTIAL PLANNED DEVELOPMENT ZONE

Size of Proposed RPD Zones	Density	Type of Building or Structure	Open Space	Parking	Development Schedule
68.25 gross acres/ 360 units	5.27 units per acre	• Single Family Homes • Duplex & Triplex: Wood frame, 2-story • Townhomes: Wood frame, 3-story	28.31 acres	• 2 car attached garages for all 360 units • Driveway parking for 200 SFD units and 58 duplex units • 63 uncovered parking spaces at PA3 townhomes • Street parking in PA1, PA2, and PA5	Construction starts in 4th quarter 2024 and completion 4th quarter 2027

As shown in Figure 4.11-1, the Project will exceed the RPD zone's open space standards for Planning Areas 3 and 5 and will provide two new publicly accessible open space areas.

Setbacks

The first 10 feet of the front setback must be landscaped. As discussed in Chapter 2, Project Description, the Project proposes construction of a new internal private driveway system. These private drives and fire lanes would be required to be constructed in accordance with LAC DPW's Private Drives and Traffic Calming Manual. The Project also includes curbs and gutters, sidewalks, fire hydrants, streetlights, landscaping, irrigation and landscaping and open space buffers between Colima Road. The CSD does not set forth setback requirements; therefore, the RPD development standard would apply which enables modified setbacks when the need is appropriately demonstrated. As a result, the Project meets the setback requirements of the LACC (Table 4.11-7, Project Setbacks).

TABLE 4.11-7
PROJECT SETBACKS

	Required/ Modified Front Setback	Required/ Modified Rear Setback	Side Setback
SFD	20 Feet	15 Feet	5 Feet
Duplex	20 Feet	15 Feet	5 Feet
Triplex	20/10 Feet	15/8 Feet	25 Feet
Townhome	20/12 Feet	15 Feet	5 Feet
Buffer Widths Average +/- 75 Feet			

Land Use Compatibility

The applicant must demonstrate that the requested use is appropriate for the location and will not have a detrimental effect on surrounding land uses. Thus, the Project Applicant must meet the burden of proof for a Residential Planned Development and a CUP pursuant to Section 22.18.060 and 22.158.050 and must substantiate, among other things, that the proposed development is compatible with surrounding uses.

Single-family residential uses immediately surround the Project Site on all sides except the north, where commercial and hotel uses exist along East Walnut Drive South, and a portion of the west, where the Project Site is adjacent to portions of the existing golf course property that are not included as part of this Project. As mentioned above, Planning Areas 1, 2, 3, and 5 would be separated from most adjacent residential uses by landscaped open space buffers. A new roadway would also provide access to Planning Areas 1 and 2, between Colima Road and East Walnut Drive South. Access to Planning Area 5 would be provided by a new roadway along the south of Colima Road. In addition, internal streets would provide circulation throughout the Project Site. Dedicated open space buffers, trails, and sidewalks would create an open feel on the Project Site and improve pedestrian and bicycle circulation between the Project Site and adjacent commercial uses.

SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure 4.11-1
Proposed Open Space

ESA

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The two-story single-family residences on Planning Areas 1, 2, and 5 would have a maximum height of 35 feet above grade level (excluding rooftop features) in conformance with Section 22.18.060, Maximum Height, of the LACC. The duplex and triplex residences in Planning Areas 1 and 5 will be two–stories and would have a maximum height of 35 feet above grade (excluding rooftop features) in conformance with Section 22.18.060, Maximum Height, of the LACC. The proposed townhouse units would be contained in 14 buildings in Planning Area 3. The townhome buildings would be three stories in height and 38 feet tall, exceeding 35 feet in height; however, as allowed by LACC Section 22.18.060, Development Standards and Regulations for Zone RPD, the Applicant has requested a CUP for the Project to allow the exceedance of height standards. As a result, the Project's proposed residential uses would not only be compatible with, but would complement, the existing residential uses. Similarly, the proposed open space areas for Planning Areas 4 and 6 would be compatible with the existing open space and recreational uses of the existing golf course that is not part of the Project Site, and the residential and recreational land uses would be complementary.

Commercial and hotel uses are located to the north, along East Walnut Drive South, including a hotel, warehouse / office space, self-storage facility, LA County Public Works facility, religious facility, and associated surface parking lot uses. Beyond the immediate Project Site vicinity, land uses further north of the Project Site, between SR-60 (Pomona Freeway) and Valley Boulevard, include business parks and commercial uses such as, car wash, restaurants, dance studio, gas station, storage facilities, and several retail stores. The proposed residential uses will not conflict with adjacent commercial uses. In addition, due to the distance and intervening freeway infrastructure, the proposed Project would result in an almost imperceptible change to the visual character, setting, and land use relationship to commercial and industrial uses north of SR-60. In addition, by creating an open space buffer between proposed residences and adjacent development, the proposed Project would reduce the massing appearance of the Project. Given the proposed similar uses and massing consistent with uses in the area, the proposed Project would be compatible with the surrounding commercial setting. Impacts would be less than significant.

Low Impact Development

Section 22.122.010 of the LACC requires all new development projects involving one (1) acre or greater of disturbed area to comply with the County's Low Impact Development (LID) Standards. The existing stormwater management system within the Project Site will be retained and the proposed Project would include a new stormwater system that will serve the new proposed residential development, which will be maintained separately from the existing system. Stormwater drainage would align to the existing drainage and storm drain system. Offsite drainage facilities would accommodate Project Site runoff with Project compliance with the LID Standards Manual and Plan Review. Upon approval of the Project's LID Plan Review (LACC Section 12.84.450), the Project would be consistent with the Low Impact Development requirements of the LACC.

Hillside Management Areas

The Los Angeles Department of Regional Planning (DRP) defines Hillside Management Areas (HMAs) as areas with 25 percent or greater natural slopes, and Significant Ecological Areas

(SEAs) as areas with unique biological resources and designated as Special Management Areas in the General Plan. According to DRP's GIS-NET Public database, no HMAs or SEAs are within or near the Project Site (DRP, 2021). The closest SEA is the Puente Hills SEA located approximately 1.2 miles to the south of the Project Site, and the Project Site contains no natural slopes. Therefore, the Project would not conflict with the goals and policies of the General Plan related to HMAs or SEAs.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

4.11.6 Cumulative Impacts

Chapter 3, *Environmental Setting*, of this Draft EIR provides a list of projects that are planned or are under construction in the Project area. These projects are summarized in Table 3.1. As shown, cumulative projects include four residential, one educational, four commercial, and three industrial development projects located within two miles of the Project Site. Of these 12 cumulative projects, five are located with the unincorporated Los Angeles County Rowland Heights community, four are located within the City of Diamond Bar, and there are two proposed light industrial projects within the City of Industry and one residential project in the City of Walnut. In general, it is reasonable to assume that the related projects under consideration in the surrounding community would implement and conform to local and regional planning goals and policies. Impacts would not lead to significant physical effects on the environment that are cumulative in nature because all future projects that develop within the area of the proposed Project, would be subject to the 2035 Los Angeles County General Plan, LACC, (or other applicable local subdivisions, planning and zoning regulations) and the 2045 RTP/SCS, land use regulations, goals, and policies.

As discussed above, the Project Site is located within a corridor of commercial and residential uses along SR-60 between East Walnut Drive South on the north and the Colima Road to the south. The Project would constitute an infill development that includes uses consistent with the use, scale, and design of residential development within the northeastern portion of the Rowland Heights Community as analyzed Impact LUP-2, above.

Cumulative projects are subject to CEQA review and review by County agencies. Most notably, cumulative projects seeking increases in permitted densities and buildings seeking higher densities than those permitted by the underlying zoning per the LACC are subject to review by the LA County Planning and other County departments for consistency with plan provisions. Projects are typically only approved if found to be consistent with adopted plans and zoning regulations. Each approved or pending project is evaluated against the specific regulatory land use and zoning designations of the individual project sites. Therefore, no cumulative significant impacts regarding consistency with applicable regulatory frameworks would result.

The proposed Project is fully consistent with the regulatory framework with the approval of all requested entitlements, and its implementation would not have adverse effects on the

implementation of plans and regulations in the Project vicinity. Because cumulative projects would be subject to existing land use and zoning regulations and would not be located within the immediate Project vicinity, cumulative land use impacts would be less than significant. Therefore, the proposed Project would not be expected to cause incremental impacts to land use and planning when considering related past, present, or foreseeable future projects, and no mitigation measures are required to reduce cumulative impacts. (**Less than Significant**)

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4.12 Mineral Resources

This section describes the mineral resources on and adjacent to the Project Site, and analyzes the mineral-related significance of the Project Site in consideration of Federal, State, and local laws and policies. This section also identifies any existing mineral resources that would be affected by the proposed Project. Sources of information for this section included the U.S. Department of the Interior Bureau of Land Management, State Department of Conservation, California Geological Survey, California Energy Commission, California State Mining and Geology Board, and Los Angeles County.

4.12.1 Existing Conditions

On-Site Mineral Resources

Mineral resources include existing surface mining activities and known deposits of commercially-viable minerals and aggregate resources, such as sand, gravel, and other construction aggregate, as well as areas suitable for the drilling and production of energy resources, including crude oil and natural gas. Los Angeles County General Plan Figure 9.6, *Mineral Resources* does not identify any areas of oil and gas resources or mineral resources areas within or adjacent to the Project Site (Los Angeles County 2015). The Project Site has no history of mining or mineral extraction activities (USGS 2022). According to the United States Geological Survey (USGS) Mineral Resources Data System, the Project Site is not identified as a known mineral resource area and does not have a history of mineral extraction uses (USGS 2022).

Regionwide Mineral Resources

In accordance with the Surface Mining and Reclamation Act of 1975 (discussed below), the California Geological Survey (CGS) has mapped nonfuel mineral resources of the state to show where economically significant mineral deposits are either present or likely to occur based on the best available scientific data. The Los Angeles metropolitan area produces and consumes a substantial amount of aggregate or mineral deposits, such as sand, gravel, and other construction aggregate. The County relies on the California Geological Survey, discussed below in Section 4.12.2 *Regulatory Framework*, to identify deposits of regionally-significant aggregate resources – those identified as California Mineral Land Classification System's Mineral Resource Zone (MRZ) 2s. Of the four major MRZ-2s identified within or partially within the unincorporated areas of Los Angeles County, which includes the nearly depleted Irwindale Production Area, two MRZ-2s, Little Rock Creek Fan and Soledad Production Area, contain deposits estimated to meet regional demand through the year 2046 (Los Angeles County 2015). There are no MRZs on site, and the closest mineral resource zones to the Project Site are located about 8 miles to the northeast within the San Antonio Wash area (San Bernardino County) and about 6.5 miles to the northwest within the San Gabriel River area (Irwindale Production Area).

A California Department of Conservation report published in 2021 (Special Report 254) analyzed Portland Cement Concrete (PCC) aggregate resources in the San Fernando Valley and Saugus-Newhall Production-Consumption (P-C) region. Special Report 254 states that (1) reserves will be exhausted in less than 10 years in both regions if the current demand is sustained, and (2) if no

additional reserves become available, both the San Fernando Valley and Saugus-Newhall P-C Regions will remain dependent on external sources of PCC aggregate (CDC 2021).

A less current California Department of Conservation report published in 2010 (Special Report 209) analyzed Portland Cement Concrete (PCC) aggregate resources in the San Gabriel Valley Production-Consumption (P-C) region of Los Angeles County, which is the closest production region to the Project site. Special Report 209 states that (1) aggregate reserves will be exhausted by 2028 if the current demand is sustained, and (2) if no additional reserves become available, the San Gabriel Valley P-C Region will be approximately 36 percent of projected PCC aggregate demand for the next 38 years (CDC 2010).

4.12.2 Regulatory Framework

Federal Level

Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 requires the State Geologist to classify land into MRZs according to its known or inferred mineral potential. The primary goal of mineral land classification is to ensure that the mineral potential of land is recognized by local government decision-makers and considered before land-use decisions are made that could preclude mining.

State Level

California Geological Survey

Mineral resources in California are regulated by the State Department of Conservation's California Geological Survey (CGS). The California Department of Conservation protects mineral resources to ensure adequate supplies for future production.

California enacted the Surface Mining and Reclamation Act (SMARA) (1975) to ensure that significant mineral deposits are identified and protected and the reclamation of mined lands is performed in accordance with uniform state standards. SMARA was adopted to encourage the production and conservation of mineral resources, prevent or minimize adverse effects to the environment, and protect public health and safety. An important component of SMARA requires that all surface mines be reclaimed to a productive second use upon the completion of mining. The California State Mining and Geology Board (SMGB) serves as a regulatory, policy, and appeals body representing the State's interests in the reclamation of mined lands, geology, geologic and seismologic hazards, and the conservation of mineral resources. SMARA allowed the SMGB, after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance. Currently, the State Geologist's SMARA classification activities are carried out under a single program for urban and non-urban areas of the state. Mineral lands are mapped according to jurisdictional boundaries (i.e., counties, region, or major portions of counties) using the California Mineral Land Classification System. Priority is given to areas where future mineral resource extraction could be precluded by incompatible land use or to mineral resources likely to be mined during the 50-year period following their classification. SMGB has published guidelines for classification and designation of mineral lands, and the State Geologist development MRZ criteria based on the California Mineral Land Classification System (SMGB 2022).

Based on guidelines adopted by the CGS, MRZs are classified according to the presence or absence of significant nonfuel mineral resources deposits. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone; and construction aggregate, including sand, gravel, and crushed stone. These classifications indicate the potential for a specific area to contain significant mineral resources.

The classification process involves the determination of Production-Consumption (P-C) Region boundaries, based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is a joint effort of the state and local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four MRZs or as an SZ (i.e., a Scientific Zone):

> **MRZ-1**: Areas where available geologic information indicates there is little or no likelihood for presence of significant mineral resources.
>
> **MRZ-2**: Areas where available geologic information indicates that significant measured or indicated resources are present or where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
>
> **MRZ-3**: Areas where available geologic information indicates known or inferred mineral occurrences of undetermined mineral resource significance.
>
> **MRZ-4**: Areas of no known mineral occurrences where geologic information does not rule out the presence or absence of significant mineral resources.
>
> **SZ**: Areas containing unique or rare occurrence of rocks, minerals, or fossils that are of outstanding scientific significance.

Local Level

Los Angeles County General Plan

The Los Angeles County General Plan protects Mineral Resources, as well as the conservation and production of these resources, by encouraging compatible land uses in surrounding and adjacent areas. The County may regulate zoning and land use to mitigate impacts from surface operations on surrounding communities. County goals and policies related to mineral and energy resources include the following:

> **Goal C/NR 10:** Locally available mineral resources to meet the needs of construction, transportation, and industry.
>
> > **Policy C/NR 10.1:** Protect MRZ-2s and access to MRZ-2s from development and discourage incompatible adjacent land uses.

Policy C/NR 10.2: Prior to permitting a use that threatens the potential to extract minerals in an identified Mineral Resource Zone, the County shall prepare a statement specifying its reasons for permitting the proposed use, and shall forward a copy to the State Geologist and the State Mining and Geology Board for review, in accordance with the Public Resources Code, as applicable.

Policy C/NR 10.3: Recognize newly identified MRZ-2s within 12 months of transmittal of information by the State Mining and Geology Board.

Policy C/NR 10.4: Work collaboratively with agencies to identify Mineral Resource Zones and to prioritize mineral land use classifications in regional efforts.

Policy C/NR 10.5: Manage mineral resources in a manner that effectively plans for access to, development and conservation of, mineral resources for existing and future generations.

Policy C/NR 10.6: Require that new non-mining land uses adjacent to existing mining operations be designed to provide a buffer between the new development and the mining operations. The buffer distance shall be based on an evaluation of noise, aesthetics, drainage, operating conditions, biological resources, topography, lighting, traffic, operating hours, and air quality.

Goal C/NR 11: Mineral extraction and production activities that are conducted in a manner that minimizes impacts to the environment.

Policy C/NR 11.1: Require mineral resource extraction and production activities and drilling for and production of oil and natural gas to comply with County regulations and state requirements, such as SMARA, and DOGGR regulations.

Policy C/NR 11.2: Require the reclamation of abandoned surface mines to productive second uses.

Policy C/NR 11.3: Require appropriate levels of remediation for all publicly-owned oil and natural gas production sites based on possible future uses.

Policy C/NR 11.4: Require that mineral resource extraction and production operations, as well as activities related to the drilling for and production of oil and natural gas, be conducted to protect other natural resources and prevent excessive grading in hillside areas.

Policy C/NR 11.5: Encourage and support efforts to increase the safety of oil and gas production and processing activities, including state regulations related to well stimulation techniques such as hydraulic fracturing or “fracking.”

Goal C/NR 12: Sustainable management of renewable and non-renewable energy resources.

Policy C/NR 12.1: Encourage the production and use of renewable energy resources.

Policy C/NR 12.2: Encourage the effective management of energy resources, such as ensuring adequate reserves to meet peak demands.

Policy C/NR12.3: Encourage distributed systems that use existing infrastructure and reduce environmental impacts (County 2015).

4.12.3 Thresholds of Significance

According to CEQA Guidelines Appendix G, the Project could have a potentially significant impact with respect to mineral resources if it would:

a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state. [Impact MR-1]

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. [Impact MR-2]

4.12.4 Methodology

Information in this section is based on existing data produced by government agencies, such as the federal government (U.S. Department of the Interior Bureau of Land Management), the State of California government (Department of Conservation, California Geological Survey, California Energy Commission, and California State Mining and Geology Board), and Los Angeles County government (zoning code, General Plan). No new data was collected or analyzed as part of the analysis in this section.

4.12.5 Impacts Analysis

Loss of Known Mineral Resources

Impact MR-1: The proposed Project would not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state (Less than Significant).

The Project Site is not located within a known mineral resource area, and no mineral resources are known to exist on the Project Site. Therefore, the proposed Project would not result in permanent loss of or loss of access to any known, valuable mineral resource to the region or its residents. No on-site mineral resource impacts would occur.

Construction of the proposed Project would require the use of mineral resources such as sand and gravel, as well as various refined forms of petroleum resources, such as gasoline and diesel fuels. To the extent that the construction of the proposed Project would require mineral resources from off-site areas, the proposed Project would result in the reduction of mineral resource supplies on a regional basis. However, based on the incremental demand that a typical construction project similar to the proposed Project in size and intensity would create in relation to the overall regional supply and demand, the mineral construction material requirements for the proposed Project are not expected to result in a substantial reduction in available supplies relative to demand.

The proposed Project would not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state. In addition, the Project Site has no history of mining or mineral extraction activates. According to the United States Geological Survey (USGS) Mineral Resources Data System, the Project area is not identified as a known mineral resource area and does not have a history of mineral extraction uses (USGS 2022). Therefore, the proposed Project would not result in the loss of availability of a known mineral resource, and a less than significant impact would occur.

Significance Determination: Less than Significant.

Mitigation Measures

No Mitigation is Required.

Loss of Mineral Resource Recovery Site

Impact MR-2: The proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan (No Impact).

Project Impact Analysis

The Project Site is not located within a Mineral Resource Zone (MRZ-2) designated by either the Los Angeles County General Plan or the Rowland Heights Community General Plan and is not identified as an important mineral resource recovery site on any other land use plan and there are no other known designated locally-important mineral resources located on or near the Project Site. Therefore, the Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on local land use plans.

Significance Determination: No Impact.

Mitigation Measures

No Mitigation is Required.

4.12.6 Cumulative Impact

Impacts to mineral resources due to this proposed Project in combination with other nearby projects are expected to be typical of new development. This Project would result in less than significant impacts to mineral resources. Depending on the location and characteristics of other projects, those project may have impacts on mineral resources. In compliance with CEQA, projects resulting in significant impacts to mineral resources will be mitigated. Therefore, the proposed Project in conjunction with nearby projects is expected to have a less than significant cumulative impact to mineral resources located in designated Mineral Resource Zones (MRZ-2) and on other known or potential mineral resource areas in the general region of the Project Site (**Less than Significant**).

4.13 Noise

This section analyzes potential noise and vibration impacts that would result from the Project. The analysis describes the existing noise environment in the Project area based on field data gathered in March 2021,[1] estimates future noise and vibration levels at surrounding land uses resulting from construction and operation of the Project and identifies the potential for significant impacts based on established thresholds. An evaluation of the Project's contribution to potential cumulative noise impacts is also provided. Noise worksheets and technical data used in this analysis are provided in **Appendix K** of this Draft EIR.

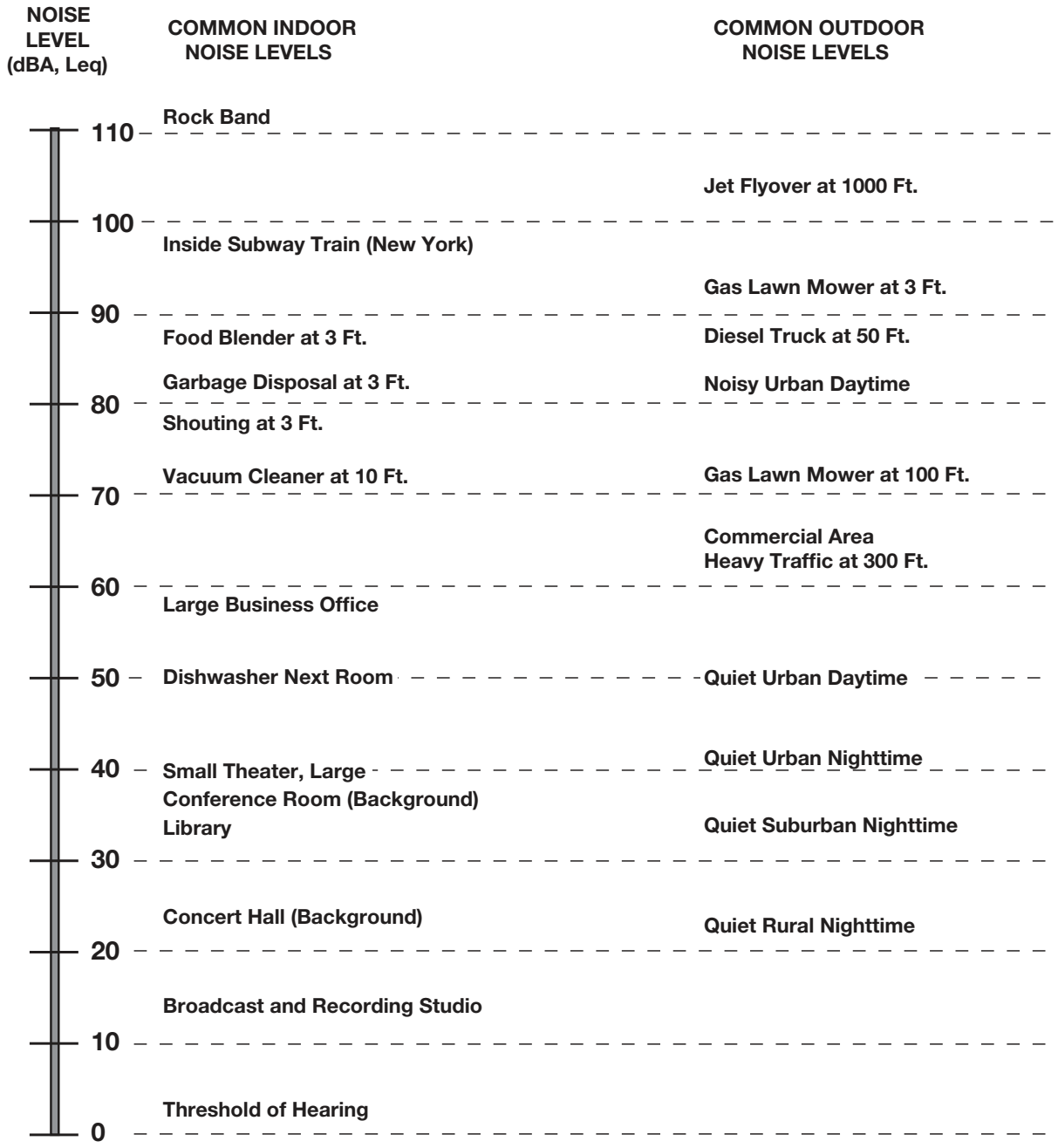
4.13.1 Noise and Vibration Background

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). The loudness of the noise source, and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver (Eagan 1988).

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound (Eagan 1988).

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude, with audible frequencies of the sound spectrum ranging from 20 to 20,000 Hz. The typical human ear is not equally sensitive to this frequency range. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies. This method of frequency filtering or weighting is referred to as A-weighting, expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements (Eagan 1988). Some representative common outdoor and indoor noise sources and their corresponding A-weighted noise levels are shown in **Figure 4.13-1,** *Decibel Scale and Common Noise Sources*.

[1] Ambient noise measurements were taken at six locations for 15-minute increments to capture a representative sample of the ambient noise environment at sensitive receptors. The sensitive receptors surrounding the Project Site are within a single-family residential neighborhood that has a relatively consistent ambient noise level. The locations in which the measurements were taken have not changed in population or intensity of development since the time of measurement, therefore the data from March 2021 is representative of the current ambient noise environment.



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SOURCE: State of California, Department of Transportation (Caltrans), Technical Noise Supplement (TeNS). October 1998. Available: http://www.dot.ca.gov/hq/env/noise/pub/Technical Noise Supplement.pdf

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Figure 4.13-1
Decibel Scale and Common Noise Sources

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Noise Exposure and Community Noise

An individual's noise exposure is a measure of noise over a period of time; while a noise level is a measure of noise at a given instant in time, as presented in Figure 4.13-1. However, noise levels rarely persist at that level over a long period of time. Rather, community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many noise sources, which constitute a relatively stable background noise exposure, with many of the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual (Caltrans, 2013a).

These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise descriptors are used to characterize environmental noise levels over time, which are applicable to the proposed Project (Caltrans, 2013a).

L_{eq}: The equivalent sound level over a specified period of time, typically, 1 hour (L_{eq}). The L_{eq} may also be referred to as the average sound level.

L_{max}: The maximum, instantaneous noise level experienced during a given period of time.

L_{min}: The minimum, instantaneous noise level experienced during a given period of time.

L_x: The noise level exceeded a percentage of a specified time period. For instance, L_{50} and L_{90} represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dB to measured noise levels between the hours of 10 p.m. to 7 a.m. to account nighttime noise sensitivity. The L_{dn} is also termed the day-night average noise level (DNL).

CNEL: The Community Noise Equivalent Level (CNEL) is the average A-weighted noise level during a 24-hour day that includes an addition of 5 dB to measured noise levels between the hours of 7 p.m. to 10 p.m. and an addition of 10 dB to noise levels between the hours of 10 p.m. to 7 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);

- Physiological effects (e.g., startle response); and
- Physical effects (e.g., hearing loss).

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep (Caltrans, 2013a).

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur (Caltrans, 2013a).

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived;
- Outside of the laboratory, a 3 dBA change in ambient noise levels is considered to be a barely perceivable difference;
- A change in ambient noise levels of 5 dBA is considered to be a readily perceivable difference; and
- A change in ambient noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the decibel scale. The human ear perceives sound in a non-linear fashion; therefore, the dBA scale was developed. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. However, where ambient noise levels are high in comparison to a new noise source, there will be a small change in noise levels. For example, when 70 dBA ambient noise levels are combined with a 60 dBA noise sources, the resulting noise level equals 70.4 dBA.

Under the dB scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and ten sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source (Caltrans, 2013a).

Noise Attenuation

When noise propagates over a distance, the noise level reduces with distance depending on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as "spherical spreading." Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (i.e., reduce) at a rate between 6 dBA for acoustically "hard" sites and 7.5 dBA for "soft" sites for each doubling of distance from the reference measurement, as their energy is continuously spread out over a spherical surface (e.g., for hard surfaces, 80 dBA at 50 feet attenuates to 74 at 100 feet, 68 dBA at 200 feet, etc.). Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the reduction in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees, which in addition to geometric spreading, provides an excess ground attenuation value of 1.5 dBA (per doubling distance) (Caltrans, 2013a).

Roadways and highways consist of several localized noise sources on a defined path, and hence are treated as "line" sources, which approximate the effect of several point sources. Noise from a line source propagates over a cylindrical surface, often referred to as "cylindrical spreading" (Caltrans, 2013a). Line sources (e.g., traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement (Caltrans, 2013a). Therefore, noise due to a line source attenuates less with distance than that of a point source with increased distance.

Additionally, receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase sound levels at long distances (e.g., more than 500 feet). Other factors such as air temperature, humidity, and turbulence can also have significant effects on noise levels (Caltrans, 2013a).

A barrier will typically provide at least a 5 dBA noise reduction when it just breaks the line of sight between a noise source and a receiver, and additional noise reduction is achieved with increased height of the barrier and/or with the use of sound absorbing material (e.g., sound blankets on the noise source side of the barrier) (FHWA 2000).

Fundamentals of Vibration

Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. The motion may be discernible outdoors, but without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and

rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, the rattling of items moving on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings that are radiating sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 VdB or less. This is an order of magnitude below the damage threshold for normal buildings (Federal Transit Authority (FTA) *Transit Noise and Vibration Impact Assessment* (FTA 2018)).

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earth-moving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with groundborne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet (FTA 2018). When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed, for most projects, that the roadway surface will be smooth enough that groundborne vibration from street traffic will not exceed the impact criteria; however, construction of the Project could result in groundborne vibration that could be perceptible and annoying. Groundborne noise is not likely to be a problem as noise arriving via the normal airborne path usually will be greater than groundborne noise.

Groundborne vibration has the potential to disturb people as well as to damage buildings. Although it is very rare for mobile source-induced groundborne vibration to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings (FTA 2018). Groundborne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). RMS is best for characterizing human response to building vibration, and PPV is used to characterize potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as:

$$L_v = 20 \log_{10} [V/V_{ref}]$$

where L_v is the VdB, "V" is the RMS velocity amplitude, and "V_{ref}" is the reference velocity amplitude, or $1x10^{-6}$ inches per second (inch/sec) used in the United States. **Table 4.13-1,** *Human Response to Different Levels of Groundborne Noise and Vibration*, illustrates human response to various vibration levels, as described in the *Transit Noise and Vibration Impact Assessment* (FTA 2018).

TABLE 4.13-1
HUMAN RESPONSE TO DIFFERENT LEVELS OF GROUNDBORNE NOISE AND VIBRATION

Vibration Velocity Level (VdB)	Noise Level (dBA)		Human Response
	Low Frequency[a]	Mid Frequency[b]	
65	25	40	Approximate threshold of perception for many humans. Low-frequency sound usually inaudible, mid-frequency sound excessive for quiet sleeping areas.
75	35	50	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise acceptable for sleeping areas, mid-frequency noise annoying in most quiet occupied areas.
85	45	60	Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise annoying for sleeping areas, mid-frequency noise annoying even for infrequent events with institutional land uses such as schools and churches.

SOURCE: Federal Transit Administration. Table 5-5, *Transit Noise and Vibration Impact Assessment* (2018).

NOTES:

VdB = vibration velocity decibels; dBA = A-weighted decibels

a. Approximate noise level when vibration spectrum peak is near 30 Hz.
b. Approximate noise level when vibration spectrum peak is near 60 Hz.

Factors that influence groundborne vibration and noise include the following (FTA 2018):

- **Vibration Source:** Vehicle/equipment suspension, wheel types and condition, track/roadway surface, track support system, speed, transit structure, and depth of vibration source
- **Vibration Path:** Soil type, rock layers, soil layering, depth to water table, and frost depth
- **Vibration Receiver:** Foundation type, building construction, and acoustical absorption

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground compared to at the ground surface. In addition, soil conditions are known to have a strong influence on the levels of groundborne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock (FTA 2018).

Experience with groundborne vibration shows that vibration propagation is more efficient in stiff clay soils than in loose sandy soils, and shallow rock seems to concentrate the vibration energy close to the surface, resulting in groundborne vibration problems at large distance from the source. Factors such as layering of the soil and depth to water table can have significant effects on the propagation of groundborne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils (FTA 2018).

4.13.2 Existing Conditions

Noise and Vibration-Sensitive Receptor Locations

Some land uses are considered more sensitive to noise than others, due to the types of activities of the land use requiring quiet. Noise-sensitive zones are any areas designated with specific noise restrictions for the purpose of ensuring exceptional quiet (Los Angeles County Code [LACC] Section 12.08.260) and includes those areas having residential or semi-residential/commercial land uses, as well as zones designated by the Director of the County's Department of Public Health, provided that conspicuous signs are displayed near the institution or facility indicating the presence of the zone. These noise-sensitive uses are also sensitive to vibration impacts when they are close to a project construction area. Existing noise-sensitive uses within 500 feet of the Project Site, which is the distance at which noise would not be discernable originating from the Project Site (Caltrans 2013a), generally include the following:

- To the south: Residential uses along the south side of Colima Road
- To the west: Residential uses near Fairway Drive
- To the east: Residential uses along the north and south sides of Colima Road

All other receptors at greater distances than those identified above would experience lower noise levels.

Ambient Noise Levels

Noise Measurements

The predominant existing noise source on the Project Site and surrounding areas is traffic noise from State Route 60 (SR-60) and local streets.

To establish baseline noise conditions, existing ambient noise levels were monitored at seven locations, representing the nearby noise sensitive land uses in the vicinity of the Project Site labeled as R1 through R6 in **Figure 4.13-2**, *Noise Measurement Locations*. The seven noise monitoring locations identified are representative of all the sensitive land uses surrounding the Project Site and the areas surrounding each measurement location would experience similar noise levels as measured at R1 through R6. These land uses are described below:

- R1 – on the northern Project Site boundary (south side of Planning Area 3), adjacent to residential uses and SR-60;
- R2 – in the middle of the western parcel (eastern side of Planning Area 1), between the Project Site and residences on the north side of Colima Road;
- R3 – on the northern Project Site boundary (north side of Planning Area 4), between the Project Site and residences north of Colima Road;
- R4 – on the southeastern Project Site boundary (Planning Area 5), between the Project Site and residences south of Colima Road;
- R5 – on the southern Project Site boundary (Planning Area 6), between the Project Site and residences to the south of Colima Road;
- R6 – to the south of the Project Site across Colima Road, between the Project Site/Colima Road and residences to the south of Colima Road.

SOURCE: ESA, 2021.

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Figure 4.13-2
Noise Measurement Locations

ESA

Short-term (15-minute) noise measurements were conducted at each of the measurement locations to characterize the existing noise environment at the Project Site (consistent with LACC Section 12.08.420). Measured noise levels at the Project Site represent typical noise levels expected in a suburban, mostly residential, environment. The predominant existing noise source observed was vehicle traffic noise from the roadways surrounding the Project Site, as evidenced by the measured noise levels at R1 (near SR-60) and R6 (near Colima Road). Other noise measurement sites are away from major roadways and the measured noise levels are much lower than these two sites. Secondary noise sources observed included general residential-related activities, such as landscaping and refuse service activities, and intermittent aircraft flyovers. **Table 4.13-2**, *Summary of Ambient Noise Measurements* lists the measured ambient noise levels at the Project Site.

TABLE 4.13-2
SUMMARY OF AMBIENT NOISE MEASUREMENTS

Location, Date, and Time of Measurements	Measured Ambient Noise Levels (dBA)
R1 3/18/21 (8:18 a.m.–8:33 a.m.)	62.1
R2 3/18/21 (8:44 a.m.–8:59 a.m.)	49.9
R3 3/18/21 (9:06 a.m.–9:21 a.m.)	48.0
R4 3/18/21 (9:31 a.m.–9:46 a.m.)	46.9
R5 3/18/21 (9:56 a.m.–10:11 a.m.)	44.6
R6 3/18/21 (10:16 a.m.–10:30 a.m.)	61.1

SOURCE: ESA, 2021

[a] Detailed measured noise data, including hourly L_{eq} levels, are included in Appendix K of this Draft EIR. The ambient noise measurements were conducted using Larson Davis's model 820 Precision Integrated Sound Level Meter (SLM), which is a Type 1 standard instrument, as defined in the American National Standard Institute S1.4. The SLM was within its annual factory calibration, field calibrated prior to conducting measurements, and operated according to the applicable manufacturer specification. The microphone of the SLM was placed at a height of five feet above the local grade, representing an average height of the human ear.

Existing Roadway Noise Levels

The Royal Vista Residential and Parks Project Transportation Impact Analysis (Traffic Study), prepared by Linscott, Law, & Greenspan Engineers (LLG), analyzed 10 key intersections in the vicinity of the Project Site (Appendix M of this Draft EIR). Based on vehicle turning movement data provided in the Traffic Study for studied intersections, existing vehicle traffic noise levels were calculated for 10 roadway segments. The roadway segments selected for analysis are considered to be those that are expected to be the most directly affected by Project-related traffic, which, for the purpose of this analysis, include the roadways that are located near and lead to the Project Site. These roadways, when compared to roadways located at a greater distance from the Project Site, would experience the greatest percentage increase in traffic generated by the Project (as distances are increased from the Project Site, traffic is spread out over a greater geographic area and its effects are reduced).

Existing traffic noise levels were calculated using the California Department of Transportation (Caltrans) Technical Noise Supplement (TeNS) method based on the roadway traffic volume data and traffic volumes at the study intersections analyzed in the Traffic Study. The model calculates the average traffic noise levels at specific locations based on traffic volumes, average speeds, and site environmental conditions. The average daily noise levels under existing conditions along these roadway segments are presented in **Table 4.13-3,** *Traffic Noise Existing conditions.*

TABLE 4.13-3
TRAFFIC NOISE EXISTING CONDITIONS

	Existing CNEL (dBA) at Referenced Distances from Roadway Right-of-Way
Roadway Segment	**Existing**
Brea Canyon Cutoff Rd	
s/o Pathfinder Rd	73.5
Colima Rd	
between Fairway Dr and Lake Canyon Dr	72.9
between Lake Canyon Dr and Walnut Leaf Dr	72.7
between Tierra Luna and S Lemon Ave	72.8
between Walnut Leaf Dr and Tierra Luna	72.6
w/o Fairway Dr/Brea Canyon Cutoff Rd	73.1
East Walnut Dr South	
between Fairway Dr and Brookdale Walnut Entryway	60.8
e/o Fairway Dr	60.8
w/o Fairway Dr	60.8
Fairway Dr	
between East Walnut Dr South and Colima Rd	72.9
between SR-60 Eastbound Off Ramp and East Walnut Dr South	73.6
between SR-60 Westbound On/Off Ramp and SR-60 Eastbound Off Ramp	72.4
n/o SR-60 Westbound On/Off Ramp	70.5
between Colima Rd and Pathfinder Rd	72.9
Golden Springs Dr	
e/o S Lemon Ave	70.1
Pathfinder Rd	
e/o Brea Canyon Cutoff Rd	70.6
w/o Brea Canyon Cutoff Rd	71.9
S Lemon Ave	
n/o Golden Springs Dr	71.6
s/o Golden Springs Dr	61.9
SR-60 Eastbound Off Ramp	
w/o Fairway Dr	69.5

Roadway Segment	Existing CNEL (dBA) at Referenced Distances from Roadway Right-of-Way Existing
SR-60 Westbound On/Off Ramp	
e/o Fairway Dr	68.4
w/o Fairway Dr	67.3
Tierra Luna	
n/o Colima Rd	54.4
Walnut Leaf Dr	
s/o Colima Rd	55.9

SOURCE: ESA 2022; Linscott, Law & Greenspan, 2022

Ambient Vibration Levels

Groundborne Vibration Levels

Aside from periodic construction work, field observations noted that other sources of groundborne vibration in the Project Site vicinity are primarily limited to heavy-duty vehicular travel (e.g., refuse trucks, delivery trucks, etc.) on local roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of 65 VdB (approximately 0.0068 in/sec PPV) (FTA 2018).

Groundborne Noise Levels

Groundborne noise levels would generally be 20 to 50 decibels lower than the velocity level depending on the frequency level of the source (FTA 2018). With a background groundborne vibration level in residential areas of 50 VdB or lower, groundborne noise levels would be approximately 0 to 30 dBA. A bus traveling at a distance of 50 feet would generate groundborne noise levels of approximately 23 to 38 dBA. The approximate level of human perception of groundborne noise is 25 dBA for low frequency vibration (near 30 Hz) and 40 dBA for mid-frequency vibration (near 60 Hz) (FTA 2018).

4.13.3 Regulatory Framework

Federal Level

The criteria for environmental impact from groundborne vibration are based on the maximum levels for a single event. **Table 4.13-4,** *Construction Vibration Damage Criteria***,** lists the potential vibration damage criteria associated with construction activities, as suggested in the Federal Transit Authority (FTA) *Transit Noise and Vibration Impact Assessment* (FTA 2018).

TABLE 4.13-4
CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (inch/sec)	Approximate L_V
Reinforced-concrete, steel or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry buildings	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

SOURCE: Federal Transit Administration. Table 7-5, *Transit Noise and Vibration Impact Assessment* (2018)
NOTES: PPV = peak particle velocity; L_V = velocity in decibels; inch/sec = inches per second

FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 inch/sec PPV) (FTA 2018) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 inch/sec PPV).

Based on Table 6-6 in the FTA's *Transit Noise and Vibration Impact Assessment* (FTA 2018), interpretation of vibration criteria for detailed analysis is 78 VdB for residential uses during daytime hours. During nighttime hours, the vibration criterion is 72 VdB. For office and office buildings, the FTA guidelines suggest that a vibration level of 84 VdB should be used for detailed analysis.

State Level

California Noise Standards

The State of California does not have statewide standards for environmental noise, but the California Department of Health Services (DHS) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as presented in **Figure 4.13-3,** *Guideline for Noise Compatible Land Use*. The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. Noise compatibility by different land uses types is categorized into four general levels: "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." For instance, a noise environment ranging from 50 dBA CNEL to 65 dBA CNEL is considered to be "normally acceptable" for multi-family residential uses, while a noise environment of 75 dBA CNEL or above for multi-family residential uses is considered to be "clearly unacceptable." In addition, California Government Code Section 65302(f) requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

Land Use Compatibility for Exterior Community Noise

Land Use Category	Noise Range (Ldn or CNEL), dB			
	I	II	III	IV
Passively used open spaces	50	50-55	55-70	70+
Auditoriums, concert halls, amphitheaters	45-50	50-65	65-70	70+
ResidentialCclow density single family, duplex, mobile homes	50-55	55-70	70-75	75+
ResidentialCmultifamily	50-60	60-70	70-75	75+
Transient lodgingCmotels, hotels	50-60	60-70	70-80	80+
Schools, libraries, churches, hospitals, nursing homes	50-60	60-70	70-80	80+
Actively used open spacesCplaygrounds, neighborhood parks	50-67	50-67	67-73	73+
Golf courses, riding stables, water recreation, cemeteries	50-70	50-67	70-80	80+
Office buildings, business commercial and professional	50-67	67-75	75+	75+
Industrial, manufacturing, utilities, agriculture	50-70	70-75	75+	75+

Noise Range I--Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Noise Range II--Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Noise Range III--Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Noise Range IV--Clearly Unacceptable: New construction or development should generally not be undertaken.

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SOURCE: Office of Noise Controle, California Department of Health 1976

Royal Vista Residential Project

Figure 4.13-3
Guidelines for Noise Compatible Land Use

ESA

California Vibration Standards

There are no State-established vibration standards. Moreover, according to the Caltrans' *Transportation and Construction Vibration Guidance Manual*, there are no official Caltrans standards for vibration (Caltrans, 2013b). However, this manual provides guidelines that can be used as screening tools for assessing the potential for adverse vibration effects related to structural damage and human perception. The manual is meant to provide practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. The vibration criteria established by Caltrans for assessing structural damage and human perception are shown in **Table 4.13-5,** *Caltrans Vibration Damage Potential Threshold Criteria* and **Table 4.13-6,** *Caltrans Vibration Annoyance Potential Criteria*, respectively.

TABLE 4.13-5
CALTRANS VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

	Maximum PPV (in/sec)	
Structure and Condition	**Mobile (Transient) Sources**	**Continuous/Frequent Intermittent Sources**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

SOURCE: Caltrans, 2013

NOTES: PPV = Peak Particle Velocity; In/sec = Inches per Second

Mobile (transient) sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

TABLE 4.13-6
CALTRANS VIBRATION ANNOYANCE POTENTIAL CRITERIA

	Maximum PPV (in/sec)[a]	
Structure and Condition	**Mobile (Transient) Sources**	**Continuous/Frequent Intermittent Sources**
Slightly perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Disturbing	2.0	0.4

SOURCE: Caltrans, 2013

NOTE: Mobile (transient) sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

a. PPV = Peak Particle Velocity; In/sec = Inches per Second

Local Level

County of Los Angeles General Plan Noise Element

The Los Angeles County General Plan Noise Element was established as a planning tool to develop strategies and action programs that address the multitude of noise sources and issues throughout the County. The County's Noise Element primarily addresses transportation noise sources, such as traffic, railroad, and aircraft noise. The guidelines used by the County are based on the community noise compatibility guidelines established by the California DHS, and are provided in **Table 4.13-7,** *Land Use Compatibility for Community Noise Exposure*. Specific regulations that implement these guidelines are set forth in the Los Angeles County Code, as discussed below.

TABLE 4.13-7
LAND USE COMPATIBILITY FOR COMMUNITY NOISE EXPOSURE

Land Use	Community Noise Exposure CNEL, dBA			
	Normally Acceptable [a]	Conditionally Acceptable [b]	Normally Unacceptable [c]	Clearly Unacceptable [d]
Residential: Low-Density Single-Family, Duplex, Mobile Homes	50 to 60	55 to 70	70 to 75	Above 75
Residential: Multi-Family	50 to 65	60 to 70	70 to 75	Above 75
Transient Lodging: Motels, Hotels	50 to 65	60 to 70	70 to 80	Above 80
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 to 70	60 to 70	70 to 80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50 to 70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50 to 75	—	Above 70
Playgrounds, Neighborhood Parks	50 to 70	—	67 to 75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 75	—	70 to 80	Above 80
Office Buildings, Business and Professional Commercial	50 to 70	67 to 77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50 to 75	70 to 80	Above 75	—

SOURCE: Office of Planning and Research, 2003

a. Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
b. Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
c. Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
d. Clearly Unacceptable: New construction or development should generally not be undertaken.

With respect to these standards, changes in noise levels of less than 3 dBA are generally not discernible to most people, while changes greater than 5 dBA are readily noticeable and would be considered a significant increase. Therefore, the significance threshold for mobile source noise is based on human perceptibility to changes in noise levels (increases), with consideration of existing ambient noise conditions and the County's land use noise compatibility guidelines.

Goal N 1: The reduction of excessive noise impacts.

Topic: Reduce Noise Impacts

Policy N 1.1: Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts.

Policy N 1.2: Reduce exposure to noise impacts by promoting land use compatibility.

Policy N 1.3: Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies (BAT).

Policy N 1.5: Ensure compliance with the jurisdictions of State Noise Insulation Standards (Title 24, California Code of Regulations and Chapter 35 of the Uniform Building Code), such as noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or Ldn) noise exposure contours.

Policy N 1.6: Ensure cumulative impacts related to noise do not exceed health-based safety margins.

Policy N 1.9: Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified.

Policy N 1.10: Orient residential units away from major noise sources (in conjunction with applicable building codes)

County of Los Angeles Noise Ordinance

The County of Los Angeles Noise Restrictions are provided in Chapter 12.08, Noise Control of the LACC. Chapter 12.08 provides procedures and criteria for the measurement of the sound level of "offending" noise sources.

The LACC outlines exterior noise standards for four noise zones based on land use type: noise-sensitive areas, residential properties, commercial properties, and industrial properties. The County's maximum exterior noise standards set forth in LACC Section 12.08.390 are provided in **Table 4.13-8,** *Los Angeles County Presumed Ambient Noise Levels*. For residential-zoned areas, the presumed ambient noise level is 50 dBA during the daytime and 45 dBA during the nighttime. The following standards are used to evaluate compliance:

- Standard No. 1: Exterior noise cannot exceed levels set forth in Table 4.13-8 for a cumulative period of more than 30 minutes in any hour.
- Standard No. 2: Exterior noise cannot exceed levels set forth in Table 4.13-8 plus 5 dBA for a cumulative period of more than 15 minutes in any hour.

- Standard No. 3: Exterior noise cannot exceed levels set forth in Table 4.13-8 plus 10 dBA for a cumulative period of more than 5 minutes in any hour.
- Standard No. 4: Exterior noise cannot exceed levels set forth in Table 4.13-8 plus 15 dBA for a cumulative period of more than one minute in any hour.
- Standard No. 5: Exterior noise cannot exceed levels set forth in Table 4.13-8 plus 20 dBA at any time.

TABLE 4.13-8
LOS ANGELES COUNTY PRESUMED AMBIENT NOISE LEVELS

Noise Zone	Zone	Daytime Hours (7 a.m. to 10 p.m.) dBA (L_{eq})	Nighttime Hours (10 p.m. to 7 a.m.) dBA (L_{eq})
I	Noise-sensitive area	45	45
II	Residential	50	45
III	Commercial	60	55
IV	Industrial	70	70

SOURCE: LACC, Section 12.08.390

If ambient noise levels exceed the exterior noise levels in Table 4.13-8, then the aforementioned standards can be adjusted by substituting relevant noise levels in Table 4.13-8 with the following ambient measurements:

- Standard No. 6: Ambient L_{50}, the noise level exceeded 50 percent of the time over an hour period.
- Standard No. 7: Ambient L_{25}, the noise level exceeded 25 percent of the time over an hour period.
- Standard No. 8: Ambient $L_{8.3}$, the noise level exceeded 8.3 percent of the time over an hour period.
- Standard No. 9: Ambient $L_{1.7}$, the noise level exceeded 1.7 percent of the time over an hour period.
- Standard No. 10: Ambient L_0, the maximum noise level over an hour period.

LACC Section 12.08.440 prohibits construction between the hours of 7:00 P.M. and 7:00 A.M. and at any time on Sundays or holidays, if it creates a noise disturbance across a residential or commercial real-property line. **Table 4.13-9,** *Los Angeles County Permissible Construction Equipment Noise at Receptor***,** outlines the maximum noise levels permissible by construction equipment at affected buildings depending on land use. These noise thresholds pertain to two timeframes: daytime hours from 7:00 A.M. to 8:00 P.M. daily (except Sundays and holidays) and nighttime hours from 8:00 P.M. to 7:00 A.M. daily (or all day Sundays and holidays).

TABLE 4.13-9
LOS ANGELES COUNTY PERMISSIBLE CONSTRUCTION EQUIPMENT NOISE AT RECEPTOR

Equipment Type	Receptor Type	Daytime Hours	Nighttime Hours
Mobile	Single-family Residential	75	60
Short-term operation (less than 10 days)	Multi-family Residential	80	64
	Semi-residential/Commercial	85	70
Stationary	Business Structures	85	85
	Single-family Residential	60	50
Long-term operation (more than 10 days)	Multi-family Residential	65	55
	Semi-residential/Commercial	70	60

SOURCE: Los Angeles County Code, Section 12.08.440

The County Noise Ordinance states that noise levels caused by any air-conditioning or refrigeration equipment shall not exceed the levels identified in **Table 4.13-10,** *County of Los Angeles Residential Air-Conditioning and Refrigeration Equipment Standards*.

TABLE 4.13-10
COUNTY OF LOS ANGELES RESIDENTIAL AIR-CONDITIONING AND REFRIGERATION EQUIPMENT STANDARDS

Measurement Location	Units Installed before 1-1-80 dBA	Units Installed on or after 1-1-80 dBA
Any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall.	60	55
Center of neighboring patio, 5 feet above grade level, no closer than 3 feet from any wall.	55	50
Outside the neighboring living area window nearest the equipment location, not more than 3 feet from the window opening, but at least 3 feet from any other surface.	55	50

SOURCE: County of Los Angeles Ordinance, No. 11743, Los Angeles County Code, Section 12.08.530

The County Noise Ordinance Section 12.08.350 provides a presumed perception threshold of 0.01 in/sec RMS; however, this applies to groundborne vibrations from long-term operational activities, such as surface traffic, and not to short-term activities such as construction. Therefore, the 0.01 in/sec RMS vibration criteria is used in connection with the Project's operation-related vibration impacts and does not apply to construction-related vibration impacts. The vibration level of 0.01 in/sec RMS is equivalent to 0.04 in/sec PPV.

Community Level

The Project Site is located in the Rowland Heights Community Plan planning area. The Rowland Heights Community Plan (Community Plan) was adopted by the Los Angeles County Board of

Supervisors on September 1, 1981 to guide development for the unincorporated community of Rowland Heights (Los Angeles County 1981). The following policy applies:

- In areas experiencing exterior noise levels of 65 dBA or more, require that all new residential structures having four or more units be insulated so that interior noise levels do not exceed 45 dBA.

4.13.4 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the CEQA Guidelines. A project would result in a significant adverse impact related to noise or vibration if it would 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 [Impact NOI-1]

b. Generation of excessive groundborne vibration or groundborne noise levels; [Impact NOI-2]

c. For a project located within the vicinity of a private air strip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the region surrounding the Project Site to excessive noise levels. [Impact NOI-3]

Construction Noise

Consistent with provisions of the Los Angeles County Code (LACC) as described above, the Project construction period would have a duration of more than 10 days and would not occur between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday, or at any time on Sundays and holidays. As shown above in Table 4.13-9, construction activities lasting more than 10 days would result in a significant impact should mobile on-site construction activities exceed the applicable noise threshold established by the LACC of 75 dBA L_{eq} at single-family residences and mobile homes, 80 dBA L_{eq} at multi-family residences, or 85 dBA L_{eq} at semi-residential/ commercial land uses. Therefore, for purposes of this analysis, the lowest noise threshold of 75 dBA L_{eq} has been applied to the adjacent sensitive receptors.

Off-site construction traffic impacts would be considered significant if Project construction traffic noise would exceed 75 dBA L_{eq} at single-family residences and mobile homes, 80 dBA L_{eq} at multi-family residences, or 85 dBA L_{eq} at semi-residential/ commercial land uses. However, construction traffic, especially haul trucks, is intermittent and would not occur continuously over any 1-hour period, and therefore it is usually not sufficient to cause such traffic noise impacts. To assess it quantitatively, if Project-related construction traffic would not result in a 3 dBA increase over the existing baseline conditions, it would be considered a less than significant impact.

Based on the Federal Highway Administration (FHWA) Highway Construction Noise Handbook (FHWA, August 2006), a substantial temporary increase in ambient noise levels due to on-site construction activity would occur if construction noise would result in a 10 dBA or greater increase in ambient noise, which is perceived by the healthy human ear as a doubling of noise. Impacts would be significant if construction noise would result in a 10 dBA or greater increase in ambient noise.

Operational Noise

Vehicle traffic noise during Project operation would have a significant impact if it would increase existing ambient noise levels (i.e., noise levels without Project traffic) by 5 dBA CNEL or more at a sensitive land use currently experiencing "normally acceptable" or "conditionally acceptable" noise levels; or increase ambient noise levels by 3 dBA CNEL or more at a sensitive land use currently experiencing "normally unacceptable" or "clearly unacceptable" noise levels. The FHWA and Caltrans do not consider industrial uses, or the types of commercial uses located in the Project vicinity, to be noise-sensitive (Caltrans 2011).

On-site stationary operational noise sources, such as noise associated with building mechanical HVAC equipment or open space activity, would result in significant impacts if noise levels exceed the noise standards identified in Chapter 12.08, Noise Control of the Los Angeles County Code (LACC), 55 dBA L_{eq} at a neighboring property line and be in violation of the County Noise Ordinance (see Table 4.13-10). With regard to increases in ambient noise, per the FHWA recommended guideline, impacts would be significant if mechanical equipment noise would result in a 10 dBA or greater increase in ambient noise.

Groundborne Vibration

As shown in Tables 4.13-4 through 4.13-6, vibration would have a significant impact if it would cause groundborne vibration levels to exceed the applicable building damage criteria of 0.3 in/sec PPV for older residential structures (i.e., the nearby residential structures) under continuous/ frequent intermittent sources, and/or the human annoyance threshold of 0.04 in/sec PPV at nearby residential land uses during both construction and operational activities (Caltrans 2013).

4.13.5 Methodology

The following discussion outlines the methodology used to identify whether Project-related activities would result in significant noise and/or vibration impacts. Separate methodologies for both temporary construction-related noise and vibration, as well as long-term operational noise and vibration, are provided.

On-Site Construction Noise

Construction of the proposed Project would be implemented over multiple: (1) demolition and removal of all identified buildings, structures, and landscaping on the Project Site; (2) site preparation; (3) grading and excavation; (4) drainage/utilities/trenching; (5) foundations/concrete pour; (6) building construction; (7) paving; and (8) architectural coating.

Typical construction equipment would be used during all phases of Project construction, including excavators, concrete mixer trucks, concrete saws, dozers, graders, backhoes, jackhammers, dump trucks, rollers, pavers, loaders, tractors, generators, forklifts, vibratory pile drivers, welders, cranes, and air compressors.

Noise impacts were evaluated by determining the noise levels generated by the different types of on-site construction activity at the Project Site that could be operating simultaneously, calculating the construction-related noise levels at the six identified nearby sensitive receptor locations (R1

through R6), and comparing these construction-related noise levels to existing ambient noise levels (i.e., noise levels without construction noise). More specifically, the following steps were undertaken to assess construction-period noise impacts.

1. Ambient noise levels at surrounding sensitive receptor locations R1 through R6 were estimated based on field measurement data (see Table 4.13-2);
2. Typical noise levels for each type of construction equipment were obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM);
3. Approximate distances between construction site locations (noise source) and surrounding sensitive receptors were measured using Google Earth and proposed site plans (See Chapter 2, *Project Description*, Figure 2-2, *Local Vicinity Map*);
4. The construction noise level was then calculated, in terms of hourly L_{eq}, for each sensitive receptor location based on the industry standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance (which does not take into account soft site attenuation nor attenuation due to physical barriers [e.g., intervening structures or walls]); and
5. Construction noise levels were then compared to the construction noise significance thresholds identified above.

Project construction and demolition would require the use of mobile heavy equipment. Individual pieces of construction equipment that could be used for Project construction produce maximum noise levels of 95 dBA L_{max} at a reference distance of 50 feet from the noise source, as shown in **Table 4.13-11**, *RCNM Default Noise Emission Reference Levels and Usage Factors*. The maximum noise levels would occur when equipment is operating under full power conditions. However, equipment used on construction sites often operate under less than full power conditions. To more accurately characterize construction-period noise levels, L_{eq} noise level associated with each construction phase is calculated based on the quantity, type, and usage factors for equipment that would be used during each construction phase and are typically attributable to multiple pieces of equipment operating simultaneously.

To be conservative, the construction noise analysis accounts for phase overlap and assumes the simultaneous operation of all applicable equipment in construction areas nearest each sensitive receptor to determine worst-case construction noise impacts. This approach is considered very conservative, as such overlapping activities will typically not occur in the same physical location (e.g., demolition activities will not take place in the same location and at the same time as construction activities).

Construction noise levels were estimated based on an industry standard sound attenuation rate of 6 dB per doubling of distance for point sources (e.g., construction equipment). Within the analysis, all construction equipment was assumed to operate simultaneously on the portion of the Project Site nearest to potentially affected sensitive receptors (sensitive receptors located further away would experience reduced noise levels). These assumptions represent a worst-case noise scenario as it is likely that construction activities would routinely be located throughout the Project Site further away from noise sensitive receptors, rather than at the Project Site boundaries. In addition, a composite construction noise level was calculated by combining noise levels from all construction phases, which have the potential to occur simultaneously.

TABLE 4.13-11
RCNM DEFAULT NOISE EMISSION REFERENCE LEVELS AND USAGE FACTORS

Equipment Description	Impact Device?	Acoustical Usage Factor	Spec. 721.560 L_{max} at 50 Feet (dBA, slow)	Actual Measured L_{max} at 50 Feet (dBA, slow)
All other equipment >5 HP	No	50	85	N/A
Backhoe	No	40	80	78
Compressor (air)	No	40	80	78
Concrete saw	No	20	90	90
Crane	No	16	85	81
Dozer	No	40	85	82
Drill rig truck	No	20	84	79
Dump truck	No	40	84	76
Excavator	No	40	85	81
Frontend loader	No	40	80	79
Generator	No	50	82	81
Generator (<25 kVA, variable-message signs)	No	50	70	73
Grader	No	40	85	N/A
Jackhammer	Yes	20	85	89
Paver	No	50	85	77
Pumps	No	50	77	81
Roller	No	20	85	80
Scraper	No	40	85	84
Tractor	No	40	84	N/A
Vibratory pile driver	No	20	95	101
Welder/torch	No	40	73	74

SOURCE: Federal Highway Administration, *Highway Construction Noise Handbook* (2006), Table 9.1
dBA = A-weighted decibels; HP = horsepower; N/A = not applicable

The following Project Design Features measures would be implemented for the proposed Project and will help to reduce Project-related noise:

> **PDF NOI-1:** Construction activities occurring as part of the Project shall be subject to the limitations which states that construction activities may occur between 7:00 a.m. and 7:00 p.m. Mondays through Saturdays. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays unless a temporary waiver is granted by the Chief Building Official or his or her authorized representative.

Off-Site Roadway Noise (Construction and Operation)

Roadway noise levels were projected using the FHWA's Traffic Noise Model (TNM) and the roadway traffic volume provided in the Transportation Assessment for the Project (FHWA, 2004; Linscott, Law & Greenspan 2022). The TNM is the current Caltrans standard computer noise model for traffic noise studies. This methodology considers roadway configurations, intervening

structures and walls, and receptor locations. Roadway noise attributable to Project development (both construction and operation) was calculated and compared to noise levels that would occur under the "without Project" condition.

Off-Site Improvements Noise (Construction)

There two off-site improvements:

- the widening of East Walnut Drive South (southern half of the roadway) along the full length of the northern project boundary, and
- a street light to be installed on Colima, near the east end of the Project Site.

Construction of these two off-site improvements would involve fewer pieces of equipment compared to on-site construction. Street widening would include site preparation and paving of asphalt. The southern half of East Walnut Drive South along the northern project boundary is at a minimum 200 feet from the nearest residences along Tarta Court and Iluso Avenue. Installation of a street light may include the use of a crane at the intersection of Colima Road and Tierra Luna approximately 30 feet from residences.

Stationary Point-Source Noise (Operation)

The Project's proposed residences would not generate any significant stationary source noise or result in any stationary source noise impacts. The operation of mechanical equipment that would be installed for the new residential uses, such as air conditioners, fans, and related equipment, may generate audible noise levels. The specific location of stationary equipment within the Project Site is not yet known. However, all outdoor mounted mechanical and electrical equipment would be designed to meet the requirements of County Code, Section 12.08.530.

The Project's proposed open space areas could generate noise from pedestrians and bicyclists using planned pedestrian and bicycle paths through the two planned open space areas. No special events or nighttime events are expected. Open space impacts are discussed qualitatively in the analysis below.

Groundborne Noise (Construction and Operation)

According to the FTA, airborne noise levels would be higher than groundborne noise levels (FTA 2018). Unless indoor receptors have substantial sound insulation (e.g., recording studio) and would be exposed to vibration velocities great enough to cause substantial levels of groundborne noise, groundborne noise does not need to be assessed. There are no substantially insulated indoor receptors located within the area surrounding the Project Site; therefore, the effects of airborne noise would still be higher than groundborne noise levels. Accordingly, impacts related to groundborne noise have not been analyzed herein.

Groundborne Vibration (Construction and Operation)

Groundborne vibration impacts were evaluated by identifying potential vibration sources, measuring the distance between vibration sources and surrounding structure locations, and making a significance determination based on the significance thresholds. As shown in Tables

4.13-4 through 4.13-6, vibration would have a significant impact if it would cause groundborne vibration levels to exceed the applicable building damage criteria of 0.3 in/sec PPV for older residential structures (i.e., the nearby residential structures) under continuous/frequent intermittent sources, and/or the human annoyance threshold of 0.04 in/sec PPV at nearby residential land uses during both construction and operational activities (Caltrans 2013).

4.13.6 Environmental Impact Analysis

Exceedance of Established Noise Standards

Impact NOI-1: The proposed Project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies during on-site construction activities or during Project operations. (Significant and Unavoidable)

Construction and Demolition

Noise impacts from construction activities are generally a function of the noise generated by construction equipment, equipment locations, the sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Each phase of construction activity involves the use of different kinds of construction equipment and, therefore, has its own distinct noise characteristics.

Project construction would constitute 8 work phases, as shown in **Table 4.13-12,** *Construction Noise in Each Construction Phase*. Individual pieces of heavy-duty off-road construction equipment that would be used for construction of the Project would generate maximum noise levels ranging from 73 dBA to 85 dBA L_{max} for the majority of the equipment types at a reference distance of 50 feet from the noise source, as shown in Table 4.13-12. A few types of heavy-duty off-road construction equipment could generate maximum noise levels above this range, which include a concrete saw at up to 90 dBA L_{max} and a vibratory pile driver at up to 95 dBA L_{max}. The construction equipment noise levels at a distance of 50 feet (Referenced Maximum Noise Levels) are based on the FHWA RCNM User's Guide,[2] which is a technical report containing actual measured noise data for construction equipment.

Table 4.13-12 also presents the noise levels from multiple pieces of equipment that would be used during the Project's construction activities. Because the decibel scale is logarithmic, two equal strength noise sources (e.g., 72 dBA and 72 dBA) combined together would result in a 3 dBA increase to result in 75 dBA from both noise sources.

[2] FHWA, Roadway Construction Noise Model, User's Guide, 2006.

TABLE 4.13-12
CONSTRUCTION NOISE IN EACH CONSTRUCTION PHASE

Phase Name	Equipment Type/Number	Reference Maximum Noise for One Equipment at 50 feet, L_{max}	Aggregate Noise for All Equipment at 50 feet, L_{eq} (1-hour)[a]
Demolition	Tractor/Loader/Backhoe/2	80	79
	Concrete Saw/1	90	83
	Crawler Tractor/2	84	83
	Excavator/1	85	81
	Jackhammer/1	85	78
Site Preparation	Crawler Tractor/2	84	79
	Excavator/1	85	83
	Tractors/Loaders/Backhoes/2	80	81
Grading/Excavation	Tractors/Loaders/Backhoes/2	80	79
	Graders/1	85	81
	Drill Rig Truck/2	84	80
	Crawler Tractor/4	84	86
	Excavator/1	85	81
	Dump Truck/4	84	86
	Vibratory Pile Driver/2	95	91
	Pumps/1	77	74
	Scraper/6	85	89
	Dozer/1	85	81
Drainage / Utilities / Trenching	Excavator/2	85	84
	Grader/1	85	81
	Dozer/1	85	81
	Scraper/2	85	84
	Tractor/Loader/Backhoe/2	80	79
Foundations / Concrete Pour	Excavator/2	85	84
	Grader/1	85	81
	Dozer/1	85	81
	Scraper/2	85	84
	Tractor/Loader/Backhoe/2	80	79
Building Construction	Cranes/1	85	77
	Forklifts/3	75	70
	Generator/1	82	79
	Tractors/Loaders/Backhoes/3	80	81
	Welders/1	73	69
Paving	Other Equipment/2	85	85
	Paver/2	85	85
	Roller/2	85	81
Architectural Coating	Air Compressor/1	80	76

SOURCE: ESA, 2022

a. Assuming construction equipment would operate with the usage factor listed in FHWA RCNM User's Guide, 2006 (see Table 6).

The following are overlapping phases anticipated during Project construction:

- Drainage/Utilities/Trenching and Foundations/Concrete Pour
- Drainage/Utilities/Trenching and Building Construction
- Drainage/Utilities/Trenching and Paving Foundations/Concrete Pour and Building Construction
- Foundations/Concrete Pour and Paving
- Foundations/Concrete Pour and Architectural Coating
- Building Construction and Architectural Coating

On-Site Construction Activities

A summary of maximum construction noise impacts at nearby sensitive receptors is provided in **Table 4.13-13,** *Estimated Construction Noise Levels at Existing Off-Site Sensitive Receptors.* Detailed noise calculations for construction activities are provided in Appendix K of this Draft EIR.

TABLE 4.13-13
ESTIMATED CONSTRUCTION NOISE LEVELS AT EXISTING OFF-SITE SENSITIVE RECEPTORS

Noise Sensitive Receptor	Construction Phases	Distance between Nearest Receptor and Construction Site, feet	Estimated Construction Noise Levels at Noise Sensitive Receptor by Construction Phase,[a] Hourly L_{eq} (dBA)
R1 Existing residences near the north Project boundary, along Iluso Avenue	Demolition	50 to 250 feet	85
	Site Preparation		83
	Grading/Excavation		85
	Drainage/Utilities/Trenching		85
	Foundations and Concrete Pour		86
	Building Construction		86
	Paving		82
	Architectural Coating		76
	Maximum Overlapping Noise Level		**89.0**[b]
R2 Existing residences near the middle of the Project area, along Tierra Siesta and north of Colima Road	Demolition	50 to 500 feet	85
	Site Preparation		83
	Grading/Excavation		83
	Drainage/Utilities/Trenching		84
	Foundations and Concrete Pour		86
	Building Construction		86
	Paving		82
	Architectural Coating		76
	Maximum Overlapping Noise Level		**88.2**

Noise Sensitive Receptor	Construction Phases	Distance between Nearest Receptor and Construction Site, feet	Estimated Construction Noise Levels at Noise Sensitive Receptor by Construction Phase,[a] Hourly L_{eq} (dBA)
R3 Existing residences near the northeast Project boundary, along Calbourne Drive	Demolition	50 to 250 feet	
	Site Preparation		85
	Grading/Excavation		83
	Drainage/Utilities/Trenching		85
	Foundations and Concrete Pour		85
	Building Construction		86
	Paving		86
	Architectural Coating		82
	Maximum Overlapping Noise Level		76
			89.0
R4 Existing residences near the southeast Project boundary, along Morning Sun Avenue	Demolition	50 to 500 feet	
	Site Preparation		85
	Grading/Excavation		83
	Drainage/Utilities/Trenching		83
	Foundation and Concrete Pour		84
	Building Construction		86
	Paving		86
	Architectural Coating		82
	Maximum Overlapping Noise Level		76
			88.2
R5 Existing residences near the middle of the Project Site, along Walnut Leaf Drive and south of Colima Road	Demolition	50 to 200 feet	
	Site Preparation		86
	Grading/Excavation		83
	Drainage/Utilities/Trenching		86
	Foundation and Concrete Pour		85
	Building Construction		86
	Paving		86
	Architectural Coating		83
	Maximum Overlapping Noise Level		76
			89.5
R6 Existing residences near the middle of the Project Site, along Emerald Meadow Drive and south of Colima Road	Demolition	100 to 600 feet	
	Site Preparation		79
	Grading/Excavation		77
	Drainage/Utilities/Trenching		79
	Foundation and Concrete Pour		79
	Building Construction		80
	Paving		80
	Architectural Coating		76
	Maximum Overlapping Noise Level		70
			82.9

SOURCE: ESA, 2022

a. Estimated construction noise levels represent the worst-case condition when noise generators are located closest to the receptors and are expected to last the entire duration of each construction phase.
b. Maximum overlapping noise levels combined noise levels from overlapping construction phases.

Due to overlapping construction phases, the combined noise levels would be higher than the noise levels generated during each construction phase. As shown in Table 4.13-13, construction noise levels would exceed the significance threshold of 75 dBA (see Table 4.13-9 for single-family residences from stationary noise sources) at all sensitive receptor locations without mitigation. Highest on-site noise levels would be observed at R5 (and sensitive receptors in proximity thereto), which could experience noise levels at 86.5 dBA during the overlapping construction phases. During each of the construction phases, noise associated with on-site activity from any individual phase alone would be lower than the combined noise levels during the overlapping periods.

Project construction would result in noise levels exceeding the County's 75 dBA (see Table 4.13-9) noise standard for mobile source construction equipment noise at single-family residences. Therefore, **Mitigation Measures NOI-1** and **NOI-2** would be required. The mitigation measure NOI-1 would require a free-standing noise barrier that blocks the line-of-sight between the noise source and the receiver, which by blocking the direct line-of-sight would provide a minimum of 5 dBA in noise reduction. With higher barrier heights, noise attenuation will increase accordingly. Since some construction equipment would have noise sources such as engine or exhaust that is above ground level, a minimum of 10 feet in height for the noise barrier would be required to block the line-of-sight from the receiver standing on the residential property. The noise barrier with a height sufficient to block the direct line-of-sight between the residents and the construction equipment would reduce the noise exposure at the off-site receptors by 12 dBA. Mitigation Measure NOI-2 would require equipping construction equipment with properly operating and maintained muffler exhaust systems capable of reducing equipment noise levels by 3 dBA and locating noise equipment as far as possible from noise sensitive receptors. Noise reduction through distance attenuation was also considered as a possible mitigation, however, distance attenuation requires a large buffer zone between the noise sources and sensitive receivers. It is not practical to establish a buffer zone for noise attenuation purposes when the sensitive receivers are located in close proximity of the construction areas. For example, when the noise sources generate a level of 84 dBA at a distance of 50 feet, it will take a distance of 800 feet to have a 24 dBA reduction to comply with a 60 dBA noise standard.

As shown in **Table 4.13-14,** *Increase in Ambient Noise Levels (L_{eq}) at Existing Off-Site Sensitive Receptor Locations*, with implementation of Mitigation Measures NOI-1 and NOI-2, on-site construction activity would result in increases of ambient noise levels greater than 10 dBA at sensitive receptor locations R1 through R5. As such, environmental impacts related to the temporary or periodic increase in ambient noise levels during temporary construction of the proposed Project would remain significant and unavoidable after implementation of all mitigation measures.

TABLE 4.13-14
INCREASE IN AMBIENT NOISE LEVELS (L_{EQ}) AT EXISTING OFF-SITE SENSITIVE RECEPTOR LOCATIONS

Off-Site Sensitive Land Uses	Existing Ambient Noise Levels (dBA L_{eq})	Estimated Construction Noise Levels – Unmitigated (dBA L_{eq}) [a]	Estimated Mitigation Measure Noise Levels Reductions (dBA L_{eq}) [b]	Estimated Construction Noise Levels – Mitigated (dBA L_{eq})	Combined Ambient Plus Mitigated Construction Noise Levels (dBA L_{eq})	Increase over Existing Ambient	Exceed Significance Threshold after Mitigation?
R1	62.1	89.0	-15.0	74.0	74.3	12.2	**Yes**
R2	49.9	88.2	-15.0	73.2	73.3	23.4	**Yes**
R3	48.0	89.0	-15.0	74.0	74.0	26.0	**Yes**
R4	46.9	88.2	-15.0	73.2	73.2	26.3	**Yes**
R5	44.6	89.5	-15.0	74.5	74.5	29.9	**Yes**
R6	61.1	82.9	-15.0	67.9	68.7	7.6	No

SOURCE: ESA, 2022

NOTE: Noise levels added logarithmically.

a. The noise levels were estimated by including the assumption that there will be some Infrastructure phases overlap with the Building Construction phase.
b. Mitigation noise levels include incorporation of Mitigation Measures NOI-1 and NOI-2, accounting for a reduction of 12 dBA from MM NOI-1 and 3 dBA from MM NOI-2.

Off-Site Construction Traffic

Construction crew commutes and the transport of construction equipment and materials to the site for the proposed Project would incrementally increase noise levels on roads leading to the site. Although there would be a relatively high single-event noise-exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 87 dBA L_{max}), the effect on longer-term (hourly or daily) ambient noise levels would be small.

Table 4.13-15, *Off-Site Construction Traffic Noise Impacts – Existing Plus Project Construction,* shows when construction traffic is added to the existing traffic volumes on street segments in the Project vicinity, no traffic noise level increases would exceed the 3 dBA threshold considered to be significant. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the Project Site would be less than significant.

TABLE 4.13-15
OFF-SITE CONSTRUCTION TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONSTRUCTION

	CNEL (dBA) at Referenced Distances from Roadway Right-of-Way [a]		
Roadway Segment	**Existing**	***Existing + Project Construction***	**Difference**
Brea Canyon Cutoff Rd			
s/o Pathfinder Rd	73.5	*73.7*	0.2
Colima Rd			
between Fairway Dr and Lake Canyon Dr	72.9	*73.0*	0.1
between Lake Canyon Dr and Walnut Leaf Dr	72.7	*72.8*	0.1
between Tierra Luna and S Lemon Ave	72.8	*72.9*	0.1
between Walnut Leaf Dr and Tierra Luna	72.6	72.8	0.2
w/o Fairway Dr/Brea Canyon Cutoff Rd	73.1	73.2	0.1
East Walnut Dr South			
between Fairway Dr and Brookdale Walnut Entryway	60.8	62.0	1.2
e/o Fairway Dr	60.8	62.0	1.2
w/o Fairway Dr	60.8	61.7	0.9
Fairway Dr			
between East Walnut Dr South and Colima Rd	72.9	73.0	0.1
between SR-60 Eastbound Off Ramp and East Walnut Dr South	73.6	73.7	0.1
between SR-60 Westbound On/Off Ramp and SR-60 Eastbound Off Ramp	72.4	72.5	0.1
n/o SR-60 Westbound On/Off Ramp	70.5	70.7	0.2
between Colima Rd and Pathfinder Rd	72.9	73.0	0.1
Golden Springs Dr			
e/o S Lemon Ave	70.1	70.3	0.2
Pathfinder Rd			
e/o Brea Canyon Cutoff Rd	70.6	70.9	0.3
w/o Brea Canyon Cutoff Rd	71.9	72.1	0.2
S Lemon Ave			
n/o Golden Springs Dr	71.6	71.8	0.2
s/o Golden Springs Dr	61.9	62.7	0.8
SR-60 Eastbound Off Ramp			
w/o Fairway Dr	69.5	69.8	0.3
SR-60 Westbound On/Off Ramp			
e/o Fairway Dr	68.4	68.8	0.4
w/o Fairway Dr	67.3	67.8	0.5
Tierra Luna a			
n/o Colima Rd	54.4	54.4	0.0
Walnut Leaf Dr			
s/o Colima Rd	55.9	58.5	2.6

SOURCE: ESA 2022; Linscott, Law & Greenspan, 2022

a. This is a residential street. No construction traffic is expected.

Off-Site Improvement Construction Noise

Construction of the Project's two off-site improvements would involve fewer pieces of equipment compared to the on-site construction. Street widening would include site preparation and paving of asphalt. The southern half of East Walnut Drive South along the northern project boundary is at a minimum 150 feet from the nearest residences along Tarta Court and Iluso Avenue. **Table 4.13-16**, *Estimated Off-Site Construction Noise Levels at Existing Off-Site Sensitive Receptors – Street Widening*, shows the noise levels resulting from off-site street widening.

TABLE 4.13-16
ESTIMATED OFF-SITE IMPROVEMENT CONSTRUCTION NOISE LEVELS AT EXISTING OFF-SITE SENSITIVE RECEPTORS – STREET WIDENING

Off-site Sensitive Land Uses	Existing Ambient Noise Levels (dBA L_{eq})	Estimated Construction Noise Levels – Unmitigated (dBA L_{eq}) [a]	Estimated Mitigation Measure Noise Levels Reductions (dBA L_{eq}) [b]	Estimated Construction Noise Levels – Mitigated (dBA L_{eq})	Combined Ambient Plus Mitigated Construction Noise Levels (dBA L_{eq})	Increase over Existing Ambient	Exceed Significance Threshold after Mitigation?
Existing residences near the north Project boundary, along Iluso Avenue and Tarta Court	62.1	74.0	-3.0	71.0	71.5	9.4	No

SOURCE: ESA, 2022

NOTE: Noise levels added logarithmically.

a. The noise levels were estimated by including the assumption that there will be some Infrastructure phases overlap with the Building Construction phase.
b. Mitigation noise levels include incorporation of Mitigation Measure NOI-2, accounting for a reduction of 3 dBA.

As shown in Table 4.13-16, street widening would not result in noise levels exceeding the County's 75 dBA noise standard for mobile source construction equipment noise at single-family residences. Nor would street widening construction activity result in increases of ambient noise levels greater than 10 dBA at sensitive receptor locations R1, which is the closest sensitive receptor to the off-site construction work. Due to the topography of the area where R1 is located, the elevation would create a direct line-of-sight between off-site construction activity and the sensitive receptor and a sound wall would be ineffective. Therefore, the only feasible Mitigation Measure is NOI-2, which would reduce noise levels by 3 dBA. As such, environmental impacts related to the temporary or periodic increase in ambient noise levels during street widening would be less than significant with mitigation.

A traffic signal at the Colima Road / Tierra Luna Intersection is proposed and the existing Colima Road golf cart crossing signal east of Tierra Luna would be removed. Installation of a traffic signal may include the use of a crane. **Table 4.13-17**, *Estimated Off-Site Construction Noise Levels at Existing Off-Site Sensitive Receptors – Traffic Signal*, shows the noise levels resulting from the installation of the traffic signal.

TABLE 4.13-17
ESTIMATED OFF-SITE IMPROVEMENT CONSTRUCTION NOISE LEVELS AT EXISTING OFF-SITE SENSITIVE RECEPTORS – TRAFFIC SIGNAL

Off-site Sensitive Land Uses	Existing Ambient Noise Levels (dBA L_{eq})	Estimated Construction Noise Levels – Unmitigated (dBA L_{eq}) [a]	Estimated Mitigation Measure Noise Levels Reductions (dBA L_{eq}) [b]	Estimated Construction Noise Levels – Mitigated (dBA L_{eq})	Combined Ambient Plus Mitigated Construction Noise Levels (dBA L_{eq})	Increase over Existing Ambient	Exceed Significance Threshold after Mitigation?
Existing residences near the intersection of Colima Road and Tierra Luna	49.9	83.0	-12.0	71.0	71.0	21.1	**Yes**

SOURCE: ESA, 2022

NOTE: Noise levels added logarithmically.

a. The noise levels were estimated by including the assumption that there will be some Infrastructure phases overlap with the Building Construction phase.
b. Mitigation noise levels include incorporation of Mitigation Measures NOI-3, accounting for a reduction of 12 dBA.

As shown in Table 4.13-17, noise levels from the crane used during traffic signal installation would result in noise levels exceeding the County's 75 dBA noise standard for mobile source construction equipment noise at single-family residences and impacts would potentially significant before mitigation. **Mitigation Measure NOI-3** would require use of a temporary mobile noise barrier to shield the body of the crane from the surrounding residential receptors. Most of the noise produced by a crane comes from the internal combustion engine located in the body of the crane. The crane arm is powered by the engine in the body of the crane hence the arm is not the main source of noise from the crane. Therefore, a mobile noise barrier shielding the body of the crane from the sensitive receptors would result in a 12 dBA noise reduction which would reduce noise levels from traffic signal installation from 83 dBA L_{eq} to 71 dBA L_{eq} which would be below the County's threshold of 75 dBA.

However, even with all feasible mitigation, traffic signal construction activity would result in increases of ambient noise levels greater than 10 dBA at sensitive receptor location R2, which is the closest sensitive receptor to the off-site construction work. As such, environmental impacts related to the temporary or periodic increase in ambient noise levels during installation of the traffic signal would be significant and unavoidable with mitigation.

Significance Determination: Significant and Unavoidable

Operation

Impacts to Off-Site Receptors from On-Site Stationary Equipment

The operation of mechanical equipment that would be installed for the Project, such as air conditioners, fans, generators, and related equipment, would generate noise levels in proximity to the equipment. Mechanical equipment would typically be located on rooftops or within buildings, shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. All

outdoor mounted mechanical and electrical equipment would be designed to meet the requirements of County Code, Section 12.08.390. A conservative exterior noise level reference for air condenser units, the primary source of noise from fixed mechanical equipment, is 66 dBA L_{eq} measured at a distance of 3 feet based on the Noise Navigator Sound Level Database (Berger, Neitzel & Kladden 2016). The closest sensitive receptors are located at approximately 100 feet from the nearest sensitive receptors when accounting for the buffer zones provided by open space between existing residential receptors and the Project. At 100 feet, the noise level would attenuate to 35.5 dBA L_{eq} (not including attenuation from intervening structures, walls, or roofs). This would not exceed the allowable mechanical equipment noise level at a neighboring property line of 55 dBA, which is the LACC threshold for significant operational stationary equipment noise (see Table 3.10-8). Therefore, environmental impacts related to the exposure of persons to or generation of noise levels in excess of established standards during long-term operation of the proposed Project's stationary mechanical equipment would be less than significant.

Roadway Noise Impacts

Existing traffic noise levels were calculated along various arterial segments adjacent to the Project Site. Traffic noise attributable to the Project operation was calculated using the FHWA's traffic noise model previously described (see Section 4.13.5, *Methodology*) and was compared to baseline noise levels. **Table 4.13-18**, *Off-Site Traffic Noise Impacts – Existing Plus Project Buildout*, lists the existing baseline traffic noise levels and the existing baseline plus Project traffic noise levels. Adding the Project traffic to the existing conditions would result in no measurable changes in the traffic noise levels compared to the corresponding baseline traffic noise level along most of the roadway segments analyzed, except along East Walnut Drive South between Fairway Drive and the Brookdale Walnut (a senior living facility) entryway and East Walnut Drive South east of Fairway Drive, where Project traffic would result in a 1.3 dBA increase. As stated previously, vehicle traffic noise during Project operation would have a significant impact if it would increase existing ambient noise levels (i.e., noise levels without Project traffic) by 5 dBA CNEL or more at a sensitive land use currently experiencing "normally acceptable" or "conditionally acceptable" noise levels; or increase ambient noise levels by 3 dBA CNEL or more at a sensitive land use currently experiencing "normally unacceptable" or "clearly unacceptable" noise levels. The existing baseline plus Project traffic noise levels along these roadway segments would have noise level changes less than the 3 dBA increase normally considered to have potentially significant noise impact for sensitive land uses currently experiencing "normally unacceptable" or "clearly unacceptable" noise levels and would not have any Project-related traffic noise impacts. Therefore, no significant traffic noise impact under the existing plus Project scenario would occur from the operation of the Project.

TABLE 4.13-18
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT BUILDOUT

	Existing CNEL (dBA) at Referenced Distances from Roadway Right-of-Way [a]		
Roadway Segment	**Existing**	***Existing + Project***	**Difference**
Brea Canyon Cutoff Rd			
s/o Pathfinder Rd	73.5	*73.6*	0.1
Colima Rd			
between Fairway Dr and Lake Canyon Dr	72.9	*73.2*	0.3
between Lake Canyon Dr and Walnut Leaf Dr	72.7	*73.1*	0.4
between Tierra Luna and S Lemon Ave	72.8	*72.9*	0.1
between Walnut Leaf Dr and Tierra Luna	72.6	72.8	0.2
w/o Fairway Dr/Brea Canyon Cutoff Rd	73.1	73.2	0.1
East Walnut Dr South			
between Fairway Dr and Brookdale Walnut Entryway	60.8	62.1	1.3
e/o Fairway Dr	60.8	62.1	1.3
w/o Fairway Dr	60.8	60.8	0.0
Fairway Dr			
between East Walnut Dr South and Colima Rd	72.9	73.1	0.2
between SR-60 Eastbound Off Ramp and East Walnut Dr South	73.6	73.8	0.2
between SR-60 Westbound On/Off Ramp and SR-60 Eastbound Off Ramp	72.4	72.6	0.2
n/o SR-60 Westbound On/Off Ramp	70.5	70.6	0.1
between Colima Rd and Pathfinder Rd	72.9	73.0	0.1
Golden Springs Dr			
e/o S Lemon Ave	70.1	70.1	0.0
Pathfinder Rd			
e/o Brea Canyon Cutoff Rd	70.6	70.6	0.0
w/o Brea Canyon Cutoff Rd	71.9	71.9	0.0
S Lemon Ave			
n/o Golden Springs Dr	71.6	71.6	0.0
s/o Golden Springs Dr	61.9	61.9	0.0
SR-60 Eastbound Off Ramp			
w/o Fairway Dr	69.5	69.7	0.2
SR-60 Westbound On/Off Ramp			
e/o Fairway Dr	68.4	68.4	0.0
w/o Fairway Dr	67.3	67.5	0.2
Tierra Luna			
n/o Colima Rd	54.4	54.4	0.0
Walnut Leaf Dr			
s/o Colima Rd	55.9	55.9	0.0

SOURCE: ESA 2022; Linscott, Law & Greenspan, 2022

Impacts under Future Traffic Conditions

Table 4.13-19, *Off-Site Traffic Noise Impacts – Future Plus Project Buildout***,** lists the future baseline traffic noise levels and the future baseline plus Project traffic noise levels. Adding the Project traffic to the future baseline conditions would result in no measurable changes in the traffic noise levels compared to the corresponding baseline traffic noise level along most of the roadway segments, with the exception of the maximum traffic noise level increases of 1.3 dBA along East Walnut Drive South between Fairway Drive and Brookdale Walnut Entryway and along East Walnut Drive South east of Fairway Drive. As stated previously, vehicle traffic noise during Project operation would have a significant impact if it would increase existing ambient noise levels (i.e., noise levels without Project traffic) by 5 dBA CNEL or more at a sensitive land use currently experiencing "normally acceptable" or "conditionally acceptable" noise levels; or increase ambient noise levels by 3 dBA CNEL or more at a sensitive land use currently experiencing "normally unacceptable" or "clearly unacceptable" noise levels. The existing baseline plus Project traffic noise levels along these roadway segments would have noise level changes less than the 3 dBA increase normally considered to have potentially significant noise impact for sensitive land uses that are experiencing "normally unacceptable" or "clearly unacceptable" noise levels, and would not have any Project-related traffic noise impacts. Therefore, no significant traffic noise impact under the future plus Project scenario would occur from the operation of the Project.

TABLE 4.13-19
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE PLUS PROJECT BUILDOUT

	Future CNEL (dBA) at Referenced Distances from Roadway Right-of-Way [a]		
Roadway Segment	**Future**	**Future + Project**	**Difference**
Brea Canyon Cutoff Rd			
s/o Pathfinder Rd	73.8	73.9	0.1
Colima Rd			
between Fairway Dr and Lake Canyon Dr	73.1	73.4	0.3
between Lake Canyon Dr and Walnut Leaf Dr	72.9	73.2	0.3
between Tierra Luna and S Lemon Ave	73.0	73.1	0.1
between Walnut Leaf Dr and Tierra Luna	72.9	73.0	0.1
w/o Fairway Dr/Brea Canyon Cutoff Rd	73.4	73.4	0.0
East Walnut Dr South			
between Fairway Dr and Brookdale Walnut Entryway	60.9	62.2	1.3
e/o Fairway Dr	60.9	62.2	1.3
w/o Fairway Dr	60.9	60.9	0.0
Fairway Dr			
between East Walnut Dr South and Colima Rd	73.2	73.3	0.1
between SR-60 Eastbound Off Ramp and East Walnut Dr South	73.9	74.0	0.1
between SR-60 Westbound On/Off Ramp and SR-60 Eastbound Off Ramp	72.7	72.9	0.2
n/o SR-60 Westbound On/Off Ramp	70.7	70.8	0.1
between Colima Rd and Pathfinder Rd	73.2	73.3	0.1
Golden Springs Dr			
e/o S Lemon Ave	70.3	70.3	0.0
Pathfinder Rd			
e/o Brea Canyon Cutoff Rd	70.8	70.8	0.0
w/o Brea Canyon Cutoff Rd	72.1	72.1	0.0
S Lemon Ave			
n/o Golden Springs Dr	71.7	71.7	0.0
s/o Golden Springs Dr	62.0	62.0	0.0
SR-60 Eastbound Off Ramp			
w/o Fairway Dr	69.7	69.9	0.2
SR-60 Westbound On/Off Ramp			
e/o Fairway Dr	68.6	68.6	0.0
w/o Fairway Dr	67.5	67.7	0.2
Tierra Luna			
n/o Colima Rd	54.5	54.5	0.0
Walnut Leaf Dr			
s/o Colima Rd	56.0	56.0	0.0

SOURCES: ESA 2022; Linscott, Law & Greenspan, 2022

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Mitigation Measure NOI-1: Temporary Construction Noise Barriers. Prior to issuance of a grading permit, temporary construction noise barriers shall be erected along Project boundary that separates on-site active construction area and off-site sensitive receivers within 200 feet of the Project boundary. Such noise barriers shall have a minimum height of 10 feet above ground to block the direct line-of-sight between onsite active construction area. Temporary barriers shall include acoustical blankets with a minimum sound transmission class (STC) rating of 25 and noise reduction coefficient (NRC) of 0.75. Temporary noise barriers shall achieve a minimum of 12 dBA reduction in construction noise.

Mitigation Measure NOI-2: Construction Equipment Noise Control. Prior to issuance of grading permits, the County/Project subdivider shall incorporate the following measures as a note on the grading plan cover sheet:

- **Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturers' standards and capable of reducing equipment noise levels by a minimum of 3 dBA.**
- **Construction staging areas shall be located at the greatest distance feasible from off-site sensitive uses during Project construction.**
- **The Project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project Site, whenever feasible.**

Mitigation Measure NOI-3: Mobile Noise Barriers. For off-site improvements related to the traffic signal installation, the contractor shall install temporary noise barriers, prior to issuance of grading and building permits, between the active construction area and the off-site noise-sensitive receptors. The mobile noise barriers shall achieve sound level reductions of a minimum of 10 dBA between the Project construction sites and the sensitive receptor location. These temporary noise barriers shall be used to block the line-of-sight between the engine of the crane and similarly elevated ground-level noise-sensitive receptors. The barriers should allow for repositioning in order to block the noise at the sensitive receptor as construction activities move along the Project boundary. A noise barrier is not required if it would pose a safety risk or unreasonably prevent access to the construction area as deemed by the on-site construction manager such as in areas that have limited equipment maneuvering space or access. Any barrier capable of a reduction greater than 12 dBA would require greater height and heavier noise insulation which would make mobility of the barrier infeasible and cause safety concerns related to barrier stability. Further, noise barriers would only be effective if they block the line-of-sight to sensitive receptors. The contractor shall provide documentation verifying compliance with this measure.

Excessive Vibration

Impact NOI-2: The proposed Project would not result in the generation of excessive groundborne vibration or groundborne noise levels. (Less than Significant with Mitigation)

Construction Vibration

Outdoor grading and excavation for the proposed Project is expected to use 1 bulldozer, 2 loaders/backhoes, 4 dump trucks, 1 grader, 2 drill rig trucks, 1 excavator, 6 scrapers, 4 tractors, 2 vibratory pile drivers, and a pump. It is anticipated that the greatest levels of vibration would occur during the grading and excavation phase. All other phases are expected to result in lower vibration levels.

Existing vibration sensitive uses (residences) in the immediate vicinity will receive:

- At 50 feet, -9 VdB compared to the vibration level measured at 25 feet
- At 100 feet, -18 VdB compared to the vibration level measured at 25 feet
- At 200 feet, -27 VdB compared to the vibration level measured at 25 feet

Because vibration impacts occur normally within the buildings, the distance to the nearest sensitive uses, for vibration impact analysis purposes, is measured between the nearest off-site residential buildings and the Project Site boundary (assuming the construction equipment would be used at or near the Project Site boundary).

Bulldozers and other heavy-tracked construction equipment generate approximately 87 VdB of groundborne vibration when measured at 25 feet, based on the *Transit Noise and Vibration Impact Assessment* (FTA 2006). This level of groundborne vibration exceeds the threshold of human perception, which is around 65 VdB. Although this range of groundborne vibration levels would result in potential annoyance to residents adjacent to the Project Site (as discussed further below), it would not cause any damage to the buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside the residential buildings in the Project vicinity). The PPV values for building damage thresholds referenced in **Table 4.13-20,** *Vibration Source Amplitudes for Project Construction Equipment,* were taken from the *Transportation and Construction Vibration Guidance Manual* (Caltrans 2013). Table 4.13-20 further shows the PPV values at 25 feet from the construction vibration source as well as vibration levels in terms of VdB at 25 feet from the construction vibration source.

TABLE 4.13-20
VIBRATION SOURCE AMPLITUDES FOR PROJECT CONSTRUCTION EQUIPMENT

	Reference PPV/L_V at 25 Feet		PPV/L_V at Receptor (50 Feet)	
Equipment	**PPV (inch/sec)**	**L_V (VdB)**	**PPV (inch/sec)**	**L_V (VdB)**
Pile Driver (Vibratory)	0.210	94	0.074	85
Vibratory Roller	0.210	94	0.074	85
Earth Mover	0.011	69	0.004	60
Excavator	0.047	81	0.017	72
Fork Lift	0.047	81	0.017	72
Wheel Loader	0.076	86	0.027	77
Large Bulldozer	0.089	87	0.031	78
Loaded Trucks	0.076	86	0.027	77
Jackhammer	0.035	79	0.012	70
Small Bulldozer	0.003	58	0.001	48

SOURCE: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (2006), Table 12-2
NOTES: PPV = peak particle velocity; L_V = velocity in decibels; inch/sec = inches per second; VdB = vibration velocity decibels.

Construction Vibration Structural Damages

The closest residential buildings to the Project Site are more than 50 feet from the nearest construction area on the Project Site. Based on Table 4.13-4 and Table 4.13-6, it would take a vibration PPV level of more than 0.3 inch/sec (an equivalent of 98 VdB) to potentially result in any building damage. Table 4.13-20 shows that none of the construction activities anticipated on the Project Site would result in a vibration level that would reach 0.3 inch/sec PPV (or 98 VdB) at 25 feet from each of the Project construction equipment and/or activities. At 50 feet, these vibration levels would be attenuated by 0.19 inch/sec PPV to 0.11 inch/sec PPV (89 VdB). Other off-site buildings are farther away from the Project Site and would be exposed to even lower construction vibration levels. Therefore, no building damage would occur as a result of vibration from Project construction.

Construction Vibration Human Annoyance

Vibration levels from standard construction equipment are shown in Table 4.13-20, above, for various pieces of construction equipment that are expected to be used on the Project Site.

The following equation shows the attenuation rate of vibration at a distance of D feet from the source, calculated from the vibration level measured at 25 feet from the source.

$$\text{LvdB (D)} = \text{LvdB (25 feet)} - 30 \text{ Log (D/25)}$$

A vibration level at 50 feet is 9 VdB lower than the vibration level at 25 feet. Vibration at 100 feet from the source is 18 VdB lower than the vibration level at 25 feet. Therefore, the closest receptors at 50 feet from the construction activity may be exposed to groundborne vibration up to 78 VdB. Receptors at 100 feet from the source may be exposed to groundborne vibration up to 69 VdB.

For the Project construction activity, the equipment with the highest vibration generation potential is the vibratory pile driver, which, similar to the vibratory roller, would generate 94 VdB at 25 feet. With the vibration attenuation through distance divergence, the vibration from Project construction would be reduced by 9 VdB at the nearest residential buildings located 50 feet from the Project Site. The highest construction vibration levels at residential buildings adjacent to the Project Site would be 85 VdB or lower at the closest distance of 50 feet and impacts related to human annoyance would be potentially significant.

Because construction equipment vibration levels should not exceed the Caltrans' 0.04 in/sec PPV (or 80 VdB) threshold for annoyance of occupants in residential buildings, **Mitigation Measure NOI-4** is required. Mitigation Measure NOI-4 requires that the vibratory pile driver and vibratory roller should not be used within 75 feet of adjacent residential buildings.

Other construction equipment would not result in a vibration level that exceeds the 0.04 in/sec PPV (80 VdB) threshold for residential buildings. With the restriction of vibratory pile drivers and vibratory rollers within 75 feet of adjacent residential buildings, no significant construction vibration impacts related to human annoyance would occur. Impacts would be less than significant with the implementation of the **Mitigation Measure NOI-4**.

Operation of the Project's residential and recreational/open space uses would not include the use of equipment that would generate perceptible vibration. Operation of the Project would not result in an exceedance of the vibration criteria of 0.01 in/sec RMS (equivalent to 0.04 in/sec PPV). Therefore, no operational vibration impact would occur.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Mitigation Measure NOI-4: Restricting Pile Driving and/or Vibratory Roller Activities

During construction vibratory pile drivers and/or vibratory rollers shall not be used within 75 feet of residential buildings adjacent to the Project Site.

Impact NOI-3: The proposed Project is not located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the Project area to excess noise levels. (No Impact)

As discussed in the Section 4.9, *Hazards and Hazardous Materials,* the Project Site and all associated potential Project-related activities would not be located within the vicinity of a private airstrip or an airport land use plan, or within two miles of a public use airport. The nearest airport is the general aviation Brackett Field Airport at 1615 McKinley Avenue, La Verne, located approximately 8 miles to the northeast. Therefore, there would be no impact.

4.13.7 Cumulative Impacts

The cumulative context for the analysis of cumulative noise impacts depends on the impact being analyzed. Noise from stationary sources is by definition a localized phenomenon, and significantly reduces in magnitude as the distance from the source increases. As such, only cumulative projects and growth due to occur within 500 feet of the Project Site would be likely to contribute to cumulative stationary source noise impacts. At a distance of 500 feet, a noise source at a reference distance of 50 feet will have diminished by 20 dBA and, due to the nature of noise, and thus would have a negligible effect on the ambient noise environment in the area. However, cumulative mobile source noise impacts could be created by traffic from all cumulative projects throughout a larger vicinity.

As discussed in the Project Traffic Study, there are 12 cumulative projects identified in the vicinity of the Project. None of the cumulative projects are located within 500 feet of the Project Site.

Cumulative Construction Noise Impacts

As discussed in Section 4.13.1, *Noise and Vibration Background*, construction noise only affects localized receivers, and would not cumulatively contribute to any significant noise for receivers that are more than 200 feet away, where noise from a point source would be attenuated by 12 dBA. At a distance of 500 feet, the noise level would be attenuated by 20 dBA. Because noise levels are presented in logarithmical scale, a noise level that is 10 dBA or higher than the other noise levels would dominate the ambient noise environment and the sum of all these noise levels would be equal to the highest noise level. Therefore, unless two project sites are within 500 feet of each other, receivers in the vicinity of each project site would not be cumulatively affected by significant noise level from both project sites. Because none of the cumulative projects are within 500 feet of the Project, no cumulative on-site construction noise impacts would occur.

Cumulative Construction Traffic Noise Impacts

There are 12 cumulative projects in total, 5 in unincorporated County, 4 in Diamond Bar, 2 in City of Industry, and 1 in City of Walnut. None are within 500 feet of the Project Site and two have the potential to use the same haul route (Fairway Drive to State Route 60 freeway). However, as shown in Table 4.13-15, construction-related traffic would result in less than 1 dBA increase in traffic noise level along most roadway segments in the Project vicinity and the Project's contribution along Fairway Drive to State Route 60 would result in an increase of 0.2 dBA. Cumulative projects along the same roadways would have to generate up to 275 truck trips per hour to increase noise levels by 5 dBA over ambient noise levels. It is unlikely that cumulative projects would overlap with Project construction and would generate enough trips to cause a significant construction traffic noise impact. For comparison, the Project would result in 3 truck trips per hour. Therefore, no significant cumulative construction traffic noise impacts would occur both for the Project and for cumulative projects.

Cumulative Groundborne Vibration

Typically, groundborne vibration generated by man-made activities (i.e., rail and roadway traffic, operation of mechanical equipment, and typical construction equipment) diminishes rapidly with

distance from the vibration source. The cumulative projects are located at a sufficient distance from receptors immediately adjacent to the Project Site and would not combine with the Project's vibration impacts under Impact NOI-2. therefore, cumulative impacts related to construction vibration would be less than significant.

With regard to operational vibration, neither the Project nor any of the cumulative projects consist of uses that would generate noticeable levels of operational vibration. Cumulative projects include land uses such as residential, educational, retail, hotel, and light industrial. Similar to the Project, these land uses would mainly generate operational vibration from vehicular travel to and from the cumulative projects. Vehicles generate very low instantaneous levels of vibration that attenuate quickly and would be imperceptible. Therefore, operational vibration impacts would not be cumulatively considerable and would be less than significant.

Cumulative Operational Noise Impacts

Cumulative noise would occur primarily as a result of increased traffic on local roadways due to operation of the Project and cumulative projects, as traffic is the greatest source of operational noise in the Project area. Cumulative traffic-generated noise impacts were assessed based on a comparison of the future traffic volumes with the Project to the existing traffic volumes without the Project. Associated noise levels are provided in **Table 4.13-19**, *Traffic Noise Impacts – Cumulative Conditions.*

Table 4.13-19 lists the cumulative baseline traffic noise levels and the cumulative plus Project traffic noise levels. Comparing the future with Project traffic to the existing conditions would result in changes in the traffic noise levels. The maximum traffic noise level increases would be 1.4 dBA along East Walnut Drive South between Fairway Drive and Brookdale Walnut Entryway and along East Walnut Drive Southeast of Fairway Drive. As stated previously, vehicle traffic noise during Project operation would have a significant impact if it would increase existing ambient noise levels (i.e., noise levels without Project traffic) by 5 dBA CNEL or more at a sensitive land use currently experiencing "normally acceptable" or "conditionally acceptable" noise levels; or increase ambient noise levels by 3 dBA CNEL or more at a sensitive land use currently experiencing "normally unacceptable" or "clearly unacceptable" noise levels. The existing baseline plus Project traffic noise levels along these roadway segments would have noise level changes less than the 3 dBA increase normally considered to have potentially significant noise impact for sensitive land uses that are experiencing "normally unacceptable" or "clearly unacceptable" noise levels and would not have any Project-related traffic noise impacts. Therefore, no significant traffic noise impact under the future plus Project scenario would occur from the operation of the Project.

As previously discussed under Impact NOI-3, the Project Site and all associated potential Project-related activities would not be located within the vicinity of a private airstrip or an airport land use plan, or, within two miles of a public use airport. Therefore, operational impacts would not be cumulatively considerable and there would be no impact.

TABLE 4.13-19
TRAFFIC NOISE IMPACTS – CUMULATIVE CONDITIONS

	Future CNEL (dBA) at Referenced Distances from Roadway Right-of-Way [a]		
Roadway Segment	**Existing**	**Future + Project**	**Difference**
Brea Canyon Cutoff Rd			
s/o Pathfinder Rd	73.5	73.9	0.4
Colima Rd			
between Fairway Dr and Lake Canyon Dr	72.9	73.4	0.5
between Lake Canyon Dr and Walnut Leaf Dr	72.7	73.2	0.5
between Tierra Luna and S Lemon Ave	72.8	73.1	0.3
between Walnut Leaf Dr and Tierra Luna	72.6	73.0	0.4
w/o Fairway Dr/Brea Canyon Cutoff Rd	73.1	73.4	0.3
East Walnut Dr South			
between Fairway Dr and Brookdale Walnut Entryway	60.8	62.2	1.4
e/o Fairway Dr	60.8	62.2	1.4
w/o Fairway Dr	60.8	60.9	0.1
Fairway Dr			
between East Walnut Dr South and Colima Rd	72.9	73.3	0.4
between SR-60 Eastbound Off Ramp and East Walnut Dr South	73.6	74.0	0.4
between SR-60 Westbound On/Off Ramp and SR-60 Eastbound Off Ramp	72.4	72.9	0.5
n/o SR-60 Westbound On/Off Ramp	70.5	70.8	0.3
between Colima Rd and Pathfinder Rd	72.9	73.3	0.4
Golden Springs Dr			
e/o S Lemon Ave	70.1	70.3	0.2
Pathfinder Rd			
e/o Brea Canyon Cutoff Rd	70.6	70.8	0.2
w/o Brea Canyon Cutoff Rd	71.9	72.1	0.2
S Lemon Ave			
n/o Golden Springs Dr	71.6	71.7	0.1
s/o Golden Springs Dr	61.9	62.0	0.1
SR-60 Eastbound Off Ramp			
w/o Fairway Dr	69.5	69.9	0.4
SR-60 Westbound On/Off Ramp			
e/o Fairway Dr	68.4	68.6	0.2
w/o Fairway Dr	67.3	67.7	0.4
Tierra Luna			
n/o Colima Rd	54.4	54.5	0.1
Walnut Leaf Dr			
s/o Colima Rd	55.9	56.0	0.1

SOURCE: ESA, 2022; Linscott, Law & Greenspan, 2022

4.14 Population and Housing

This section analyzes the potential effects of the proposed Project's contribution to population and housing growth within the geographical boundaries of unincorporated Los Angeles County (County) by taking into account population and housing projections established in the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan and Sustainable Communities Strategy (2020-2045 RTP/ SCS) and SCAG's 6th Cycle Regional Housing Needs Assessment (RHNA), as well as policies established in Los Angeles County 2035 General Plan (General Plan) and the most recent 2020 U.S. Census Bureau data. Project effects on these demographic characteristics are compared to adopted growth forecasts, and relevant policies and programs regarding planning for future development. Potential growth-inducing impacts of the Project are further addressed in Chapter 6, *Other CEQA Considerations* of this Draft EIR.

4.14.1 Existing Conditions

The Project Site consists of portions of the existing Royal Vista Golf Club. There is one existing building on the Project Site, which is the golf course maintenance facility building. The Project Site does not contain or support residences. The Project Site does not include the Royal Vista Golf Club's clubhouse building but does support employment for golf instructors at the driving range on the Project Site and groundskeepers and landscapers for the ongoing maintenance of the golf course and fringe landscaping on the Project Site. The Project Site is currently zoned A-1-1 (Light Agricultural, one-acre minimum lot area) and A-1-10,000 (Light Agricultural, 10,000 square feet [sf] minimum lot area). The Project Site is designated as Open Space in the Rowland Heights Community Plan.

Current and future projected population, housing, and employment estimates for the unincorporated areas of the County are based on data included in SCAG's 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS is based on growth projections for population, housing, and employment prepared for regional, county, and local jurisdictional areas. The 2020-2045 RTP/SCS reports demographic data for 2016 and 2045. The 2020-2045 RTP/SCS forecasts represent the likely growth scenario for the Southern California region in the future, taking into account recent and past trends, reasonable key technical assumptions, and local or regional growth policies. An estimate of the 2022 baseline population and growth projections for the projected Project buildout year of 2027 and the SCAG 2045 Horizon Year, are shown in **Table 4.14-1,** *Projected Population, Housing, and Employment Estimates for the Unincorporated Los Angeles County*, and discussed below.

TABLE 4.14-1
PROJECTED POPULATION, HOUSING, AND EMPLOYMENT ESTIMATES FOR THE UNINCORPORATED LOS ANGELES COUNTY

		Anticipated Buildout Year – 2027			SCAG 2045 Horizon Year		
	2022 Baseline	Projected	Total Growth	Percentage Increase as Compared to 2022	Projected	Total Growth	Percentage Increase as Compared to 2022
Population	1,088,600	1,110,700	22,100	2.0%	1,258,000	169,400	15.56%
Housing	320,500	333,400	12,900	4.0%	419,300	98,800	30.83%
Employment	279,600	284,900	5,300	1.9%	320,100	40,500	14.48%

SOURCE: Based on SCAG data prepared for the 2020-2045 RTP/SCS. Estimates for years presented in the table are based on interpolation of data presented in the 2020-2045 RTP/SCS. Compiled by ESA, 2023.

In addition to the 2020-2045 RTP/SCS, the County Housing Element, which was adopted by the Los Angeles County Board of Supervisors on May 17, 2022 and certified by the California Department of Housing and Community Development on May 27, 2022, addresses long-term housing needs for the unincorporated County from 2021 to 2029, is based on SCAG's 6th Cycle RHNA, which addresses the housing needs for the unincorporated County from October 2021 through October 2029. As noted in both the Housing Element and the 6th Cycle RHNA, the unincorporated County is expected to provide a total of 90,052 housing units in the period running from October 2021 to October 2029.[1] As further described below under Subsection 4.14.2, *Regulatory Framework,* the Housing Element is in compliance with State law and conforms with the 6th Cycle RHNA final allocations.

4.14.2 Regulatory Framework

State Level

Housing Element Law: California Government Code Section 65583 and 65584(a)(1)

Section 65583 of the California Government Code requires cities and counties to prepare a housing element, as one of the state-mandated elements of the General Plan, with specific direction on its content. Pursuant to Section 65584(a)(1), the California Department of Housing and Community Development (HCD) is responsible for determining the regional housing needs assessment (segmented by income levels) for each region's planning body known as a "council of governments" (COG). SCAG is the COG serving the Southern California area, including the Project Site. HCD prepares an initial housing needs assessment and then coordinates with each COG in order to arrive at the final regional housing needs assessment. To date, there have been five previous housing element update "cycles." California is now in its fifth "housing-element update cycle." The SCAG RHNA and the County's Housing Element are discussed further below.

[1] SCAG, SCAG 6th Cycle Final RHNA Allocation Plan, March 4, 2021, https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-proposed-final-allocation-plan.pdf?1614023284. Accessed June 1, 2022.

Housing Crisis Act of 2019 – (Senate Bill 330, Skinner)

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (Senate Bill [SB] 330). SB 330 seeks to speed up housing production in the next half decade by eliminating some of the most common entitlement impediments to the creation of new housing, including delays in the local permitting process and cities enacting new requirements after an application is complete and undergoing local review, both of which can exacerbate the cost and uncertainty that sponsors of housing projects face. In addition to speeding up the timeline to obtain building permits, the bill prohibits local governments from reducing the number of homes that can be built through down-planning or down-zoning or the introduction of new subjective design guidelines. As amended by SB 8, *Housing Crisis Act of 2019*, SB 330 is in effect until January 1, 2030.

Regional Level

Southern California Association of Governments

The Project Site is located within the jurisdiction of SCAG, a Joint Powers Agency established under California Government Code Section 6502 et seq. Pursuant to federal and State law, SCAG serves as a Council of Governments, a Regional Transportation Planning Agency, and the Metropolitan Planning Organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing the Regional Comprehensive Plan (RCP), 2020-2045 RTP/SCS, and RHNA, in coordination with other state and local agencies. These documents include population, employment, and housing projections for the region and its 13 subregions. The Project Site is located within the Los Angeles Subregion.

SCAG is tasked with providing demographic projections for use by local agencies and public service and utility agencies in determining future service demands. Projections in the SCAG 2020-2045 RTP/SCS serve as the bases for demographic estimates in this analysis of Project consistency with growth projections. The findings regarding growth in the region are consistent with the methodologies prescribed by SCAG and reflect SCAG goals and procedures.

SCAG data is periodically updated to reflect changes in development activity and provisions of local jurisdictions (e.g. zoning changes). Through these updates, public agencies have advance information regarding changes in growth that must be addressed in planning for their provision of services. Changes in the growth rates are reflected in the new projections for service and utilities planning through the long-term time horizon.

SCAG Connect SoCal (2020-2045 RTP/SCS)

The 2020-2045 RTP/SCS, also known as Connect SoCal, was developed through a four-year planning process that involved rigorous technical analysis, extensive stakeholder engagement and robust policy discussions with local elected leaders, who make up SCAG's policy committees and Regional Council. The 2020-2045 RTP/SCS charts a path toward a more mobile, sustainable and prosperous region by making key connections: between transportation networks, between planning strategies and between the people whose collaboration can make plans a reality. The

2020-2045 RTP/SCS was completed in May 2020, and approved and adopted by the SCAG Regional Council on September 3, 2020.

The 2020-2045 RTP/SCS embodies a collective vision for the region's future, through the horizon year of 2045. It is developed with input from a wide range of constituents and stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, including public agencies, community organizations, elected officials, tribal governments, the business community and the general public. The 2020-2045 RTP/SCS is an important planning document for the region, allowing public agencies who implement transportation projects to do so in a coordinated manner, while qualifying for federal and state funding. The plan includes robust financial analysis that considers operations and maintenance costs to ensure the existing transportation system's reliability, longevity, resilience and cost effectiveness. In addition, the 2020-2045 RTP/SCS is supported by a combination of transportation and land use strategies that outline how the region can achieve California's greenhouse gas emission reduction goals and federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources.[2]

In addition, SCAG establishes policies pertaining to regional growth and efficient development patterns to reduce development impacts on traffic congestion and related increases in air quality emissions. These policies are discussed in detail in Section 4.11, *Land Use and Planning* of this Draft EIR.

Regional Housing Needs Assessment

The RHNA is mandated by state housing law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods, or cycles. In prior cycles, factors such as household growth and household income distribution were the primary factors considered in determining a jurisdiction's RHNA allocation. SCAG's 6th Cycle RHNA quantifies the regional need for housing and then allocates the regional need to each jurisdiction for a planning period between October 2021 and October 2029. The 6th Cycle RHNA is focused on existing need (current housing shortages and overcrowding) plus projected growth, which takes into account factors beyond what was used to determine the 2020-2045 RTP/SCS's projected growth.[3] For the 6th RHNA Cycle, SCAG considers other factors in addition to household growth. These factors include transit accessibility, job accessibility, and indicators that influence a community's environmental, educational, and economic resource accessibility.

On October 15, 2019, SCAG received the final approval from HCD. On November 7, 2019, SCAG Regional Council approved a Draft RHNA Allocation Methodology for HCD's review.

2 SCAG, Connect SoCal (2020-2045 RTP/SCS), May 2020, page 8, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176. Accessed May 2023.

3 SCAG, Final RHNA Allocation Methodology, adopted March 5, 2020, page 5, https://scag.ca.gov/sites/main/files/file-attachments/scag-final-rhna-methodology-030520.pdf?1602189316. Accessed May 2023.

The Regional Council approved the Final RHNA Methodology on March 5, 2020 and released the Draft RHNA Allocation by jurisdictions.[4] The RHNA underwent Appeals Board Hearings throughout January 2021. In February 2021, the RHNA Appeals Board concluded its determination of appeals and issued the proposed final RHNA Allocation Plan and recommended the Plan for approval by SCAG's Community, Economic & Human Development (CEHD) Committee and Regional Council.[5] The final 6th Cycle RHNA methodology and allocations were adopted by the Regional Council on March 4, 2021 and was approved by the HCD on March 22, 2021.[6] As part of the RHNA allocations, the unincorporated County's allocation of housing between October 2021 and October 2029 is 90,052 units.[7]

Consistent with the state housing law, the primary objectives the 6th Cycle RHNA allocation plan are:

- Increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner
- Promote infill development and socioeconomic equity, the projection of environmental and agricultural resources, and the encouragement of efficient development patterns
- Promote an improved interregional relationship between jobs and housing
- Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution
- Affirmatively furthering fair housing

Local jurisdictions are required to plan and zone to accommodate their respective RHNA allocation (housing units) by income categories through the process of updating the Housing Elements of their General Plans. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and housing unit growth. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and sub region can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, addresses social equity, and fair share housing needs.

Local Level

Los Angeles County General Plan

The County adopted the General Plan 2035 on October 6, 2015. Several other elements have since been updated including Land Use, Safety, and the Economic Development Elements. The

4 SCAG, Regional Housing Needs Assessment (RHNA) & Housing, https://www.scag.ca.gov/programs/pages/housing.aspx. Accessed May 2023.

5 SCAG, 6th Cycle RHNA Appeals Timeline, posted online on February 9, 2021, https://scag.ca.gov/sites/main/files/file-attachments/anticipated-scag-6th-cycle-rhna-appeals-timeline.pdf?1612908970. Accessed June 29, 2021.

6 California Department of Housing and Community Development, Review of Adopted 2021-2029 Regional Housing Need Allocation (RHNA) Plan, March 22, 2021, https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-hcd-approval.pdf?1616463203. Accessed May 2023.

7 SCAG, SCAG 6th Cycle Final RHNA Allocation Plan.

adopted General Plan provides the policy framework and establishes the long-range vision for how and where the unincorporated areas will grow. The General Plan also establishes goals, policies, and programs to foster healthy, livable, and sustainable communities.[8] The General Plan is comprised of the following elements: Land Use, Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, Economic Development, and Housing.

Land Use Element

The Land Use Element of the General Plan provides goals and policies designed to guide land use in the County. The specific Land Use goals and policies applicable to the Project can be found in Section 4.11 Land Use and Planning, Table 4.11-3, *Comparison of the Project to Applicable Policies of the County General Plan Element* of this Draft EIR.

Housing Element

The Housing Element is one of seven mandatory elements of the County's General Plan. The Housing Element provides an overview of demographics, household, housing stock, economic, and regulatory factors affecting housing development and affordability within the County and Unincorporated County. The Housing Element sets forth a series of goals and implementing policies to address a variety of housing issues, including identifying vacant and underutilized sites to accommodate the RHNA. The RHNA is a state-mandated number of units by income category for which a jurisdiction must identify adequate development potential. The 2021-2029 Los Angeles County Housing Element identifies adequate sites, densities, and appropriate development standards for development in unincorporated Los Angeles County. The Housing Element, which was adopted by the Los Angeles County Board of Supervisors on May 17, 2022, will guide housing development through 2029. The goals and supporting policies in the 2021-2029 Housing Element that are relevant to the Project are the following:

> **Goal 1:** A wide range of housing types in sufficient supply to meet the needs of current and future residents, particularly for persons with special needs, including but not limited to: extremely low, very low and low income households, seniors, persons with disabilities (including those with developmental disabilities), large households, female-headed households, people experiencing homelessness and at risk of homelessness, and farmworkers.
>
> > **Policy 1.3:** Coordinate with the private sector in the development of housing for extremely low, very low, low, and moderate income households and those with special needs. Where appropriate, promote such development through incentives and/or inclusionary housing requirements.
>
> **Goal 2:** Communities with equitable access to employment opportunities, community facilities and services, and amenities.
>
> > **Policy 2.1:** Support the development of housing for extremely low, very low, low, and moderate income households and those with special needs near employment, transit, services, and other community amenities and facilities such as parks

[8] Los Angeles County, General Plan, Adopted October 6, 2015, https://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf. Accessed June 29, 2021.

Policy 2.2: Encourage multi-family residential and mixed use developments along major commercial and transportation corridors.

Goal 3: A housing supply that ranges broadly in costs to enable all households, regardless of income, to secure adequate housing.

Policy 3.1: Promote mixed income neighborhoods and a diversity of housing types throughout the unincorporated areas to increase housing choices for all economic segments of the population.

Policy 3.2: Incorporate cost-saving technologies into housing design, construction, operation, and maintenance.

Goal 5: Opportunities for extremely low, very low, low, and moderate income households and those with special needs to attain and maintain affordable and adequate housing.

Goal 6: Neighborhoods with a stable supply of housing that is affordable to residents of all income levels and facilitates aging in place.

Goal 8: Neighborhoods and housing environments that are livable, healthy, and safe for all residents.

Policy 8.1: Support neighborhood preservation programs, such as graffiti abatement, abandoned or inoperative automobile removal, tree planting, and trash and debris removal.

Policy 8.2: Maintain adequate neighborhood infrastructure, community facilities, and services as a means of sustaining the overall livability of neighborhoods and protecting the health, safety, and welfare of the community.

Goal 9: An adequate supply of housing preserved and maintained in sound condition.

Goal 10: Accessibility to adequate housing for all persons without discrimination in accordance with state and federal fair housing laws.

Policy 10.2: Enforce laws against illegal acts of housing discrimination. These include housing discrimination based on race, color, ancestry, national origin, sex, gender identity, religion, sexual orientation, marital status, familial status, age, disability, source of income, or any arbitrary reason excluding persons from housing choice.

Policy 10.3: Promote equal opportunity in housing and community development programs countywide.

Policy 10.4: Encourage housing design to accommodate special needs. Designs may include: units with multiple bedrooms; shared facilities; universal design; visit-ability; onsite child care; health clinics; or onsite job training services.

Goal 11: Alignment of housing production with state and local sustainability goals in order to protect natural resources, reduce greenhouse gas emissions, and foster climate resilience.

Policy 11.1: Ensure consistency with the Our County Sustainability Plan through equitable and sustainable land use policy.

Policy 11:2: Ensure consistency with the County's Green Building Standards (Title 31) to enhance building design and construction and encourage sustainable construction practices.

Policy 11.3: Support policies and programs that aim to reduce resource consumption, such as solar panel installation, cool roof installation, back-up battery power, and incentivization of housing near transit.

Policy 11.4: Prioritize and concentrate new housing developments in the least environmentally hazardous areas and with adequate infrastructure, such as road networks and water supply.

Rowland Heights Community Plan

The Project Site is within the Rowland Heights Community Planning Area. The Rowland Heights Community Plan (Community Plan) was adopted by the Los Angeles County Board of Supervisors on September 1, 1981 to guide development for the unincorporated community of Rowland Heights (Los Angeles County, 1981). The policies in the Community Plan that are relevant to the Project are the following:

- Encourage the equitable distribution of housing for low- and moderate-income individuals and households throughout the community and region.
- Emphasize the role of the new private sector in the development of affordable housing.
- Require that new housing be consistent with the maintenance of community character.
- Support the formation of community and neighborhood groups within Rowland Heights to encourage development and maintenance of community identity and neighborhood quality.
- Encourage private enterprise incentives, such as rebates, low interest loans and technical advice for rehabilitation of single-family residences.
- Encourage the provisions of an adequate supply of housing in close proximity to jobs.

4.14.3 Thresholds of Significance

According to the State CEQA Guidelines Appendix G, the Project could have a potentially significant impact with respect to population and housing if it would:

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). [Impact POP-1]

b. Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere. [Impact POP-2]

4.14.4 Methodology

The analysis of population and housing impacts evaluates whether the Project's contribution to population, housing, and employment growth are consistent with the future growth projections and related policies outlined above in order to assess the potential for impacts on the physical environment. Pursuant to the State CEQA Guidelines and the thresholds used by the County to determine the significance of impacts to population and housing, as described further below, the

focus of the analysis is on whether the Project would induce substantial unplanned population growth in an area either directly or indirectly, which would result in physical impacts on the environment due to the need for construction of unplanned homes, businesses, or infrastructure.

The 2020-2045 RTP/SCS is the most recently adopted regional plan that provides population, housing, and employment projections for the unincorporated County for the period between 2016 and 2045. Therefore, for the purpose of the Project's analysis, population and housing projections based on the 2020-2045 RTP/SCS for the unincorporated County are analyzed with the Project growth to determine impacts. As the 2020-2045 RTP/SCS provides data and projections for 2016 and 2045 only, projections for Project Baseline Year 2022 are interpolated from the 2016 and 2045 data. In addition to the 2020-2045 RTP/SCS, the unincorporated County will be expected to meet the housing provision goals provided in the 6th Cycle RHNA for the period between 2021 and 2029. Therefore, the Project's provision of housing units is also compared to the total allocation for the unincorporated County based on the 6th Cycle RHNA.

The Project's estimated residential population was calculated based on the SCAG projections, which is largely based on demographics data from the United States Census, and which identifies an average household size of 3.5.[9] As the Project would not provide any commercial uses, the Project would not generate any long-term full time employment opportunities but would provide short-term employment during construction. Therefore, employment is not further analyzed in this section.

4.14.5 Environmental Impact Analysis

Impact POP-1: The proposed Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). (Less than Significant)

Construction

Construction would commence in the fourth quarter of 2024 and would be completed in the fourth quarter of 2027. Construction of the Project would require construction workers who would be hired from a large, highly mobile regional construction work force already living and working within the Los Angeles metropolitan region that moves from project to project. Typically, construction workers pass through various construction projects on an intermittent basis as their particular trades are required. Given the short duration of the work for each job, and the large size and mobility of the construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate their residences within this region or move from other regions into this region in response to the short-term Project-related construction employment opportunities. As a result, Project construction would have less than significant direct and indirect impacts related to population growth.

[9] SCAG, Profile of Unincorporated Los Angeles County, May 2019 https://scag.ca.gov/sites/main/files/file-attachments/unincarealosangelescounty.pdf?1604708602 Accessed March 10, 2023.

Operation

The proposed Project would develop 360 residential units consisting of 200 detached single-family units, 72 townhouse units and 88 duplex and triplex units. As shown in **Table 4.14-2**, *Projected Increases in Population and Housing*, the Project's 360 residential units would generate an estimated residential population of 1,260 people. As shown in **Table 4.14-3**, *Projected Population and Housing Increases for the Unincorporated County*, the Project's contributions to population and housing are then compared to the growth projections for the unincorporated County in SCAG's 2020-2045 RTP/SCS for both the Project buildout year (2027) and the 2020-2045 RTP/SCS horizon year (2045).

TABLE 4.14-2
PROJECTED INCREASES IN POPULATION AND HOUSING

Use	Amount	Average Household Size[a]	Total Population
Residential	360 units	3.5	1,260

[a] SCAG, Profile of Unincorporated Los Angeles County, May 2019 https://scag.ca.gov/sites/main/files/file-attachments/unincarealosangelescounty.pdf?1604708602 Accessed March 10, 2023.

SOURCE: ESA, 2023.

TABLE 4.14-3
PROJECTED POPULATION AND HOUSING INCREASES FOR THE UNINCORPORATED COUNTY

	Project Increase[a]	SCAG Forecasted Growth[b]	Project's Percentage of Forecasted Growth
Population			
2022-2027 Buildout	1,260	22,100	5.7%
2022-2045 Projection Horizon	1,260	169,400	0.7%
Housing Units			
2022-2027 Buildout	360	12,900	2.8%
2021-2045 Projection Horizon	360	98,800	0.4%

[a] From Table 4.14-2.
[b] From Table 4.14-1.

SOURCE: ESA, 2023.

As shown in Table 4.14-3 above, the Project's 1,260 residents would comprise approximately 5.7 percent of the unincorporated County's estimated growth at buildout in 2027. The Project's residents would comprise only 0.7 percent of SCAG's longer-term projected population increase for the unincorporated County in the SCAG 2045 Horizon Year. The Project's 360 units would comprise approximately 2.8 percent of the unincorporated County's estimated growth at buildout in 2027 and only 0.4 percent of SCAG's longer-term projected housing increase for the unincorporated County in the SCAG 2045 Horizon Year. The Project's increases in population and housing would be within SCAG's projections for the unincorporated County for both the

near-term buildout year (2027) and for SCAG's projection horizon year (2045), and thus the Project would not induce unplanned substantial population growth in the area directly through the development of new housing.

The Project would support and not conflict with the goals, objectives and policies in the General Plan's Land Use Element and Housing Element. Most notably, the Project would provide high-quality infill housing through the provision of 360 residential units with a diverse mix of for-sale dwelling types, containing both single-family and multi-family units of varying types and sizes, both market rate and below market. These characteristics of the Project would support Land Use and Housing objectives and policies for enhancing communities, encouraging a mix of residential densities, providing resources for bikeways and recreational/open spaces, and increasing the housing supply.

Additionally, the Housing Element for October 2021 through October 2029, which is based on the 6th Cycle RHNA allocations, indicates that the total housing growth need for the unincorporated County during this planning period is 90,052 units.[10] These units represent the unincorporated County's share of the RHNA approved by SCAG as a response to State-mandated housing planning. The Project will reserve a total of 82 units for sale to middle and moderate-income households. The 82 units are comprised of the 72 townhouse units and 10 triplex units and would equal 22.7 percent of the Project's 360 units. As a result, the proposed Project would be consistent with the County's inclusionary affordable housing ordinance and would assist the County in meeting the goals provided in the Housing Element.

As an urban infill development located in an established urban residential community, the Project Site is located proximate to existing infrastructure and public services. The Project will install or improve community infrastructure (e.g., street lighting, new sidewalks) and contribute to funding needed services. The Project would link with and tie into existing infrastructure in the Project area. New infrastructure for public service and utility systems that would be required, such as service connections to local water and sewer network and electricity would be sized to serve only the Project's needs. Project operation would modify access from streets that surround the Project Site as described in Chapter 2, *Project Description,* and in Section 4.17, *Transportation,* of the Draft EIR. However, these modifications represent improvements that would serve only the Project Site and would not induce substantial population growth indirectly through the extension of roads or other infrastructure into undeveloped areas. Further, as described in Section 4.11, *Land Use and Planning*, of the Draft EIR, the Project is consistent with the goals and policies within the County's General Plan and Rowland Heights Community Plan. As a result, the Project would not result in an unexpected direct impact on growth. Further, the Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure, since the Project would represent infill development and would utilize the existing transportation and utility infrastructure to serve the Project. As a result, the Project would not induce substantial

[10] Los Angeles County, Housing Element (2021-2029), May 27, 2022, https://planning.lacounty.gov/assets/upl/project/housing_perliminary-draft-housing-element-update.pdf. Accessed May, 10 2023.

population growth in the area, either directly or indirectly that cannot be reasonably accommodated, and impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures

No Mitigation is Required.

Impact POP-2: The proposed Project would not displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere. (No Impact)

The proposed Project is an infill project that would replace a portion of an existing golf course with 360 residential units consisting of 200 detached single-family units, 72 townhouse units and 88 duplex and triplex units. Currently, there are no dwelling units on the Project Site; therefore, no existing dwelling units would be replaced and there would be no impact on displacement of people or housing. Rather, the Project would provide 360 new residential units with 82 units reserved for sale to middle and moderate-income households. The 82 units are comprised of the 72 townhouse units and 10 triplex units. Therefore, no impact would occur due to displacement of people or housing that would require the construction of replacement housing. No impact would occur.

Significance Determination: No Impact.

Mitigation Measures

No Mitigation is Required.

4.14.6 Cumulative Impacts

The geographic area for cumulative analysis for the discussion of population and housing impacts is the unincorporated County. The analysis focused on growth surrounding the Project Site (e.g., the unincorporated County and surrounding cities). As shown in Table 3-1, of Chapter 3, *Environmental Analysis,* of this Draft EIR, there are 12 cumulative projects in the immediate area, five of which are located within the unincorporated County (only one of which is a residential project), four located within the City of Diamond Bar, two within the City of Industry, and one within the City of Walnut.

Table 4.14-4, *Total Cumulative Development Within The Unincorporated County*, shows a summary of estimated cumulative growth for population, housing, and employment for the unincorporated County, reflecting the one residential cumulative project.

TABLE 4.14-4
TOTAL CUMULATIVE DEVELOPMENT WITHIN THE UNINCORPORATED COUNTY

Development[a]	Population	Housing Units
Cumulative Projects	245	70
Proposed Project - Total Buildout	1,260	360
Total Cumulative Growth	**1,505**	**430**

[a] A list of the cumulative projects is provided in Table 3-1 of Chapter 3 of this Draft EIR.

SOURCE: ESA, 2023.

Projections focus on the SCAG 2020-2045 RTP/SCS 2045 horizon as opposed to the Project's 2027 buildout date. The 2045 horizon is the appropriate timeframe for evaluating cumulative impacts because the cumulative projects represent a long-term development scenario for the unincorporated County. SCAG projections incorporate regional policies and are based on long-term demographic trends that average out short-term variations, which may not be reflected in shorter-term 2027 projections.

Table 4.14-5, *Cumulative Population and Housing Impacts Within The Unincorporated County,* compares projected cumulative growth, inclusive of the Project, to the 2020-2045 RTP/SCS's 2045 horizon year projections for the unincorporated County.

TABLE 4.14-5
CUMULATIVE POPULATION AND HOUSING IMPACTS WITHIN THE UNINCORPORATED COUNTY

	Cumulative Increase Including Proposed Project[a]	SCAG Projected Growth[b]	Cumulative Percentage of Growth
Population	1,505	176,700	0.85%
Housing Units	430	103,100	0.41%

[a] From Table 4.14-4.
[b] From Table 4.14-1.

SOURCE: ESA, 2023.

As indicated in Table 4.14-5, the cumulative population growth of 1,505 people is equal to 0.85 percent of the population growth estimated in the SCAG projection for the unincorporated County by the 2045 horizon year. The Project and cumulative projects would result in the construction of approximately 430 housing units within the unincorporated County, which is 0.41 percent of unincorporated Countywide projected housing growth by the year 2045. The approximately 430 new housing units associated with the Project and cumulative projects on buildout would represent 0.41 percent of the projected new housing units within the unincorporated County by 2045.

The projected population and housing growth would be within the 2045 SCAG projections identified in the 2020-2045 RTP/SCS for the unincorporated County. The increases in population

(0.85 percent) and housing units (0.41 percent) show that the unincorporated County is achieving SCAG and County goals of expanding the housing supply and attracting proportionate amounts of housing in the unincorporated County. The increase in housing stock as infill projects in the urbanized unincorporated County provides opportunities for residents to locate within areas closer to existing employment centers and transit hubs, thereby reducing the demand for development in lower-density areas and achieving greater efficiency in the provision and use of existing services and infrastructure. As an example, the Project Site would be approximately 0.4 mile south of a food retail (Canyon Point Market Place), approximately one mile from biotechnology companies (located just east of the of the SR-57 and SR-60 interchange), and approximately 4 miles west of the Puente Hills Mall which includes a transit hub (San Gabriel Valley Economic Partnership, 2023). The cumulative growth in the unincorporated County indicates that the unincorporated County's new proposed developments would improve its distribution of jobs and housing.

For these reasons, the Project, considered together with cumulative projects, would not induce substantial unplanned population growth through contributions to population and housing either directly or indirectly. Therefore, the Project's contribution to cumulative population and housing growth is consistent with projected growth patterns for the unincorporated County, and cumulative impacts would be less than significant. (**Less than Significant**)

4.15 Public Services

This section analyzes the Project's potential impacts on public services. The analysis addresses potential impacts to fire and police protection, parks, schools, libraries, and other public facilities.

This section is based in part on information provided by service availability letters received from the Los Angeles County Fire Department (LACFD), the Los Angeles County Sheriff's Department (LASD), the LA County Library (LACL), and the Los Angeles County Department of Parks and Recreations Park Obligation Report. These letters and responses are included in **Appendix L** of this Draft EIR. In addition to the service letters, this section is based in part on information provided in the Royal Vista Residential Project Infrastructure Assessment for Water and Sewer (Fuscoe 2022a), Sewer Area Study Report for Vesting Tentative Tract No. 83534, PC9051, PC6594, PC6788, PC10811, PC7851 Hydraulic Calculations and Existing Systems Analysis (Fuscoe 2022b), and the Royal Vista Residential and Parks Project Water Demand Memorandum (Fuscoe 2023a).

4.15.1 Existing Conditions

Fire Protection

LACFD provides 24-hour, all-risk emergency services to a population of over four million residents in 60 cities and all of the County's unincorporated communities, including the Project Site, within a 2,311-square-mile service area (LACFD 2021). There are three major geographic regions (the North Regional Operations Bureau, the Central Regional Operations Bureau, and the East Regional Operations Bureau) within the LACFD service area, which are divided into nine divisions and 22 battalions. LACFD provides emergency services in response to a wide range of incidents, including structure fires, wildfires, commercial fires, hazardous materials incidents, urban search and rescue, and swift water rescue. In 2021, LACFD responded to approximately 11,373 fire incidents from 177 fire stations. LACFD consists of approximately 5,028 emergency personnel, of which approximately 2,151 are firefighters. LACFD includes 228 engine companies, 33 truck companies, 112 paramedic squads, 28 paramedic assessment engines, and ten helicopters. LACFD specialty services include two emergency support teams, two urban search and rescue task forces, and four hazardous materials task forces.

The Project Site is located within Division 8 of LACFD's East Regional Operations Bureau. The Bureau includes Battalions 12, 15, and 19 serving communities in the east side of the County. Division 8 serves the cities of Diamond Bar, La Puente, Industry, Pomona, and Walnut, in addition to the unincorporated communities of Hacienda Heights and Rowland Heights.

The Project Site is not located within a Fire Hazard Severity Zone but is partially located within the wildland-urban interface: the zone of transition between developed areas and undeveloped wildland (CalFire, 2021). LACFD Fire Station 119 located at 20480 Pathfinder Road in Walnut is the primary fire protection service provider to the Project Site. Fire Station 119 is located approximately 1.9 miles southeast of the Project Site.

LACFD operates under a regional concept in its approach to providing fire protection and emergency medical services, whereby emergency response units are dispatched as needed to an incident anywhere in LACFD's service territory based on distance and availability, without regard to jurisdictional or municipal boundaries. There are no mutual aid agreements in effect within the Project area. The Project Site and the surrounding areas are served by LACFD. Fire Station 119 is staffed with a three-person engine company (one captain, one fire fighter specialist, and one fire fighter) and a two-person paramedic squad (two firefighter paramedics) for every 24-hour shift.

LACFD uses national guidelines of a five-minute response time for the first-arriving unit for fire and emergency medical services and eight minutes for the advanced life support (paramedic) unit in urban areas such as the Project Site. According to the LACFD service letter, it is estimated that Fire Station 119 would have an emergency response time of five minutes to the Project Site, which is within the LACFD's response time goals (LACFD 2021).

Emergency Access

Emergency access to the Project Site is provided by Colima Avenue, which bisects the Project Site near Planning Areas 1, 2, 4, 5, and 6; East Walnut Drive South, located north of the Project Site (adjacent to Planning Areas 2 and 3); and Walnut Leaf Drive, located adjacent to the southern portion of the Project Site near Planning Areas 5 and 6. Planning Areas 1 and 4 can also be accessed by Tierra Luna to the east of the Project Site.

Fire Flow

In general, fire flow requirements are closely related to land use, as the quantity of water necessary for fire protection varies with the type of development, life hazard, type of occupancy, and degree of fire hazard (based on such factors as building age or type of construction). As stated by LACFD personnel, the fire flow requirement for the Project would be 1,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual pressure for up to 1-hour duration (Fuscoe 2022a). The fire hydrant flow tests can be found in Attachment D of the Water and Sewer Infrastructure Report prepared by Fuscoe Engineers (Appendix L of this EIR).

Police Protection

LASD provides law enforcement services to more than ten million residents living within 141 unincorporated communities and 42 contract cities. LASD also provides law enforcement services to nine community colleges, Metropolitan Transit Authority (Metro), and 37 superior courts (LASD 2021). LASD is the largest sheriff's department in the world, with over 18,000 employees. According to LASD staff, the standard response times for emergent, priority, and routine calls are as follows:

- Emergent (crime in progress and life threatening) – 10 minutes
- Priority (crime in progress that is not life threatening) – 20 minutes
- Routine (crime already occurred and is not life threatening) – 60 minutes

The Project Site is located within the Walnut-Diamond Bar Sheriff Station's (WDBSS) service area; the WDBSS is located at 21695 East Valley Boulevard in Walnut, approximately 3.9 miles northeast of the Project Site. The WDBSS service area encompasses approximately 40 square miles with an estimated resident population of 155,000 people. The WDBSS serves the Cities of Walnut, Diamond Bar, West Covina, and the unincorporated areas of Rowland Heights and Covina Hill.

The WDBSS is currently staffed by 109 personnel and has 36 civilian employees on a 24-hour duty. The WDBSS currently has 38 patrol cars and 20 pool cars. The WDBSS's average and/or anticipated response times for emergent, priority, and routine calls for service received at the Project Site are as follows:

- Emergent (crime in progress and life threatening) – 4.5 minutes
- Priority (crime in progress that is not life threatening) – 6.9 minutes
- Routine (crime already occurred and is not life threatening) – 31 minutes

During the reporting period beginning January 1, 2021 and ending June 30, 2021, a total of 1,185 Part I crimes (i.e., homicide, rape, robbery, assault, burglary, larceny, motor vehicle theft, and arson) were committed in the WDBSS service area (WDBSS 2021).

If back-up police protection is required, the Industry Sheriff Station, located at 150 North Hudson Avenue in the City of Industry, located 5.9 miles northwest would respond. Additionally, the San Dimas Sheriff Station located at 270 South Walnut Avenue approximately 8.6 miles north could respond.

Schools

The community of Rowland Heights is served by the Rowland Heights Unified School District (RHUSD). There are 19 schools within RHUSD, including 11 elementary schools (K-6 grade), three academies (K-8 grade), two intermediate schools (7-8 grade), and three high schools (9-12 grade), which serve a total of approximately 13,000 students.

The closest RHUSD school to the Project Site is the Ybarra Academy of Arts and Technology (grade levels- kindergarten to 8th grade), located at 1300 Brea Canyon Cut-Off Road, approximately 0.3 miles west of the Project Site. According to RHUSD staff, the Ybarra Academy of Arts and Technology is near capacity. Shelyn Elementary School (grade levels- kindergarten to 6th grade) is located approximately 0.75 miles east of the Project Site at 19500 Nacora Street and would accept new students from the Project. Shelyn Elementary School is at the Bottom 3rd in the RHUSD for enrollment (470 students). In addition, Alvarado Intermediate School (grade levels- 7th to 8th grade), located approximately 1.8 miles east from the Project Site is another option for students and has not yet met enrollment capacity. The nearest high school to the Project Site is the Rowland High School, located approximately 1.3 miles east of the Project Site at 2000 South Otterbein Avenue and has not yet met capacity (Flores 2021).

Parks and Recreational Facilities

The Los Angeles County Department of Parks and Recreation (DPR) system consists of approximately 70,000 acres of public parks and recreation resources, which generally fall under two systems: local park system and regional park system (DPR 2015).

Local Park System

The local park system consists of parks of varying sizes that meet local needs and offer opportunities for daily recreation. This system includes community parks, neighborhood parks, pocket parks, and park nodes.

Community parks are typically 10-20 acres and serve several neighborhoods within 1-2 mile radius of the park. Community parks that are located in residential neighborhoods serve both the needs of the community park service radius and neighborhood park service radius. Neighborhood parks are typically 3-10 acres and serve residents living within 0.5 mile radius of the park. There are no existing neighborhood parks within 0.5 miles of the Project Site. Pocket parks are less than three acres in size and serve residential or business areas within 0.25 mile radius or within walking distance. There are no existing pocket parks within 0.25 miles of the Project Site.

Regional Park System

The regional park system is intended to meet the park and recreation needs of residents and visitors throughout the County. Regional parks occupy a total of 18,248 acres of land and provide 1.81 acres of parkland per 1,000 people Countywide (County, 2015). The standard for the regional park system is six acres of park area per 1,000 persons in the County (County, 2015).

In the East San Gabriel Valley Planning Area, there is currently 3,440 acres of regional parkland (County of Los Angeles 2016a). According to the 2016 Countywide Park Needs Assessment, the Unincorporated La Habra Heights-Rowland Heights Study Area includes 574.7 regional park acres, contained primarily within Peter F. Schabarum Regional County Park. The average regional park acreage per resident is 11 acres per 1,000 residents, which is greater than the Countywide average (County of Los Angeles 2016b).

Community regional parks are typically 20 to 100 acres and have a service radius of 20 miles. Community regional parks protect and conserve natural resources, preserve open spaces, and provide recreational facilities that are not available in neighborhood or community parks. Regional parks are typically greater than 100 acres in size and have a service radius of 25 miles or more. They include unique areas such as lakes, wetlands, auditoriums, water bodies, and campgrounds, in addition to the active recreational facilities offered in community regional parks. Special use facilities are generally single purpose facilities that serve greater regional recreational or cultural needs. The standard for the regional park system is six acres of park area per 1,000 persons in the County (County, 2015 (DPR, 2015).

There are currently 38 parks located within a five-mile radius of the Project Site. In addition, there are two Orange County-operated parks located within five miles of the Project Site. They are shown in **Table 4.15-1,** *Parks Within a 5-Mile Radius*.

TABLE 4.15-1
PARKS WITHIN A 5-MILE RADIUS

Name	Location
Los Angeles County	
Arroyo Park	Walnut
Bill Blevins Park	LA County
Butterfield Park	Walnut
Carlton Peterson Park	Diamond Bar
Carolyn Rosas Park	LA County
Country Hollow Park	Walnut
Country Park	Diamond Bar
Countrywood Park	LA County
Creekside Park	Walnut
Friendship Park	West Covina
Gingrich Park	West Covina
Gloria Heer Park	LA County
Heritage Park	Diamond Bar
Heritage Park	West Covina
Lemon Creek Park	Walnut
Maple Hill Park	Diamond Bar
Pantera Park	Diamond Bar
Pathfinder Community Regional Park	LA County
Paul C Grow Park	Diamond Bar
Pepperbrook Park	LA County
Peter F Schabarum Regional County Park	LA County
Rimgrove Park	LA County
Ronald Reagan Park	Diamond Bar
Rowland Heights Park	LA County
Shadow Oak Park	West Covina
Snow Creek Park	Walnut
Starshine Park	Diamond Bar
Summit Ridge Park	Diamond Bar
Sunshine Park	LA County
Suzanne Park	Walnut
Sycamore Canyon Park	Diamond Bar
Thomas S Burton Park	LA County
Trailview Park	LA County
unnamed park	Diamond Bar
unnamed park	Walnut
Walnut Hills Park	Walnut
Walnut Ranch Park	Walnut
Woodgrove Park and Open Space	West Covina

Name	Location
Orange County	
Carbon Canyon Regional Park	Brea
Olinda Regional Park	OC County

SOURCE: ESA, 2021

According to the Rowland Heights Community Plan, there are two existing parks within the Community Plan Area (CPA). Rowland Heights Park is located at 1500 South Banida Avenue and is approximately 1.4 miles west of the Project Site. The Carolyn Rosas Park (formerly Fajardo Park) is located at 18500 Fajardo Street and is approximately 3.3 miles southwest of the Project Site. These two parks do not provide enough parkland space for the CPA and community residents based on the County local parkland standard for four acres per 1,000 residents (County 2015).

Trails

There are no trails located on the Project Site. The nearest County-maintained trail is the Rowland Heights Connector Trail (0.3 miles in length), which is located approximately 0.75 miles southwest of the Project Site. The Project Site is within the jurisdiction of Los Angeles County and will rely on the County for public services, including park and recreation services. The City of Diamond Bar has adopted a system of trails to provide pedestrian, bicycle, and equestrian connections to residential communities within its boundaries, as well as to the County multi-use trail system.

Parkland Standards

The Rowland Heights Community Plan has established parkland standards of four acres of local parks for each 1,000 residents.

Libraries

LA County Library (LACL) currently operates 85 regional and community library branches, one institutional library, and four bookmobiles (LACL 2022). As of 2022, LACL's collection includes over 4.3 million books and periodicals, over 1 million audio and visual items, and 8,014 government publications. LACL service level guidelines entail a minimum of 0.50 gross square foot of library space per capita, 3.0 items (books and other library materials) per capita for regional libraries and 2.75 items per capita for community libraries, and 1.0 public access computer per 1,000 people served.

The Project Site would be served by the Rowland Heights Library (RHL), located at 1850 Nogales Street, which is approximately 1.8 miles west of the Project Site. Diamond Bar Library located at 21800 Copley Drive is 2.4 miles east of the Project Site and is the next closest library.

According to LACL staff, the RHL has a facility size of 14,863 square feet, a collection of 67,754 books and other materials, and 21 public access computers. The library serves a population of 47,661 residents in the unincorporated Rowland Heights area of the County. RHL staffing

includes six full-time staff and 10 part-time staff. There are no volunteers that regularly assist in the running of the library. Amenities for the RHL include a community room with a sound system, projector and screen, two study rooms, and a patio.

4.15.2 Regulatory Framework

State

California Code of Regulations Title 24, Part 2 and Part 9

Part 2 of Title 24 of the California Code of Regulations refers to the California Building Code, which contains complete regulations and general construction building standards of state adopting agencies, including administrative, fire and life safety, and field inspection provisions. Part 9 of Title 24 refers to the California Fire Code, which contains fire-safety-related building standards referenced in other parts of Title 24. The County has adopted the 2019 version of Title 24 with certain local changes and amendments, which became effective January 2020.

California Health and Safety Code

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which includes regulations concerning building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. The State Fire Marshal enforces these regulations and building standards in all state-owned buildings, state-occupied buildings, and state institutions throughout California.

Strategic Fire Plan for California

The Board of Forestry and Fire Protection (Board) develops and adopts the Strategic Fire Plan pursuant to broad direction provided under Public Resources Code (PRC) Sections 4114 and 4130. The Board has adopted these plans since the 1930s and periodically updates them to reflect current and anticipated needs, most recently in 2018. The 2018 Strategic Fire Plan for California (2018 Plan) reflects the California Department of Forestry and Fire Protection's (CAL FIRE) focus on (1) fire prevention and suppression activities to protect lives, property, and ecosystem services, and (2) natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. The 2018 Plan establishes a "vision for a natural environment that is more fire resilient; buildings and infrastructure that are more fire resistant; and a society that is more aware of and responsive to the benefits and threat of wildland fire; all achieved through local, state, federal, tribal, and private partnerships.

Assembly Bill 747

AB 747 (2019) added Government Code Section 65302.15, which requires that, upon the next revision of a Local Hazard Mitigation Plan (LHMP) on or after January 1, 2022, or beginning on or before January 1, 2022, if a local jurisdiction has not adopted a LHMP, the safety element must be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. If a LHMP, emergency operations plan, or other document that fulfills commensurate goals and objectives, a local agency may use that

information in the safety element to comply with this requirement by summarizing and incorporating by reference such a plan or other document into the safety element. These new requirements apply to all types of hazards in the safety element and are not unique to fire.

Quimby Act

Passage of the 1975 Quimby Act (California Government Code, Section 66477) authorized cities and counties to pass ordinances requiring, as a condition of subdivision approval, that developers set aside land, donate conservation easements, or pay fees for park improvements. The goal of the Quimby Act is to require developers to help mitigate the impacts of property improvements on parklands. The fees must be paid and land conveyed directly to the local public agencies that provide park and recreational services communitywide.

California Department of Education

The California Department of Education administers California's public education system at the state level. By statute, the state Board of Education is responsible for governing and determining policy for the California Department of Education. The Board of Education adopts rules and regulations for the government of the state's public schools; adopts curriculum frameworks in core subject-matter areas; approves academic standards for content and student performance in the core curriculum areas; and adopts tests for the Standardized Testing and Reporting program and the California High School Exit Examination.

California Government Code – Section 66000 et seq

Government Code Section 66000 et seq (the "Mitigation Fee Act") allows a local agency to establish, increase, or impose a fee as a condition of approval of a development project. Government Code Section 66001 contains the following requirements: the following:

1. Identify the purpose of the fee.
2. Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. The identification may, but not need, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in order to provide public documents that identify the public facilities for which the fee is charged.
3. Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.
5. In any action imposing a fee as a condition of approval of a development project by a local agency, the local agency shall determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.
6. Upon receipt of a fee subject to this section, the local agency shall deposit, invest, account for, and expend the fees pursuant to Section 66006.

7. For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the local agency shall make all of the following findings with respect to that portion of the account or fund remaining unexpended, whether committed or uncommitted:
8. Identify the purpose to which the fee is to be put.
9. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
10. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements identified in paragraph (2) of subdivision (a).
11. Designate the approximate dates on which the funding referred to in subparagraph (C) is expected to be deposited into the appropriate account or fund.
12. When findings are required by this subdivision, they shall be made in connection with the public information required by subdivision (b) of Section 66006. The findings required by this subdivision need only be made for moneys in possession of the local agency and need not be made with respect to letters of credit, bonds, or other instruments taken to secure payment of the fee at a future date. If the findings are not made as required by this subdivision, the local agency shall refund the moneys in the account or fund as provided in subdivision (e).
13. Except as provided in subdivision (f), when sufficient funds have been collected, as determined pursuant to subparagraph (F) of paragraph (1) of subdivision (b) of Section 66006, to complete financing on incomplete public improvements identified in paragraph (2) of subdivision (a), and the public improvements remain incomplete, the local agency shall identify, within 180 days of the determination that sufficient funds have been collected, an approximate date by which the construction of the public improvement will be commenced, or shall refund to the then current record owner or owners of the lots or units, as identified on the last equalized assessment roll, of the development project or projects on a prorated basis, the unexpended portion of the fee, and any interest accrued thereon. By means consistent with the intent of this section, a local agency may refund the unexpended revenues by direct payment, by providing a temporary suspension of fees, or by any other reasonable means. The determination by the governing body of the local agency of the means by which those revenues are to be refunded is a legislative act.
14. If the administrative costs of refunding unexpended revenues pursuant to subdivision (e) exceed the amount to be refunded, the local agency, after a public hearing, notice of which has been published pursuant to Section 6061 and posted in three prominent places within the area of the development project, may determine that the revenues shall be allocated for some other purpose for which fees are collected subject to this chapter and which serves the project on which the fee was originally imposed.
15. A fee shall not include the costs attributable to existing deficiencies in public facilities, but may include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to (1) refurbish existing facilities to maintain the existing level of service or (2) achieve an adopted level of service that is consistent with the general plan.

Senate Bill 50/California Government Code Section 65995

Senate Bill (SB) 50 was signed into law in 1998, and it imposes limitation on the power of cities and counties to require mitigation of school facilities' impacts as a condition of approving new development. It also authorizes school districts to levy statutory developer fees at a higher rate for residential development than previously allowed. SB 50 amended Government Code Section

65995(a) to provide that only those fees expressly authorized by law (Education Code Section 17620 or Government Code Section 65970 et seq.) may be levied or imposed in connection with or made conditions of any legislative or adjudicative act by a local agency involving planning, use, or development of real property. Other relevant sections of the Government Code include the following:

- Section 65995(h), which declares that the payment of the development fees authorized by Education Code Section 17620 is "full and complete mitigation of the impacts of any legislative or adjudicative act… on the provision of adequate school facilities."
- Section 65995(i), which prohibits an agency from denying or refusing to approve a legislative or adjudicative act involving development "on the basis of a person's refusal to provide school facilities mitigation that exceeds the amounts authorized [by SB 50]."

California Education Code – Chapter 6, Section 17620

Section 17620 of the Education Code allows the governing board of any school district to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction of reconstruction of school facilities, subject to any limitations set forth in Chapter 4.9 (commencing with Section 65995) of Division 1 of the 7 of the Government Code.

Local

Los Angeles County General Plan Safety Element

The Los Angeles County General Plan Safety Element (Safety Element) addresses earthquake, landslides, flood, and fire hazards and potential hazardous materials incidents related to these hazards. The Safety Element goal for Wildland and Urban Fire Hazards is to "Reduce threats to public safety and protect property from wildland and urban fire hazards."

Los Angeles County General Plan Parks and Recreation Element

The General Plan's Parks and Recreation Element provides policy direction for the maintenance and expansion of the County's parks and recreation system. The purpose of the Parks and Recreation Element is to plan and provide for an integrated parks and recreation system that meets the needs of residents. The goals and policies set forth in this Element address the growing and diverse recreation needs of the communities served by the County.

Los Angeles County Code

(i) Title 32, Fire Code

The County of Los Angeles Fire Code (Fire Code) includes provisions that address fire apparatus access roads, adequate road widths, fire flow requirements, and fire hydrant spacing. For example, Section 105.7.10.1, Land Development Review, requires LACFD review and approval for applications, including tract maps, parcel maps, final maps, conditional use permits, environmental impact reviews, zone changes, and water plan reviews. Section 503.1.2, et seq, contains requirements for fire apparatus access roads, marking of fire lanes and high-voltage transmission lines, and traffic-calming devices. Section 903.2.11.3, requires the installation of an automatic sprinkler system for buildings with more than three stories. Section 903.7 states that in

multistory buildings four stories or higher, the automatic fire sprinkler system shall include an indicating control valve, water flow detector with an alarm bell, drain valve, and inspector's test valve with sight gauge. Appendix B, Section B105.2 states that a reduction in required fire flow of up to 50 percent is allowed when the building is provided with an approved automatic sprinkler system.

(iii) Title 20, Utilities

Los Angeles County Code (LACC) Title 20, Part 2, Design, Section 12.16.060, Minimum Fire Flow and Fire Hydrant Requirements, specifies that the minimum fire flow and fire hydrant requirements shall be determined by the Fire Chief or Fire Marshal based on local conditions, exposure, congestion, and construction of buildings. Where buildings are constructed of fire-resistive materials and/or provided with automatic sprinkler systems, required fire flow may be reduced.

(iv) Title 21, Subdivisions

LACC Title 21, Chapter 21.24, Part 1, Design Standards, Section 21.24.010 General Requirements, contains additional access road requirements to ensure adequacy of a route of access during evacuation and on the deployment of fire equipment or other services under emergency conditions. Part 2, Mapping Specifications, Section 21.44.250, requires that each easement shown for any storm drain or sewer or fire access to be designated on the final map or parcel map. Part 3, Local Streets and Ways, Section 21.24.220, requires the provision of fire protection access easements or fire breaks. Section 21.28.140, requires the dedication of land or in-lieu park fees as a condition precedent of final approval of the subdivision.

(v) Title 22, Planning and Zoning, Division 9, Administration, Chapter 22.264, Library Facilities Mitigation Fee

The purpose of this chapter is to implement goals and policies of the General Plan regarding the impacts of residential development upon public library systems. These goals and policies promote an equitable distribution of the costs and benefits of governmental actions; promote a distribution of population consistent with service system capacity and resource availability; seek to maintain a balance between increased intensity of development and the capacity of needed public facilities; give priority to upgrading existing public facilities in areas lacking adequate facilities; mitigate any significant adverse impacts of increased residential development upon public library facilities as required by CEQA; and implement the Mitigation Fee Act in Section 66000, et seq. of the California Government Code.

This chapter establishes the Library Facilities Mitigation Fee and requires that payment of the fee be required as a condition of approval for any entitlement or land use permit for a residential project. The amount of the fee to be imposed on a residential development project is based upon the findings and conclusions of the County librarian, as set forth in the *Report on Proposed Developer Fee Program for Library Facilities*, prepared by the LACL, dated October 1998, and as updated based on increases in the Consumer Price Index. The fee shall not exceed the estimated reasonable cost of providing library facilities for such residential development projects. The library facilities mitigation fee shall be a uniform fee within each library planning area based on the estimated cost of providing the projected library facility needs in each library planning area.

Los Angeles County Fire Department Strategic Plan, Engineering Our Future

LAFD's Strategic Plan is designed to address short- and long-term challenges by providing a roadmap to maximize operational effectiveness, strengthen fiscal sustainability, and maximize integrated services delivery. The Strategic Plan is designed to carry out the County's public safety mission in meeting the current and future needs of over four million residents living and working in communities throughout the County.

Office of Emergency Management and Operational Area Emergency Response Plan

The Office of Emergency Management (OEM) is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of the County. OEM is the day-to-day County Operational Area coordinator. As part of this effort, OEM prepares and maintains an Operational Area Emergency Response Plan (OAERP) (OEM, 2021). The OAERP establishes the coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation (OEM, 2012).

Rowland Heights Community Plan

The Rowland Heights Community Plan (Community Plan) was adopted by the Los Angeles County Board of Supervisors on September 1, 1981 to guide development for the unincorporated community of Rowland Heights (Los Angeles County, 1981). The Project Site is within the Rowland Heights Community Planning Area, one of 19 adopted local plans that collectively comprise the Land Use Element of the General Plan and provide land use policy guidance at a finer scale than the regionally focused Countywide Elements. The Community Plan has established a parkland standard of four acres of local parks for each 1,000 residents; however, according to the 1981 Community Plan, Rowland Heights was deficient at that time by approximately 120 acres of local parks. If the area were to develop to the capacity forecast at the time but based on the 1980 General Plan calculations, the deficiency would be approximately 204 acres. Community parks are typically 10-20 acres and serve several neighborhoods within 1-2 mile radius of the park. Community parks that are located in residential neighborhoods serve both the needs of the community park service radius and neighborhood park service radius. Neighborhood parks are typically 3-10 acres and serve residents living within 0.5 mile radius of the park. There are no existing neighborhood parks within 0.5 miles of the Project Site. The two community parks, Carolyn Rosas Park and Rowland Heights Park, are located within heavily populated areas of the community and are not within the two mile service area from the Project Site (i.e., they are outside the maximum two-mile radius identified by the Community Plan for local parks).

4.15.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to public services if it would:

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental

impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

i. Fire Protection; [Impact PS-1]

ii. Sheriff Protection; [Impact PS-2]

iii. Schools; [Impact PS-3]

iv. Parks; [Impact PS-4]

v. Other Public Facilities. [Impact PS-5]

4.15.4 Methodology

Fire Protection

The LACFD was consulted for this analysis and the responses provided regarding the Project were incorporated. In addition, the LACFD website and applicable provisions of the County's Fire Code, the 2019 CFC, and the 2019 CBC were reviewed. Based on this information and consultation with the LACFD, a determination was made as to whether the LACFD would require new or physically altered facilities for the provision of fire protection and emergency medical services in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. If such facilities would be required, the analysis considers whether the LACFD's construction of such facilities would reasonably be expected to cause significant environmental impacts. Impacts associated with use or storage of hazardous materials will be discussed further in Section 4.9, *Hazards and Hazardous Materials,* of this Draft EIR.

Sheriff Protection

The LASD was consulted for this analysis and the responses provided regarding the Project were incorporated. Based on this information and in consultation with the LASD, a determination was made as to whether the LASD would require new or physically altered facilities for the provision of police protection in order to maintain acceptable response times or other performance objectives for Sheriff protection services. If such facilities would be required, the analysis considers whether the LASD's construction of such facilities would reasonably be expected to cause significant environmental impacts.

Public Schools

The analysis addresses all levels of education facilities operated by the schools (i.e., elementary schools, middle schools, and high schools), and focuses on the schools that would serve the Project. It also addresses state regulations, e.g., SB 50, as a mechanism for providing new school facilities and addressing school impacts of the Project. A determination is then made as to whether the District would require new or physically altered facilities for schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools.

Parks

The Parks and Recreation Department was consulted on this analysis and the responses provided regarding the Project were incorporated. Based on this information and consultation with the Parks and Recreation Department, a determination was made as to whether the County would require new or physically altered facilities for the provision of parks or recreational services in order to maintain acceptable service ratios or other performance objectives for parks or recreational services. If such facilities would be required, the analysis considers whether the construction of such facilities would reasonably be expected to cause significant environmental impacts.

Other Facilities-Libraries

LACL was consulted on this analysis and the responses provided regarding the Project were incorporated. Based on this information and consultation with the LACL, a determination was made as to whether the County would require new or physically altered facilities for the provision of libraries in order to maintain acceptable service ratios or other performance objectives for libraries. If such facilities would be required, the analysis considers whether the construction of such facilities would reasonably be expected to cause significant environmental impacts.

4.15.5 Environmental Impact Analysis

Impact PS-1: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. (Less than Significant with Mitigation)

In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and it is reasonable to conclude that the County will comply with that provision to ensure that public safety services are provided.

Fire Station 119 is the closest station to the Project Site, located 1.9 miles to the southeast at 20480 Pathfinder Road in Diamond Bar. The Project would develop 360 new dwelling units, adjacent open space, and additional open space areas of 5.81 acres and 1.59 acres.

According to LACFD staff, emergency medical services would be provided to the Project Site by LACSD Station 119. The nearest emergency medical facility is the Whittier Memorial Hospital, located approximately 9 miles west of the Project Site.

Construction

Construction activities associated with the Project may temporarily increase demand for fire protection and emergency medical services and may cause the occasional exposure of combustible materials such as wood, plastics, sawdust, coverings and coatings, heat sources

including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, in compliance with California Division of Occupational Safety and Health Administration (Cal/OSHA) and Fire Code requirements, construction managers and personnel would be trained in fire prevention and emergency response. Fire suppression equipment specific to construction would be maintained on-site. As required by the LACFD, all required fire hydrants shall be installed, tested, and accepted prior to construction. Additionally, Project construction would comply with applicable existing codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Therefore, in light of State and County regulations and LACC and LACFD requirements that would in part require personnel trained in fire prevention and emergency response, maintenance of fire suppression equipment, and implementation of proper procedures for storage and handling of flammable materials on the Project Site, demand on fire protection and emergency medical services would be less than significant.

Operations

Fire Flow Requirements

In general, fire flow requirements are closely related to land use since the quantity of water necessary for fire protection varies with the type of development, life hazard, type of occupancy, and degree of fire hazard.

The Project would introduce residential structures on the Project Site. As previously stated, the fire flow requirement for the Project is 1,000 gpm at 20 psi minimum residual pressure for a duration of one hour.

Currently no fire hydrants are on the Project Site. The Applicant would be required to install fire hydrants that meet LACFD requirements. The proposed location of public and private fire hydrants has been reviewed and conditionally approved by the LACFD (Fuscoe 2022a). The fire service connection to the Project Site would be from existing 8-inch and 12-inch water mains that would provide connection from the fire hydrants. The proposed water system is expected to meet the fire flow requirements based on fire flow tests conducted by the Walnut Valley Water District on April 2, 2021 (Fuscoe 2022a). As required by the LACFD, the Walnut Valley Water District will perform and update the fire flow tests prior to the issuance of building permits to ensure that fire flow requirements are met. Therefore, Project impacts with respect to fire flow requirements would be less than significant.

Fire Safety

As discussed in Section 4.17, *Transportation*, vehicular circulation within the Project Site would be accommodated by private roadways, which would be constructed consistent with applicable Los Angeles County Department of Public Works (LACDPW) design standards for local roads and would adequately accommodate emergency vehicles as required by the LACFD. Therefore, the Project would not restrict or interfere with the flow of emergency vehicles or evacuation once constructed. While additional traffic volumes could be expected with the construction of more housing, the Project would not exceed the carrying capacity of the local streets, as discussed in

Section 4.17, *Transportation*, of this Draft EIR. Streets within the Project would be private but not gated and would provide a new vehicular connection between Colima Road and East Walnut Drive South, which does not exist today. Further, the Project would include off-site improvements to streets and intersections to promote mobility and safety. This would result in improved traffic circulation. In addition, the County would be required to periodically update its emergency response and evacuation plan(s) as required under AB 747 and the County's General Plan. This periodic reevaluation would address any changed conditions relevant to emergency response and evacuation and would adjust the evacuation plans accordingly. Further, the Project would be subject to the requirements of the Building Code, Fire Code, Utilities Code, and Subdivision Code for new construction that address structural design, building materials, site access, fire lanes, fire flow requirements, automatic sprinkler systems, alarms, and smoke detectors. Compliance with the applicable regulatory and LACFD requirements would reduce Project impacts on fire safety to a less than significant level.

Emergency Response Times

As presented above, Fire Station 119 is located 1.9 miles southeast of the Project Site and has an estimated emergency response time of five minutes, which falls within the LACFD's response time goals of five minutes for the first-arriving unit for fire and emergency medical services and eight minutes for the advance life support unit (paramedic) unit in urban areas.

Development of the Project Site would introduce daytime and 24-hour population to the area. As described in Section 4.17, *Transportation* of this Draft EIR, access to the Project Site is planned to be accommodated by a variety of Project driveways. Access to Planning Area 1 will primarily be provided via a new Project driveway which would become the north leg of the existing Walnut Leaf Drive/Colima Road intersection. Access to Planning Area 2 will primarily be provided by a new Project driveway located on the south side of East Walnut Drive South which would create a new "T"-intersection. Access between Planning Areas 1 and 2 is accommodated via the proposed internal roadway system. Access to Planning Area 3 is provided via two additional new driveways located along the south side of East Walnut Drive South. Access to Planning Area 5 will be provided via a new Project driveway which would become the south leg of the existing Tierra Luna/Colima Road intersection.

Impacts on traffic that could cause delays in emergency response times are addressed through Mitigation Measures TR-3. This measure would require that the applicant prepare a Construction Staging and Traffic Management Plan (CSTMP) to the LACDPW for review and approval. The CSTMP would include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan.

Emergency response is routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. In light of current conditions where emergency medical responses and fire incidence response times are being met by Fire Station 119 (LACFD 2021), and with implementation of Mitigation Measure TR-3, the Project is not expected to result in increased demand on existing fire protection and emergency medical services that would require new or physically altered facilities in order to maintain acceptable service ratios, response times, or other

performance objectives for fire protection and the Project would not result in significant environmental impacts with respect to fire protection services. Impacts would be less than significant with mitigation.

Emergency Access

Within the Project Site, vehicular circulation will be accommodated by private roadways. These roadways are planned to be constructed to the applicable County design standards for local roads and would adequately accommodate emergency vehicles as required by LACFD. A dedicated fire lane and other LACFD access requirements such as minimum roadway width, overhead clearance, and turning radius, and fire lanes have been reviewed and conditionally approved by the LACDPW and LACFD to ensure that the Project provides adequate emergency access. The LACFD indicated that, while additional development creates greater demands on resources, the Project would not have a significant effect on service demands that would necessitate construction or expansion of existing fire stations (LACFD 2021). The Project would include new entrances and an internal street system in compliance with the County of Los Angeles Fire Code to meet the requirements for fire equipment and personnel accessing the Project Site. In addition, the Project would include off-site improvements such as utility connections and signage which would improve emergency response and access to the Project Site. Therefore, Project impacts on emergency access would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implement of Mitigation Measure TR-3.

Impact PS-2: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff protection. (Less than Significant with Mitigation)

In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and it is reasonable to conclude that the County will comply with that provision to ensure that public safety services are provided.

Construction

The LASD would be responsible for providing general law enforcement services to the Project Site during construction, including response to calls for service in the cases of trespassing, theft, and vandalism that can occasionally occur at construction sites. Security fencing would be installed around the construction areas to reduce trespassing on the Project Site reducing the need for LASD services. Temporary lane closures may be required for off-site construction to connect the Project utilities to the existing infrastructure serving the area. However, these closures would

be temporary in nature and in the event of partial lane closures, both directions of travel on area roadways and access to the Project Site would be maintained. All temporary lane closures would be coordinated so that they do not occur during peak periods of traffic congestion, to the extent feasible in compliance with Mitigation Measure TR-3, Construction Staging and Traffic Management Plan. Emergency vehicle drivers have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, as discussed above, Mitigation Measure TR-3, Construction Staging and Traffic Management Plan, would require that a Construction Traffic Management Plan for the Project be prepared in order to minimize disruptions to through traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours. Therefore, for the reasons stated above, construction of the Project is not expected to increase demand on existing police services during construction. As a result, impacts to sheriff protection services during construction would be less than significant with mitigation.

Operation

The Project would increase demand on sheriff protection services with the introduction of 360 new residential units and approximately 1,260 people. The WDBSS is located on 21695 East Valley Boulevard, approximately 3.9 miles northeast of the Project Site. As discussed in Section 4.15.1, LASD received 1,185 calls for service from within the Rowland Heights Reporting District between January 1, 2021 to June 30, 2021. Based on an estimated service area population of 155,000, the calls-for-service-to-residents ratio would be approximately one call per 130 residents. The Project would bring in approximately 1,260 people, resulting in potentially 10 additional calls for service each month, and potentially 100 additional calls for service each year. The LASD has indicated that the average and/or anticipated response times for emergent, priority, and routine calls for service received at the Project Site would be 4.5 minutes for emergent calls, 6.9 minutes for priority calls, and 31 minutes for routine response calls. As a result, the average response time for emergent and priority calls would be within LASD's goal response times of 10 minutes for emergent calls, 20 minutes for priority calls, and 60 minutes for routine response calls (LASD 2021). Therefore, the potential increase in calls for service as a result of the Project would be less than significant.

The Project would be subject to payment of the Development Impact Fees at the rate in effect at the time building permits are issued. The Development Impact Fees are one-time charges levied by local governments on new development. They are charged to developers to help municipalities recover growth-related infrastructure and public service costs. The amount is determined through evaluation of the need for new law enforcement facilities as it relates to the level of service demanded by new development, which varies in proportion to the equivalent dwelling unit generated by a specific land use. The development impact fees address the Project's proportional impact on capital facilities, such as structures and equipment, associated with police protection. It does not address the impact associated with operations and maintenance for those facilities. In addition, as the Project is developed, tax revenues from property taxes would be generated and portions deposited in the County General Fund, as applicable. A portion of these revenues could then be allocated, in accordance with the County of Los Angeles contractual service agreement, to maintain staffing and equipment levels. Finally, public funds such as sales taxes that would be

generated by residents of the Project could be used to cover the incremental costs associated with providing police services. Net revenues are used to finance operations and maintenance costs associated with the public services required to serve the Project, which could be used exclusively for future facility improvements necessary to ensure that the development contributes its fair share of the cost of law enforcement facilities and equipment determined to be necessary to adequately accommodate new development in the County, which is serviced by the LASD.

In addition, Project design would include general principles of Crime Prevention Thru Environmental Design (CPTED) as recommended by the WDBSS, where applicable. The CPTED reduces opportunities for criminal activities by employing physical design features that discourage anti-social behavior, while encouraging legitimate use of the Site (LASD 2021). The overall design features that would incorporate CPTED for the Project include defensible space, lighting, and landscaping. The Project homeowner association will maintain the open space areas, landscaping and lighting throughout the Project Site to minimize overgrown vegetation and prevent dark hiding places, void of light.

The Project's increase in population would have the potential to affect the WDBSS's ability to serve the service area by increasing the population in the WDBSS service area. However, implementation of CPTED design features and payment of applicable fees would reduce any potential impact on WDBSS's ability to service the area. Further, LASD has no plans for expansion or construction of any new facilities at this time (LASD 2021). Therefore, expansion of existing facilities or construction of new facilities would not be required or included as a result of the Project. Impacts would be less than significant with payment of applicable fees and CPTED Project design features. Impacts would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures

Implement of Mitigation Measure TR-3.

Impact PS-3: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. (Less than Significant)

The Project would result in 360 new dwelling units and would increase the student population within the assigned local schools which could potentially impact the performance of the schools. The closest school to the Project Site is the Ybarra Academy of Arts and Technology (grade levels- kindergarten to 8th grade), approximately 0.3 miles west of the Project Site. Shelyn Elementary School (grade levels- kindergarten to 6th grade) is located approximately 0.75 miles east of the Project Site and Alvarado Intermediate School (grade levels- 7th to 8th grade), located approximately 1.8 miles east from the Project Site. The nearest high school to the Project Site is the Rowland High School, located approximately 1.3 miles east of the Project Site. Currently, Ybarra Academy of Arts and Technology is close to capacity and Shelyn Elementary School,

Alvarado Intermediate School, and Rowland High School have not met enrollment capacity (Flores 2021).

In addition, school districts are authorized to collect fees for mitigation of the impact of new development on enrollment. As a result, the proposed Project would be required to pay state-mandated school facilities fees to RWUSD to contribute to a fair-share amount to help maintain adequate school facilities and levels of service. Regulatory compliance ensures that there would be sufficient facilities to serve the Project's additional students. Ultimately, the provision of schools is the responsibility of the school district. SB 50 (Government Code Section 65996) provides that these statutory fees are the exclusive means of considering and mitigating school impacts and provide full and complete mitigation under CEQA.

As a result, the Project would pay the state-mandated school fees to ensure that schools are built as population increases during the development. Therefore, Project impacts related to school facilities would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact PS-4: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. (Less than Significant)

Construction

The Project would result in a temporary increase in population during construction due to the influx of construction workers. Generally, this increase is anticipated to be negligible because construction workers are highly transient in their work location and likely would utilize parks and recreation facilities near their place of residence. In addition, as lunch break times are typically short (30 to 60 minutes), they are not long enough for construction workers to take advantage of park and recreation facilities and return to work within the allotted time. The closest park to the Project Site is approximately 1.5 miles away (Rowland Height Park) and the next closest park is approximately 3 miles away (Carolyn Rosas Park). There is the potential for construction workers to utilize these facilities during their lunch break. However, any increase in the use of these facilities due to the construction of the Project would be minimal and temporary and would occur, at most, for 30 to 60 minutes a day during lunch hours.

Therefore, for the reasons stated above, construction of the Project is not expected to increase demand on existing park and recreation facilities to a meaningful extent. As a result, the temporary impact on park and recreation facilities during construction would not require the construction of additional parks and/or recreational facilities in the local vicinity. Impacts would be less than significant.

Operation

The closest parks to the Project Site include Rowland Heights Park and Carolyn Rosas Park, located approximately 1.5 miles and 3miles away, respectively. The Project would replace a portion of the existing Royal Vista Golf Club course, resulting in an increase of 360 dwelling units. The Project would also provide approximately 28 acres of open space and recreational uses on site. Specifically, the Project would incorporate open space buffers adjacent to existing adjacent residential land uses, within which publicly accessible trails will be included to facilitate pedestrian and bicycle circulation within the Project Site.

The proposed Project would include 360 residential units (200 detached single-family units, 58 duplex units, 30 triplex units and 72 townhomes) and is estimated to result in a population of 1,260 (ESA, 2021) Pursuant to the County park obligation requirements, the Project would require three acres of parkland for every 1,000 people. As mentioned above. the Project would increase the population by approximately 1,260 people, resulting in a requirement for the dedication of 3.52 acres of park land or the payment of $986,332 of in-lieu fees in compliance with the County Obligation Report from the County Department of Parks and Recreation (County of Los Angeles Parks and Recreation, 2021). Following discussions with the Los Angeles County Department of Parks and Recreation, the Project will satisfy this obligation by paying the in-lieu fee pursuant to the County Park Obligation Report dated 3/1/23 (Appendix L).

Due to the Project's retained on-site open space and recreation areas, the proximity of substantial regional park facilities within five miles of the Project Site, and the payment of the calculated in-lieu fee to the County, the expected increase in the use of existing parks and recreational facilities within the Rowland Heights community and greater Los Angeles County as a result of the Project is not expected to result in substantial deterioration or adverse effects to those existing parks or facilities, and is not expected to require the construction of additional parks and/or recreational facilities. Further, any future parks or facilities constructed with the in-lieu fees would be required to demonstrate compliance with CEQA prior to approval, which would help ensure that potential environmental impacts are adequately addressed. In addition, while the loss of 13 holes at the Royal Vista Golf Club would result in changes to that private facility, the Project would not directly impact the remainder of the Royal Vista Golf Club, which could retain the remaining 14 holes and clubhouse and could continue modified golf course use if its owners choose to do so. Moreover, there are three other golf courses within five miles of the Project Site which could continue operation without substantial deterioration as a consequence of the Project. Therefore, impacts to local and regional parks, and other recreational facilities would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact PS-5: The proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries. (Less than Significant)

The Project would have an estimated population of 1,260 and these residents would be serviced by the Rowland Heights Library, the nearest library to the Project Site. The LACL service guidelines state that its ultimate goal is to provide a library facility that has 0.5 gross sf of library space per capita, 3.0 items (books and other library materials) per capita for regional libraries and 2.75 items per capita for community libraries, and 1.0 public access computer per 1,000 people served (LACL 2022). The increase in residents on the Project Site would increase demands for library services provided at the Rowland Heights Library. Currently the Rowland Heights Library has a deficiency of 8,968 sf of facility space, 63,414 collection items, and 27 public access computers. Based on the LACL's service level guidelines, the introduction of 1,260 additional residents would require approximately 630 square feet of facility, approximately 3,465 collection items, and 1 public access computer. This would increase the LACL's current deficiency at Rowland Heights Library (LACL, 2022).

The Project would be required to pay the County's Library Facilities Mitigation Fee as required by Chapter 22.264 of the County's Zoning Code (LACL 2022). This is a one-time fee on new dwelling units in Los Angeles County that is designed to mitigate any significant adverse impacts of increased residential development upon public library facilities. In addition, the LACL indicated that there are no plans to expand the Rowland Heights Library or build a new facility (LACL 2022).

LACL collects an annual special tax which is levied on parcels within ten cities (Cadahy, Culver City, Duarte, El Monte, La Canada, Flintridge, Lakewood, Lomita, Lynwood, Maywood, and West Hollywood) and unincorporated areas serviced by LACL. Future residential development associated with the Project would be required to pay the LACL's special tax rate, which is currently $33.86 per parcel for the 2023-2024 fiscal year.

Therefore, impacts related to library facilities would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

4.15.6 Cumulative Impacts

Cumulative projects in the vicinity of the Project Site have the potential to result in a significant cumulative impact in which substantial adverse physical impacts are observed in association with the expansion of public service buildings or the building of new public service buildings to accommodate the new residents brought on by other projects. These cumulative projects include five projects in nearby Los Angeles County, four projects in the City of Diamond Bar, two

projects in City of Industry and one project in the City of Walnut (see Table 3-1, Cumulative Projects List).

Fire Protection

Future growth in the area would generate additional demand on fire protection services, which may require the construction or expansion of services and facilities to maintain acceptable travel times and adequate levels of service. Cumulative impacts on fire protection and emergency medical services would be reduced through each cumulative project's compliance with the relevant City Code for fire protection, County Fire Codes and LAFCD design review, fuel modification, and site-specific design and safety features, similar to the Project. It is reasonable to assume such compliance because these codes are fully enforced through the County.

Project-by-project traffic mitigation, multiple fire station response, and other requirements imposed by the LACFD, are expected to help support adequate emergency response. Each cumulative project within the County and surrounding cities would be required to comply with regulatory requirements related to fire protection and emergency medical services. In addition, the Project and cumulative projects in the County and surrounding areas would be subject to the applicable jurisdiction's standard construction permitting process, which includes compliance with building and site design standards related to fire/life safety, as well as coordinating with the site's applicable water company to ensure that local fire flow infrastructure meets current code standards for the type and intensity of land uses involved.

The LACFD's operating budget includes funds generated by property tax revenues, which are supplemented by tax-base expansion. Tax-base revenue from Project development together with revenues from past, present, and reasonably foreseeable future projects would generate funding for fire protection services. This funding would support any needed increases in staffing, fire stations, and equipment to keep response times within acceptable limits (i.e., five minutes for first arrival and eight minutes for paramedic response within urban areas and eight minutes for first arrival and 12 minutes for paramedic response within suburban areas). Consequently, the cumulative demand for fire protection services would incrementally increase over time, resulting in potential cumulative impacts associated with the construction of new facilities or the alteration of existing facilities. It would be speculative to predict where and when a new fire station would be needed, as no planned improvements have been identified by the LACFD (LACFD 2021). Therefore, per State CEQA Guidelines Section 15145, regarding speculation, no further analysis is required. Any new or altered facilities that would be constructed in the future would be subject to separate CEQA review.

The Project's incremental contribution to a growing need for fire protection services and resulting need for new or physically altered facilities the construction of which could cause significant environmental impacts would not be cumulatively considerable and there would be a less than significant cumulative impact. (**Less than Significant)**

Police Protection

The Project and cumulative projects would increase the daytime and 24-hour populations and introduce structures that would create increased demand for Sheriff protection services in the County. This cumulative demand for Sheriff services would require additional personnel and resources at the LASD to provide adequate service levels and to maintain existing response times. LASD is part of a mutual aid arrangement with various cities in the County under the California Law Enforcement Mutual Aid System. Under this agreement, all law enforcement agencies in the State assist adjacent or neighboring agencies upon request. Annual evaluation of sheriff protection services by the individual cities and the County determine the adequacy of Sheriff protection services and the necessary resources to meet the public safety needs of the individual communities.

Although a cumulative demand on LASD services could occur, cumulative projects would be subject to review on a case-by-case basis by LASD to ensure that sufficient security measures are implemented to reduce potential impacts of Sheriff services. Each cumulative project would be required to assess the demands for Sheriff services including any need for new stations or staff to serve the growing community. Any new facilities would be funded through development fees and general tax funds that occur with urban development.

LASD's operating budget includes funds generated by property tax revenues, which are supplemented by tax-base expansion. Tax-base revenue from development of the Project as well as past, present, and reasonably foreseeable future projects would generate funding for Sheriff services to provide needed increases in staffing and sheriff stations/equipment and to keep response times within acceptable limits. Consequently, the cumulative demand for Sheriff services would incrementally increase over time, resulting in potential cumulative impacts associated with the construction of new facilities or the alteration of existing facilities. It would be speculative to predict where and when a new sheriff station would be needed, as no planned improvements have been identified by the LASD (LASD 2021). Therefore, per State CEQA Guidelines Section 15145, regarding speculation no further analysis is required. Any new or altered facilities that would be required in the future would be subject to separate CEQA review.

The Project's incremental contribution to a growing need for law enforcement services and resulting need for new or physically altered facilities the construction of which would cause significant environmental impacts would not be cumulatively considerable and there would be a less than significant cumulative impact. (**Less than Significant)**

Schools

Cumulative projects could increase the public school population in the cumulative project area. The RHUSD services the Project Site and the cities of La Puente, Walnut, West Covina, and Industry. Cumulative projects would be subject to assessment of applicable school fees at the rate in effect at the time of issuance of building permits. Pursuant to SB 50, the funding program established by SB 50 has been found by the State Legislature to constitute "full and complete mitigation of the impacts by any legislative of adjudicative act… on the provision of adequate school facilities" (Government Code Section 65996). As a result, the payment of fees authorized

for collection under SB 50 to RHUSD are conclusively considered full mitigation for impacts from the Project and cumulative projects. As a result, the Project would have a less than significant cumulative impact resulting from the establishment of new schools. (**Less than Significant)**

Parks

Cumulative projects in the nearby areas would have the potential to result in a significant cumulative impact if they would, in combination, necessitate the construction or physical alteration of parks or recreational facilities. Some cumulative projects would have the potential to increase the demand for recreational facilities, which could result in deterioration of existing facilities and the need for new or altered facilities.

However, the deterioration that would occur to parks and recreational facilities from regional population growth would be offset with funding from new development, such as in-lieu fees for parks or donation of parkland pursuant to the Quimby Act. By providing payment of the park in-lieu fees the Project is in compliance with the County Obligation Report from the County Department of Parks and Recreation for the proposed Project, and the established standards would be met Therefore, residents of the Project would not overburden existing park and recreation resources, or planned park and recreation resources needed to serve future growth.

Any cumulative projects that would create a demand for recreational facilities would be required to provide parkland or pay fees to their respective jurisdiction. If each cumulative project was not able to provide parkland or park improvements, then payment of the County's park fee would ensure that established park land and recreational facility standards are met with respect to the additional needs created by individual developments. The cumulative demand for park land and recreational facilities would incrementally increase over time and may result in potential cumulative impacts associated with the construction of new facilities or the alteration of existing facilities. However, it would be speculative to predict where and when a new facility would be needed or when park and recreation facilities would be constructed or modified. Therefore, per State CEQA Guidelines Section 15145 regarding speculation no further analysis is required. In addition, the cumulative projects would be required to demonstrate compliance with CEQA prior to approval, which would help ensure that potential environmental impacts are adequately addressed at the project level, thereby minimizing the potential for cumulative impacts. Due to the availability of existing recreational facilities and the proposed Project amenities, implementation of the proposed Project in conjunction with cumulative projects would not cause a substantial increase in use of existing facilities resulting in construction or alteration of facilities that would cause significant environmental impacts. Impacts would not be cumulatively considerable and, therefore, less than significant. (**Less than Significant)**

Libraries

Population-inducing projects would generate the need for additional public libraries or increased square footages at existing public libraries; however, future cumulative development would be required to pay the County's Library Facilities Mitigation Fee, which supports the construction of new facilities to accommodate increased population, and the LACL's special tax. LACL has not

identified any plans for the construction or alteration of library facilities and therefore it would be speculative to predict where and when a new or altered facility would be needed or constructed. Therefore, per State CEQA Guidelines Section 15145, regarding speculation, no further analysis is required. In addition, new or altered facilities that may be constructed in the future would be subject to separate CEQA review. The Project's contribution to the cumulative demand for new libraries that would result in construction of new or altered facilities would not be considerable. The Project's contribution to the cumulative impact would be less than significant. (**Less than Significant)**

4.16 Recreation

This section of the Draft Environmental Impact Report (EIR) analyzes the effects on existing parks and recreational facilities that would result from implementation of the Royal Vista Residential Project (Project). The Project Site is located on portions of the Royal Vista Golf Club and is located within the northeastern most part of the Rowland Heights community in unincorporated Los Angeles County.

4.16.1 Environmental Setting

The Project Site is located on portions of the existing Royal Vista Golf Club within the unincorporated community of Rowland Heights in the County of Los Angeles. Specifically, existing uses on the Project Site include 13 holes of the 27-hole Royal Vista Golf Club, as well as the driving range and a maintenance facility. These uses are separated by Colima Road, which bisects the Project Site. Royal Vista Golf Club is a privately owned golf course, which is accessible to the public paying to play golf. The Project Site is privately owned and is not identified in the County General Plan as a public park or public recreational facility but does have an open space land use designation.

Developed Park and Recreational Facilities

There are several existing and proposed parks within five miles of the Project Site. Such facilities include parks maintained by the County of Los Angeles, County of Orange, City of Diamond Bar, City of Walnut, City of West Covina, the City of Industry, and the State of California.

The County Department of Parks and Recreation (DPR) currently provides parks and recreation services to the unincorporated County, including the Project Site. The County DPR system consists of approximately 70,000 acres of public parks and recreation resources, which generally fall under two systems: local park system and regional park system (County 2015).

The Project Site is located within DPR's Heights Recreation District, one of ten recreation districts within the County that represent recreation management areas for park programs. The Heights Recreation District encompasses a large portion of unincorporated land between Hacienda Heights Park Planning Area to the west, State Route (SR) 60 to the north, the City of Brea to the south, and the City of Diamond Bar to the east, including Powder Canyon, and portions of Peter F. Schabarum Regional Park and Firestone Scout Reservation in Tonner Canyon (County of Los Angeles 2021). The Project Site is also located within the East San Gabriel Valley Planning Area (County of Los Angeles 2015a). Additionally, the Project Site is located within the Unincorporated La Habra Heights – Rowland Heights (No. 92) study area (Study Area), according to the DPR's Countywide Comprehensive Park & Recreation Needs Assessment (County of Los Angeles 2016a).

The County maintains over 3,660 acres of parkland within the unincorporated portions of the East San Gabriel Valley Regional Study Area (Los Angeles County 2021). The County has approximately 64.7 acres of local parkland located within the 2016 Unincorporated La Habra Heights – Rowland Heights Study Area. The Countywide average of parkland per resident is

3.3 acres per 1,000 residents. The average parkland per resident in the Unincorporated La Habra Heights – Rowland Heights Study Area, based on the 2016 DPR report, is 1.2 acres of local parkland per 1,000 residents, which is lower than County averages (Los Angeles County 2015a; 2016b).

Figure 4.16-1, *Existing Parks and Recreation Facilities within the Unincorporated La Habra Heights – Rowland Heights Study Area*, illustrates the location of existing County parks and recreational facilities within the Study Area while **Table 4.16-1**, *Existing County Parks and Recreation Facilities within the Unincorporated La Habra Heights – Rowland Heights Study Area*, lists these existing County parks and recreational facilities.

TABLE 4.16-1
EXISTING COUNTY PARKS AND RECREATION FACILITIES WITHIN THE UNINCORPORATED LA HABRA HEIGHTS – ROWLAND HEIGHTS STUDY AREA

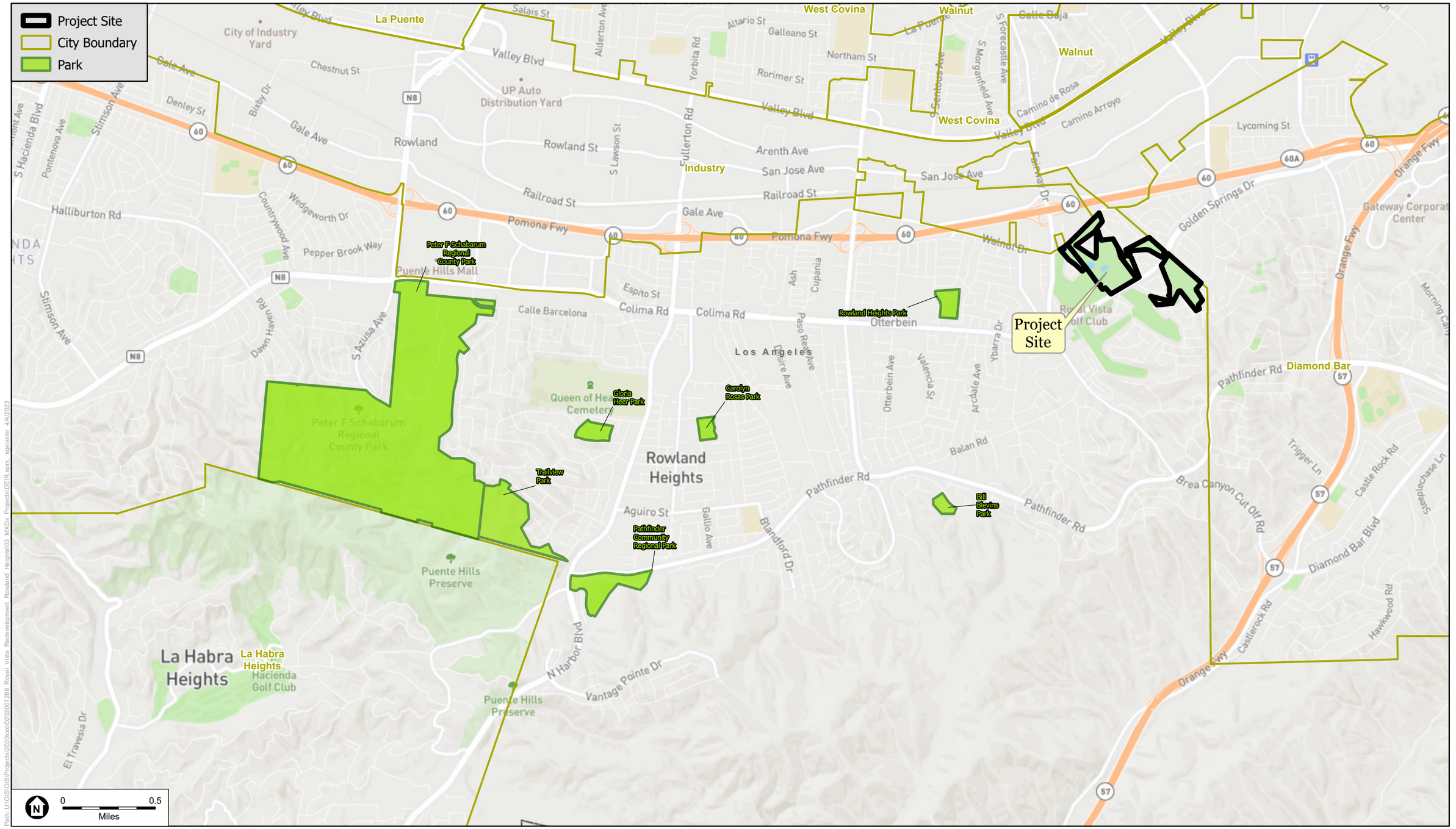
Facility	Acres	Type - Park System	Distance from Project Site
Bill Blevins Park	5.3	Neighborhood – Local	2.1 miles SW
Carolyn Rosas Park	6.9	Neighborhood – Local	3.3 miles W
Gloria Heer Park	10.4	Neighborhood – Local	3.8 miles W
Pathfinder Community Regional Park	29.3	Community -Regional	4.5 miles SW
Peter F. Schabarum Regional County Park	574.7	Regional – Regional	4.6 miles W
Rowland Heights Park	10.2	Community – Local	1.4 miles W
Trailview Park	2.7	Pocket – Local	5.4 miles SW

SOURCE: Los Angeles General Plan – Appendix F: Parks and Recreation Element Resources, 2015.

According to the Rowland Heights Community General Plan, there are two existing parks within the Community Plan Area (CPA). Rowland Heights Park (10.8 acres) is located at 1500 South Banida Avenue and is approximately 1.4 miles west of the Project Site. The Carolyn Rosas Park (6.9 acres & formerly Fajardo Park) is located at 18500 Fajardo Street and is approximately 3.3 miles southwest of the Project Site. These two local parks do not provide enough parkland space for the CPA and community residents based on the County local parkland standard for four acres per 1,000 residents (County 2015).

Local Park System

The local park system consists of parks of varying sizes to meet local needs and offer opportunities for daily recreation. This system includes community parks, neighborhood parks, pocket parks, and park nodes, and is summarized in **Table 4.16-2**, *Local Park System.* The standard for the local park system is four acres of park area per 1,000 persons in the County (County 2015). The average parkland area per 1,000 persons in the CPA is 0.7 acres for local parks. With the addition of the two regional parks, the average parkland area per 1,000 persons in the CPA is 12.8 acres.



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SOURCE: ESA, 2022

Royal Vista Residential Project

Figure 4.16-1

Existing County Parks and Recreation Facilities within the Unincorporated La Habra Heights – Rowland Heights Study Area

ESA

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TABLE 4.16-2
LOCAL PARK SYSTEM

Facility	Typical Features
Community Park Suggested acreage: 10–20 acres Service area: 1–2 miles	Passive park amenities including but not limited to informal open play areas, children's play apparatus, family and group picnic areas with overhead shelters, barbecues. Active sports activities including but not limited to lighted sports fields, basketball courts, and tennis courts. Additional amenities may include aquatics complex, skate park, arena soccer, roller hockey, community gardens, and dog parks. Park facilities including but not limited to public restrooms, a concession building, community buildings, a maintenance building, and on-site parking and information kiosks.
Neighborhood Park Suggested acreage: 3–10 acres Service area: 1/2 mile	Passive park amenities including but not limited to informal open play areas, a children's play apparatus, group picnic areas with overhead shelters, and barbecues. Active park amenities including but not limited to practice sports fields, and basketball, tennis, and volleyball courts. Park facilities including but not limited to public restroom, on-site parking, and information kiosks.
Pocket Park Suggested acreage: less than 3 acres Service area: 1/4 mile	Passive park amenities including but not limited to picnic areas and seating areas. Active park amenities including but not limited to a children's play apparatus.
Park Node Suggested acreage: 1/4 acre or less No service radius area	Varies, can include plazas, rest areas, playgrounds, landmarks, and public art installations.

SOURCE: Los Angeles County General Plan, Chapter 10: Parks and Recreation Element (October 2015), Table 10.2.

Community Parks

Community parks are at least ten to twenty acres in size; located to serve several neighborhoods within a one to two-mile radius of a park. They can include both passive and active areas and may contain features such as gymnasiums, multi-purpose rooms, classrooms, and offices for recreation staff. Other facilities often found at community parks might include sports fields, sports courts, amphitheaters, group picnic areas, and off-street parking. Large special events such as concerts and festivals also might be held in community parks.

Neighborhood Parks

Neighborhood parks are typically three to ten acres and are intended to serve residents within a half mile radius. Neighborhood parks provide active recreational areas with fields, courts, and/or some passive areas such as picnic areas. Generally, they are located centrally to the residential development served, and the service area for the neighborhood park should not be divided by natural or man-made barriers such as thoroughfares or irrigation or drainage canals.

Pocket Parks

Pocket parks are less than three acres in size and serve residential or business areas within a quarter mile radius or within walking distance. They are best used to meet limited or specialized recreational needs. Pocket parks can provide landscaped public use areas in industrial and commercial areas, scenic overlooks, linkage to a community pathway system, and urban infill sites in park poor communities. Pocket parks generally do not have on-site parking. Amenities for pocket parks can include both active and passive features, depending on the community's setting

and needs, such as children's play apparatus, picnic areas, fountains, and seating areas. Due to the limited amenities included in pocket parks, they are typically not included in the service radius analysis.

Park Nodes

Park nodes are small pieces of open space that serve as public destinations, connections, and community defining spaces. Nodes provide physical and visual breaks to the urban landscape and connect various spaces, such as waterways, streets, trails, and greenways. Park nodes are used as gathering and rest areas and serve as opportunities for social and cultural exchange. Examples of park nodes include equestrian and hiking trail heads, bike rest stops and stations with lockers and repair areas, neighborhood focal points, and passive amenities, such as plazas, rest areas, playgrounds, landmarks, and public art installations.

Regional Park System

The regional park system is intended to meet the park and recreation needs of residents and visitors throughout the County. Regional recreation parks occupy a total of 18,248 acres of land and provide 1.81 acres of parkland per 1,000 people Countywide (County of Los Angeles 2016a). The standard for the regional park system is six acres of park area per 1,000 persons in the County (County 2015). The County regional park system is intended to meet the park and recreation needs of residents and visitors throughout Los Angeles County. The County's regional park system is comprised of community regional parks, regional parks, and special use facilities (County 2015).

In the County Parks East San Gabriel Valley Planning Area, there are 3,440 acres of regional parkland (County of Los Angeles 2016a). The Unincorporated La Habra Heights – Rowland Heights Study Area includes 574.7 regional park acres, contained primarily within Peter F. Schabarum Regional County Park. The average regional park acreage per resident within the 2016 Unincorporated La Habra Heights – Rowland Heights Study Area is 11 acres per 1,000 residents (County of Los Angeles 2016b).

Community Regional Parks

Community regional parks are typically 20 to 100 acres and have a service radius of 20 miles. Community regional parks protect and conserve natural resources, preserve open spaces, and provide recreational facilities that are not available in neighborhood or community parks. Amenities for community regional parks can include a jogging exercise course, informal open play areas, children's play apparatus, group picnic areas with overhead shelters, barbecues, lighted sports fields, basketball courts and tennis courts, information kiosks, public restrooms, concession building, recreation offices, maintenance buildings, and on-site parking. Community regional parks also may have one or more of the following features: multiple sports facilities, aquatics center, fishing lake, community building and gymnasium, and scenic views and vistas.

Regional Parks

Regional parks are typically greater than 100 acres in size and have a service radius of 25 miles or more. They include unique areas such as lakes, wetlands, auditoriums, water bodies, and campgrounds, in addition to the active recreational facilities offered in community and

community regional parks. Many of the recreation activities are associated with experiencing the natural environment. A regional park also may perform important ecological and environmental functions, including serving as wildlife habitats. The connection of these parks to natural areas is often vital to ensuring a healthy ecological system. Amenities for regional parks can include picnic areas, nature centers, trail systems, scenic drives, campgrounds, water areas for swimming, fishing, and boating, and in some cases, sport fields.

Special Use Facilities

Special use facilities are generally single purpose facilities that serve greater regional recreational or cultural needs. One notable example is the Hollywood Bowl. Special use facilities require adequate public access and sufficient buffers to protect adjacent residential users and to insulate the park from commercial or industrial development. Special use facilities can meet both passive (e.g., historic and cultural facilities, natural areas, habitat preservation areas, arboreta and botanical gardens, and nature centers) and active (e.g., golf courses and driving ranges, equestrian centers, off-highway vehicle parks, water parks) needs within the region. There are no size criteria or service radius areas associated with special use facilities.

Other Facilities

In addition to local and regional parks and trails, residents in the vicinity of the Project Site are served by the following types of recreation facilities: multi-benefit parks, school sites, city parks and facilities, private recreational facilities, and greenways. **Table 4.16-3**, *Other Parks within a 5-Mile Radius*, includes local parks and their respective location. In addition to the parks located within the Study Area, there are currently 31 parks located within a five-mile radius of the Project Site within the cities of Diamond Bar, Walnut, West Covina, and nearby unincorporated County land. In addition, there are two Orange County-operated parks located within five miles of the Project Site located within unincorporated Orange County and Brea. They are shown on **Figure 4.16-2**, *Other Parks within 5 Miles of the Project Site*.

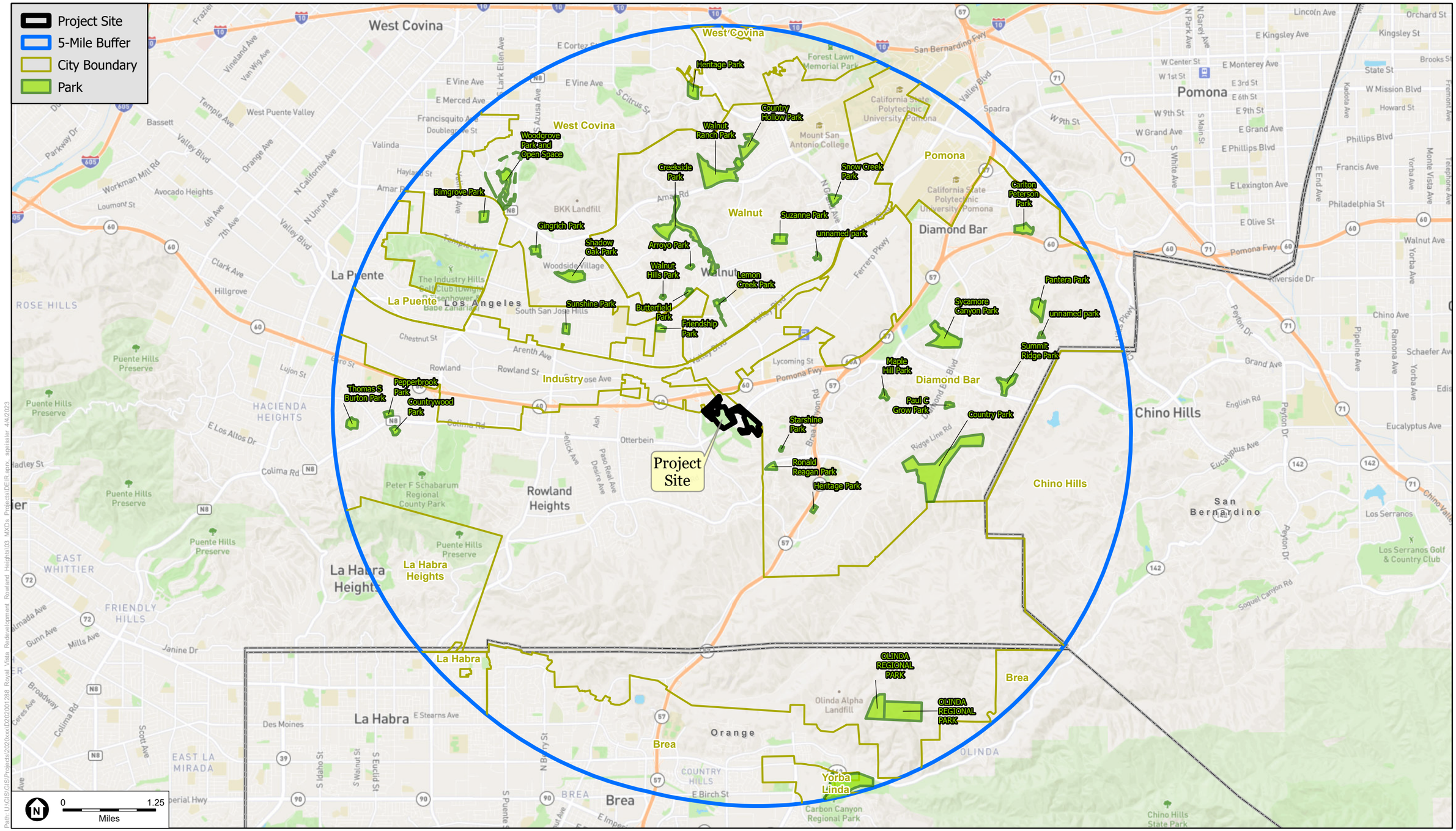
Trails

There are no trails located on the Project Site. The nearest County-maintained trail is the Rowland Heights Connector Trail (0.3 miles in length), which is located approximately 0.75 miles southwest of the Project Site. As stated above, the Project Site is within the jurisdiction of Los Angeles County and will rely on the County for public services, including park and recreation services. However, due to the Project Site being in close proximity to the City of Diamond Bar, it is expected that residents of the Project also would use City of Diamond Bar trails. The City of Diamond Bar has adopted a system of trails to provide pedestrian, bicycle, and equestrian connections to residential communities within its boundaries, as well as to the County multi-use trail system.

TABLE 4.16-3
OTHER PARKS WITHIN A 5-MILE RADIUS

Name	Location
Los Angeles County	
Arroyo Park	Walnut
Butterfield Park	Walnut
Carlton Peterson Park	Diamond Bar
Country Hollow Park	Walnut
Country Park	Diamond Bar
Countrywood Park	LA County
Creekside Park	Walnut
Friendship Park	West Covina
Gingrich Park	West Covina
Heritage Park	Diamond Bar
Heritage Park	West Covina
Lemon Creek Park	Walnut
Maple Hill Park	Diamond Bar
Norman Ashley Park	Walnut
Pantera Park	Diamond Bar
Paul C Grow Park	Diamond Bar
Pepperbrook Park	LA County
Rimgrove Park	LA County
Ronald Reagan Park	Diamond Bar
Shadow Oak Park	West Covina
Snow Creek Park	Walnut
Starshine Park	Diamond Bar
Summit Ridge Park	Diamond Bar
Sunshine Park	LA County
Suzanne Park	Walnut
Sycamore Canyon Park	Diamond Bar
Thomas S Burton Park	LA County
unnamed park	Diamond Bar
Walnut Hills Park	Walnut
Walnut Ranch Park	Walnut
Woodgrove Park and Open Space	West Covina
Orange County	
Carbon Canyon Regional Park	Brea
Olinda Regional Park	Orange County

SOURCE: ESA, 2021



SOURCE: ESA, 2022

Royal Vista Residential Project

Figure 4.16-2

Other Parks within 5 Miles of the Project Site

ESA

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4.16.2 Regulatory Framework

The Project Site is located within the unincorporated community of Rowland Heights in Los Angeles County; therefore, the County of Los Angeles General Plan and Rowland Heights Community Plan are the primary guiding policy documents for the Project.

State Level

California Department of Parks and Recreation

The California Department of Parks and Recreation manages 280 park units that protect and preserve a collection of culturally and environmentally sensitive areas. The department is responsible for almost one-third of California's scenic coastline, coastal wetlands, estuaries, beaches, and dune systems, in addition to wilderness areas, terrestrial reserves, and historical structures. It also manages nearly 1.6 million acres, with over 340 miles of coastline; 970 miles of lake, reservoir, and river frontage; 15,000 campsites; and 4,500 miles of hiking, biking, and equestrian trails (California DPR 2015, n.d.). The legal charter of the California Department of Parks and Recreation, as required by the California Public Resources Code and the California Code of Regulations, among others, calls for it to "administer, protect, provide for recreational opportunity, and develop the State Park System; to interpret the values of the State Park System to the public; to operate the Off-Highway Motor Vehicle Recreation Program; to administer the California Historical Resources Protection Program; and to administer federal and state grants and bonds to local agencies" (California DPR 2001:9). The California Department of Parks and Recreation has prepared the California Recreational Trails Plan.

Quimby Act

Passage of the 1975 Quimby Act (California Government Code, Section 66477) authorized cities and counties to pass ordinances requiring that developers of subdivisions set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. The goal of the Quimby Act is to require developers to help mitigate the impacts of subdivisions and associated development. The act gives authority for passage of land dedication ordinances only to cities and counties. Special districts must work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid and land conveyed directly to the local public agencies that provide park and recreational services communitywide.

Regional Level

Los Angeles County General Plan Parks and Recreation Element

The Parks and Recreation Element provides policy direction for the maintenance and expansion of the County's parks and recreation system. The purpose of the Parks and Recreation Element is to plan and provide for an integrated parks and recreation system that meets the needs of residents. The goals and policies set forth in this Element address the growing and diverse recreation needs of the communities served by the County. An analysis for the Project's consistency with parks and recreation policies is provided in Chapter 4.11, *Land Use and Planning*, of this Draft EIR.

Los Angeles County Parks and Recreation Regulations

The County has adopted a Quimby Act ordinance that requires a residential subdivider to "provide local park space to serve the subdivision, pay a fee in lieu of the provision of such parkland, provide local park space containing less than the required obligation but developed with amenities equal in value to the park fee, or do a combination of the above." (LACC Section 21.24.340[A]).

Under the County's ordinance, the amount of parkland acreage required from each subdivision is calculated prior to tentative map approval, based on a specific formula that takes into account the number, type (i.e., detached single-family, attached single-family, apartment houses with five or more dwelling units and mobile homes), and average household size of residences approved for that subdivision. The County has identified the Project's Quimby Act parkland obligation at 3.52 acres (County of Los Angeles Department of Parks and Recreation April 17, 2023, Subdivision Committee Park Obligation Report).

The County ordinance may be satisfied by provision of land, fees or land and amenities, or a combination of these. The County Code, Title 21 (Subdivisions), requires the dedication of recreational land as a condition of residential subdivision approval.[1] County Parks and Recreation based the land dedication at a rate of three acres per thousand persons. If the parkland requirement is not met by the provision of local park space, the County requires an in-lieu payment based on a representative land value that is set for each park planning area in the County or the provision of amenities equal in value to the park fee.

Separate from the Quimby Act's dedication requirements, the County DPR has established two additional parkland standards by which it measures availability of parkland for planning purposes: the "four acres per one thousand persons" standard is used as a threshold to measure availability of local parkland which includes Community Park, Neighborhood Park, Pocket Park, and Park Node designations, and the "six acres per one thousand persons" standard is used to measure availability of regional parkland, which includes Community Regional Park, Regional Park, and Special Use Facility designations (County 2015). Applying these planning standards, there currently is a deficit of local parkland in unincorporated areas of the Unincorporated La Habra Heights – Rowland Heights Study Area and a surplus of regional parkland (County of Los Angeles 2016b).

Also applying these standards, the County has determined that in the East San Gabriel Valley Planning Area, there is a deficit of 717 acres of local parkland and a deficit of 2,159 acres of regional parkland (Table 10.4: Existing County Parkland by Planning Area; County of Los Angeles 2015a).

[1] County of Los Angeles Code, Title 21, Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, Subdivision Ordinance.

Local Level

Rowland Heights Community General Plan

The Rowland Heights Community General Plan (Community Plan) was adopted by the Los Angeles County Board of Supervisors on September 1, 1981, to guide development for the unincorporated community of Rowland Heights (Los Angeles County 1981). The Project Site is within the Rowland Heights Community Planning Area, one of 19 adopted local plans that collectively comprise the Land Use Element of the General Plan and provide land use policy guidance at a finer scale than the regionally focused Countywide Elements. The Community Plan has established a parkland standard of four acres of local parks for each 1,000 residents; however, according to the 1981 Community Plan, Rowland Heights was deficient at that time by approximately 120 acres of local parks. If the area were to develop to the capacity forecast at the time but based on the 1980 General Plan calculations, the deficiency would be 204 acres. Based on the 2016 Unincorporated La Habra Heights – Rowland Heights Study Area report data (County of Los Angeles 2016b), the Rowland Heights area is about 145 acres in deficit for local parks land.

The two local parks, Carolyn Rosas Park and Rowland Heights Park, are located where several heavily populated portions of the Rowland Heights community are not conveniently served by these parks (i.e., the parks are further away than the maximum two-mile radius identified by the Community Plan for local parks). The 2016 Countywide Parks and Recreation Needs Assessment (County of Los Angeles 2016b) determined that 27 percent of the Rowland Heights population lives within a half mile of a public park, considerably less than the County average of 49 percent, and approximately 33 percent of the Rowland Heights community has a "very high need" or "high need" of additional park space. The following Recreation Policies would be applicable to development of the Project:

Policy 4: Require that all new subdivisions dedicate land for local parks according to the requirements of the Quimby Law. Fees may be paid in lieu of parkland dedication only when the land requirement is less than five acres. Where only part of a given ownership is being developed at a particular time, the amount of park space required will be based on the most intense development allowed on the entire site.

4.16.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to recreation if it would:

a. 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. [Impact REC-1]

b. Include recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment. [Impact REC-2]

4.16.4 Methodology

An assessment of the impact of the Project on recreation facilities in the County is provided in the following section. This assessment is based on the County's planning standards for recreation facilities (i.e., three acres per thousand persons of local parkland, as referenced in the County Park Obligation Report dated April 17, 2023) and the increase in population that would result from the Project. This standard analysis uses the County's existing ratio of park acreage per thousand residents to calculate the impact the Project would have by adding new residents. As such, this analysis includes consideration of the effect that additional use of existing parks and recreational facilities by the new residents may have on the physical condition of these facilities.

4.16.5 Environmental Impact Analysis

Threshold REC-1: The proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (Less than Significant Impact)

Local community and neighborhood parks located closest to the Project Site include Rowland Heights Park and Carolyn Rosas Park, located approximately 1.4 miles and 3.3 miles west of the Project Site, respectively. In addition, Bill Blevins Park is about 2.1 miles to the southwest of the Project Site. Peter. F. Schabarum Regional Park and Pathfinder Community Regional Park are 4.5 miles and 4.6 miles to the southwest or west of the Project Site, respectively. The Diamond Bar Golf Course and the Industry Hills Golf Club at Pacific Palms Resort are about 3.0 miles east and 4.5 miles to northwest of the Project Site, respectively. In addition, the Hacienda Golf Club is about five miles to the southwest of the Project Site.

The Project would replace portions of the existing Royal Vista Golf Club with new residential and open space land uses, resulting in development of 360 dwelling units. The Project will include approximately 21 acres of open space and privately owned (but publicly accessible) recreational areas (trail system) adjacent to residential areas (Planning Areas 1, 2, 3 and 5). There will be an additional, approximately 7 acres of open space in Planning Areas 4 and 6. The Project would provide a total of approximately 28 acres of publicly accessible open space over the six Planning Areas. The Project would incorporate open space buffers adjacent to all existing adjacent residential land uses, within which publicly accessible trails will be included to facilitate pedestrian and bicycle circulation within the Project Site. While Fairway Drive contains delineated bicycle lanes, neither East Walnut Drive South nor Colima Road have dedicated bicycle lanes in the vicinity of the Project Site. No public trails currently connect to the Project Site. Open space would also include the Planning Areas 4 and 6 of 5.81 acres and 1.59 acres, respectively.

Pursuant to the County parkland dedication requirements, the Project would require four acres of parkland for every 1,000 people using the recommendations mentioned in the Rowland Heights Community Plan (County of Los Angeles 1981). Pursuant to County Code Section 21.28.140, a percent of private recreation facilities can be counted towards the required amount of park acreage. The Project will provide approximately 28 acres of open space, which is larger than the

5.04 acres that would be required for dedication using the four acres per thousand people standard of the community plan and the General Plan or the 3.52 acres calculated in the County Parks' April 17, 2023, Park Obligation Report. However, the Project open space will be privately owned, not dedicated to the County, and the Applicant will pay the required in-lieu fees calculated in the same report.

The proposed Project would include 360 single-family homes, townhomes and duplex/triplex units and is estimated to result in an increase in residential population of 1,260 persons (ESA 2021). At the request of the Department of Parks and Recreation, the applicant will pay the in-lieu fees of $986,332, calculated in the Park Obligation Report (Appendix L), to satisfy the Project's Quimby park obligation requirements.

By including approximately 28 acres of publicly accessible open space on the Project Site, the Project would ensure that the community's established parkland and recreational facility standards are met with respect to the additional needs created by the proposed development and expected population increase. The required park dedication obligation for land is 3.52 acres for a population increase of 1,260 residents. With the Project's 28 acres of on-site open space and recreation areas, as well as the substantial regional park facilities within five miles of the Project Site, and the payment of the calculated in-lieu fee to the County, the expected increase in the use of existing parks and recreational facilities within the Rowland Heights community and greater Los Angeles County is not expected to result in substantial deterioration or adverse effects to those existing parks or facilities. While the loss of 13 holes at the Royal Vista Golf Club would result in changes to that facility, the Project would not directly impact the remainder of the Royal Vista Golf Club, which could retain the remaining 14 holes and clubhouse and could continue modified golf course use if its owners choose to do so. Moreover, there are three other golf courses within five miles of the Project Site, which could continue operation without substantial deterioration as a consequence of the Project. Therefore, impacts to local and regional parks, and other recreational facilities would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Threshold REC-2: The Project would not include recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment (Less than Significant Impact)

The Project Site consists of portions of the existing Royal Vista Golf Club, established in 1962, which provides private recreational open space. The proposed Project would replace a portion of the private Royal Vista Golf Club with residential uses and publicly accessible private open space among four Planning Areas (Planning Areas 1, 2, 3, and 5), as well as provide additional private open space available for use by the public. Specifically, the publicly accessible open space uses within Planning Areas 4 and 6 would provide 5.81 acres and 1.59 acres of open space, respectively. In addition, the Project would provide publicly accessible recreational trails, more

than 2 miles in length, within landscaped buffers for use by the public within the residential Planning Areas 1, 2, 3, and 5 (see Figure 2-4, *Proposed Open Space, Recreational Trails, and Sidewalks within the Project Site).*

Currently, the Project Site does not contain any trails. The nearest County-maintained trail is the Rowland Heights Connector Trail (0.3 miles in length), which is located approximately 0.75 miles southwest of the Project Site. In addition, the Schabarum Skyline Trail is approximately 4 miles southwest of the Project Site and the Rowland Heights Loop Trail is located approximately 2 miles to the southwest of the Project Site. These three trails are all maintained by the County DPR and accessible to Rowland Heights residents. Both the Rowland Heights Loop Trail and the Schabarum Skyline Trail serve as regional trail connectors within the Los Angeles County regional trail system. As shown in Figure 2-4, *Proposed Open Space, Recreational Trails, and Sidewalks within the Project Site*, of the Project Description Chapter, implementation of the Project would include the construction and operation of multiple, internal recreational trails, more than 2 miles in length, that would connect through the Project's proposed open space areas in Planning Areas 4 and 6. Because the existing regional trails are not located near the Project Site and the proposed Project would not interfere with regional trail connectivity, the proposed Project would have no impact on regional trail connectivity.

The Project has been designed to promote and enhance bicycling and walking through its provision of new recreational trails and open space, which will provide exercise stations to encourage physical fitness. The proposed Project would promote community health with a design in substantial conformance with the County's Healthy Design Ordinance and further promotes community health through its provision of landscaped homes and streetscapes and its provision of a substantial onsite recreational trail system. The construction and operation of the publicly-accessible open space and recreational facilities on portions of the Project Site and the associated potential for adverse physical effects on the environment are the subject of other sections of this Draft EIR. As described herein, the Project would result in a short-term significant and unavoidable construction noise impact, but this impact would not continue with the operation and use of the Project. In addition, there would not be a need for new or expanded recreational facilities in order to accommodate the residents of the Project.

Besides the environmental topic areas evaluated and the impact determinations presented elsewhere in this Draft EIR, no additional adverse physical effects on the environment caused by operation and use of the Project's recreational facilities would occur. Therefore, impacts with respect to construction or expansion of recreational facilities, which might have an adverse physical effect on the environment, would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

4.16.6 Cumulative Impacts

Chapter 3.0, *Environmental Setting*, provides a list of projects that are planned or are under construction in the Project area. These projects are summarized in Table 3.1, *Cumulative Projects.* As shown, cumulative projects include three residential, one educational, four commercial, and four industrial development projects located within two miles of the Project Site. Of these 12 cumulative projects, five, of which four are already approved, are located within the unincorporated Los Angeles County Rowland Heights community, four, all of which are already approved, are located within the City of Diamond Bar, and there are two proposed light industrial projects within the City of Industry. In addition, there is one project within the City of Walnut that is under construction.

Cumulative projects in the nearby areas would have the potential to result in a significant cumulative impact if they would, in combination, result in the deterioration of parks and recreational facilities due to increased usage or necessitate the construction of new parks or recreational facilities. Some cumulative projects would have the potential to increase the demand for recreational facilities, which could result in deterioration of existing facilities; and one cumulative project in the City of Diamond Bar is a fitness center. Some of the cumulative projects that could potentially increase the demand for recreational facilities include residential developments such as 19606 Shelyn Drive, Crooked Creek Residential, and Alamo Heights residential projects.

However, the potential for increased demand may be reduced by the provision of new publicly accessible open space and recreational facilities as part of new projects. In addition, potential deterioration to parks and recreational facilities from regional population growth will be offset with the DPR requested payment of in-lieu fees to meet the park obligation pursuant to the Quimby Act. Moreover, the Project and the cumulative projects are located within five miles of substantial regional parks facilities. In addition, the proposed Project would provide publicly accessible open space and trails that would contribute to meeting the needs of its residents and be accessible to the general public, including residents of the future cumulative projects. Therefore, residents of the Project would not overburden existing park and recreation resources, or planned park and recreation resources needed to serve future growth and may reduce additional demand from cumulative projects.

Only residential cumulative projects would create demand for recreational facilities. All past, present, and future residential subdivision projects in the surrounding area would be required to provide parkland or pay fees to their respective jurisdiction. If each cumulative subdivision project was not able to provide parkland or park improvements, then payment of applicable park fees would ensure that established parkland and recreational facility standards are met with respect to the additional needs created by individual subdivision developments. In addition, the majority of cumulative projects would be required to demonstrate compliance with CEQA prior to approval, which would help ensure that potential environmental impacts are adequately addressed at the project level, thereby minimizing the potential for cumulative impacts. Due to the availability of existing recreational facilities and the proposed Project amenities, implementation of the proposed Project in conjunction with cumulative projects would not cause

a substantial increase in use of existing recreational facilities, nor result in or accelerate substantial physical deterioration of these facilities. The cumulative projects would not interfere with regional trail connectivity, although they could benefit trail connectivity. Impacts would not be cumulatively considerable and would be less than significant. (**Less than Significant**)

4.17 Transportation

This section describes the existing transportation conditions of the Royal Vista Residential and Parks Project (Project) Site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Project. The analysis provided in this section is based on the Transportation Impact Analysis – Royal Vista Residential and Parks Project, prepared by Linscott, Law & Greenspan (LLG) in July 2023. The Transportation Impact Analysis (TIA) is included as **Appendix M** to this Draft EIR. The TIA analyzes impacts from the Project based on a consultation with the County of Los Angeles Department of Public Works (LACDPW) in accordance with the *Transportation Impact Analysis Guidelines* (County Guidelines), adopted in July 2020. The TIA also includes an analysis of automobile delay (or level of service [LOS]) but this analysis is not included in the evaluation of transportation impacts in this Draft EIR, as LOS is no longer used by the County to determine the significance of a transportation impact under CEQA pursuant to Senate Bill (SB) 743, as discussed further below. In addition to the vehicular analyses contained in the TIA, the multi-modal network in the influence of the Project study area was also reviewed, including pedestrian, bicycle, transit and alternative vehicle mobility. The Project study area includes the following ten intersections:

1. Fairway Drive/SR-60 Freeway Westbound Ramps
2. Fairway Drive/SR-60 Freeway Eastbound Off-Ramp
3. Fairway Drive/East Walnut Drive South
4. Fairway Drive-Brea Canyon Cutoff Road/Colima Road
5. Brea Canyon Cutoff Road/Pathfinder Road
6. Planning Area 1 and 2 Driveway/East Walnut Drive South
7. Lake Canyon Drive/Colima Road
8. Planning Area 1 and 2 Driveway-Walnut Leaf Drive/Colima Road
9. Tierra Luna- Planning Area 5 Driveway/Colima Road
10. Lemon Avenue/Golden Springs Drive

4.17.1 Environmental Setting

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Project area. The assessment of conditions relevant to transportation include a description of the Project area, an inventory of the local street system in the vicinity of the Project Site, a summary of the current transit service, and bicycle and pedestrian facilities in the Project area. A detailed description of these elements is presented below.

Project Site and Vicinity

The Project Site is located in unincorporated County of Los Angeles in the northeastern most part of the Rowland Heights community, and is bounded by East Walnut Drive South to the north, Fairway Drive to the west, residential neighborhoods surrounding Lake Canyon Drive and Walnut Leaf Drive to the south, and the residential neighborhoods by Tierra Luna, Calbourne

Drive, and Fairlance Drive to the east. The City of Diamond Bar is located immediately east of the Project Site, adjacent to the Project parcels north and south of Colima Road. The City of Industry is located immediately north of the Project Site, on the north side of East Walnut Drive South.

Existing Street System

State Route 60 (SR-60) (Pomona Freeway) and SR-57 (Orange Freeway), are located approximately 0.15-mile north and 1 mile east of the Project Site, respectively, and provide regional access to and from the Project Site and vicinity. The main roadways providing access to the Project Site from the regional freeway system include Fairway Drive in the north/south direction and Colima Road in the east/west direction. The characteristics of the roadways serving the Project Site, including their roadway classification as identified in the County of Los Angeles General Plan (adopted October 2015), City of Industry General Plan (adopted June 2014), and/or the City of Diamond Bar General Plan (adopted 2019), are described below.

Freeways

The Pomona Freeway (SR-60) is an east-west-oriented freeway connecting downtown Los Angeles to the southerly San Gabriel and Pomona Valleys to the east. The Pomona Freeway generally provides four mainline travel lanes and one HOV lane along with auxiliary lanes in each direction near the Project Site. Within the Project study area, on- and off-ramps are provided at Fairway Drive and Brea Canyon Road further to the east.

The Orange Freeway (SR-57) is a north-south-oriented freeway connecting the San Gabriel and Pomona Valleys to the north with Orange County to the south. The Orange Freeway generally provides four mainline travel lanes and one high occupancy vehicles (HOV) lane in each direction in the project vicinity. In the Project study area, on- and off-ramps are provided at Pathfinder Road and Grand Avenue.

East/West Streets

Colima Road is classified as a Major Highway by the County of Los Angeles with two travel lanes in each direction near the Project Site and three travel lanes in each direction starting at the intersection with Fairway Drive. It has a no-turn center lane with left turn pockets for streets and driveways, and the posted speed limit is 45 miles per hour (mph).

Pathfinder Road is classified as a Secondary Highway by the County of Los Angeles with two travel lanes in each direction in the vicinity of the Project Site. It has a two-way left-turn lane and a posted speed limit of 45 mph.

Golden Springs Drive is classified as a Major Arterial by the City of Diamond Bar with two travel lanes in each direction near the Project Site. It is a continuation of Colima Road east of the Project Site at the County's boundary with the city of Diamond Bar. It has a raised median island and a posted speed limit of 45 mph.

East Walnut Drive South is classified as a Local Street by the County of Los Angeles and a Collector Street by the City of Industry with one travel lane in each direction near the Project Site. The posted speed limit is 35 mph.

North/South Streets

Fairway Drive is classified as a Major Highway by both the County of Los Angeles and the City of Industry with two travel lanes in each direction near the Project Site. It has a raised median island and a posted speed limit of 40 mph.

Lemon Avenue is classified as a Major Highway, north of the Golden Springs Drive, by the City of Diamond Bar with two travel lanes in each direction near the Project Site. It has a raised median island and a posted speed limit of 35 mph.

Brea Canyon Cut-off Road is classified as a Limited Secondary Highway by the County of Los Angeles with one to two travel lanes in each direction near the Project Site. It is a continuation of Fairway Drive south of Colima Road. It has a two-way left-turn lane and a posted speed limit of 45 mph.

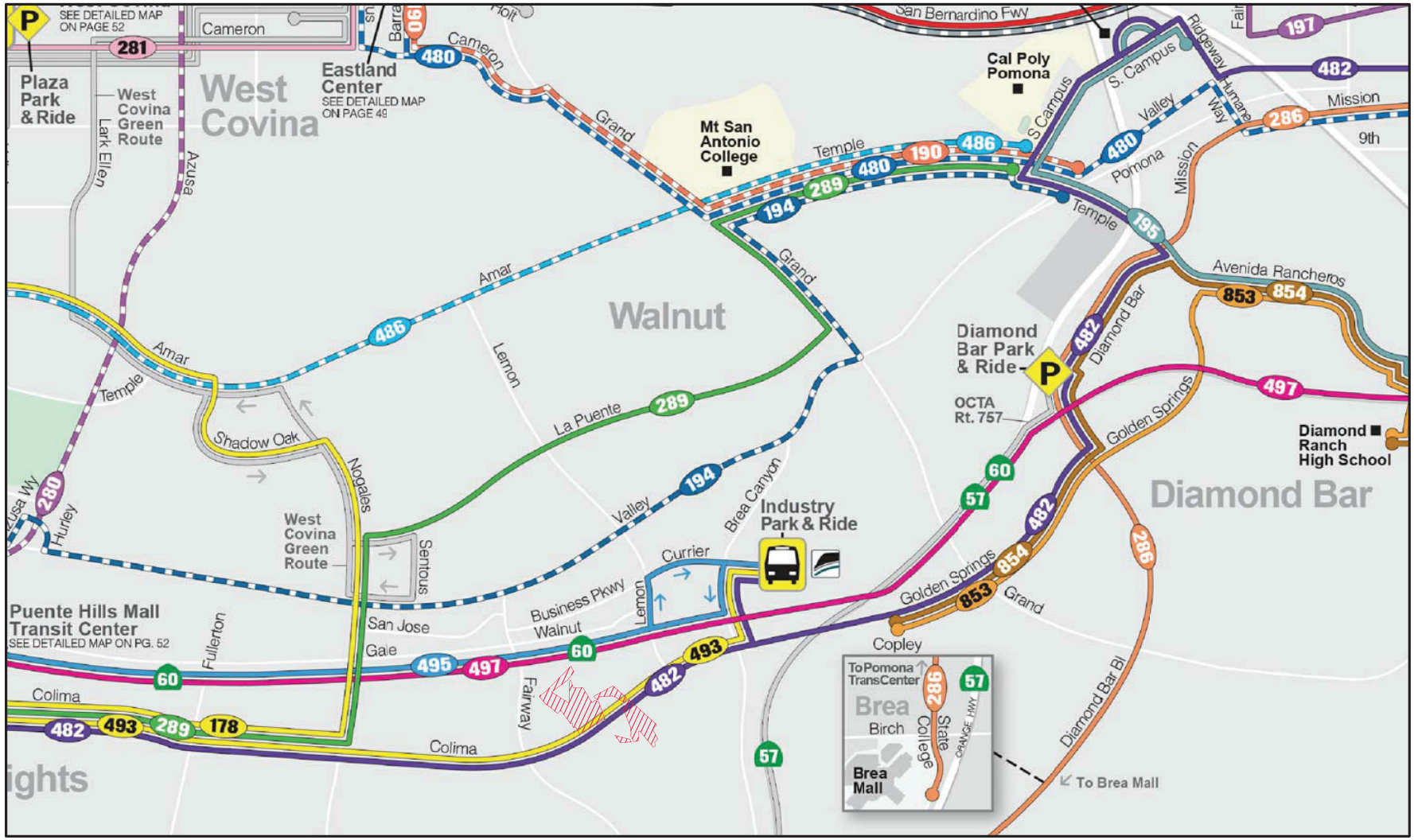
Lake Canyon Drive, Walnut Leaf Drive, and **Tierra Luna** are classified as Local Streets by the County of Los Angeles with one travel lane in each direction near the Project Site. The posted speed limit is 25 mph.

Existing Public Transit Service

Figure 4.17-1, *Existing Transit Routes,* shows the bus routes located within approximately 0.5-mile of the Project Site that provide service to the Project study area. There are two Foothill Transit routes that serve the Project Site with bus stops along Colima Road:

- **Foothill Transit Line 482** – Line 482 provides service between Pomona and Industry via Walnut, Diamond Bar, and Rowland Heights. The nearest bus stops to the Project Site are along Colima Road at Lake Canyon Drive and at Fairway Drive. Line 482 operates every 20 to 30 minutes during the weekday AM and PM peak period.
- **Foothill Transit Line 493** – Line 493 provides service between Rowland Heights and downtown Los Angeles via Industry, California State University-Los Angeles, and the University of Southern California Medical Center. The nearest bus stops to the Project Site are along Colima Road at Fairway Drive. Line 493 only operates in the peak commute direction (i.e., westbound AM peak period, eastbound PM peak period) with service every 20 minutes.

The Heights Hopper Shuttle, also operated by Foothill Transit, provides service in the Hacienda Heights and Rowland Heights communities. The nearest stops along the Heights Hopper shuttle route are located on Banida Avenue north of Colima Road, which is an approximately one-mile walk from the Project Site.



MAP SOURCE: FOOTHILL TRANSIT WEBSITE 2021

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Project Site

SOURCE: Linscott, Law & Greenspan, 2022

Royal Vista Residential Project

Figure 4.17-1
Existing Transit Routes

ESA

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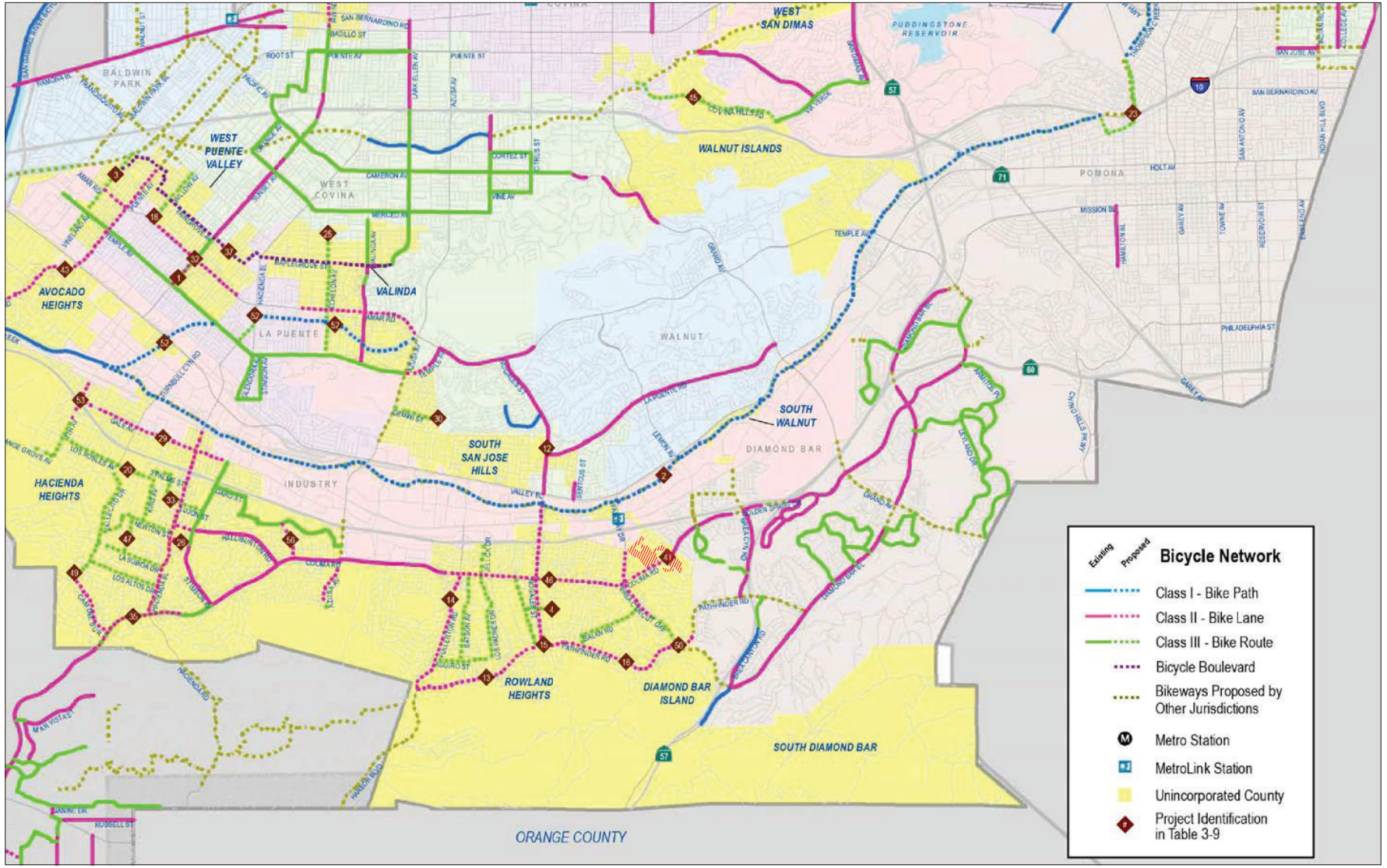
Existing Bicycle and Pedestrian Facilities

Pedestrian infrastructure consists of facilities such as sidewalks, crosswalks, pedestrian signals, curb access ramps, Americans with Disabilities Act (ADA) compliant tactile warning strips, and curb extensions, among other things. These facilities are generally provided within the Project study area. Public sidewalks are provided along most roadways near the Project Site, including along Fairway Drive, Brea Canyon Cut-off Road, Lake Canyon Drive, Walnut Leaf Drive, Tierra Luna, and Colima Road. The Project Site frontage along East Walnut Drive South does not currently provide public sidewalks separated from the roadway by curb and gutter, although public sidewalks are provided elsewhere along the roadway. Striped crosswalks with pedestrian signals are provided at the signalized intersections in the Project study area. At the unsignalized intersections of Walnut Leaf Drive/Colima Road and Tierra Luna/Colima Road, no formally striped crosswalks are provided. A fully signalized mid-block golf cart/pedestrian crossing is currently provided east of Tierra Luna across Colima Road. Additionally, ADA curb ramps with high-contrast tactile warning strips consisting of yellow truncated dome pads are provided at most major intersections in the vicinity of the Project Site, although truncated dome pads are not provided on the existing curb ramps at the intersections of Fairway Drive-Brea Canyon Cutoff Road/Colima Road, Lake Canyon Drive/Colima Road, Walnut Leaf Drive/Colima Road, or Tierra Luna/Colima Road.

Bicycle infrastructure consists of both facilities within the roadway as well as public bicycle parking spaces. The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

Currently, bicycle lanes are provided along Fairway Drive between East Walnut Drive South and Colima Road, as well as to the south of the Project Site along Pathfinder Road and to the east of the Project Site along Golden Springs Drive in the city of Diamond Bar. The County of Los Angeles Bicycle Master Plan (adopted March 2012) indicates that future bicycle lanes are planned for Colima Road and Brea Canyon Cut-off Road in the immediate vicinity of the Project Site. The County's existing and proposed bicycle network in the Project study area is illustrated in **Figure 4.17-2**, *Existing and Proposed Bicycle Facilities*. Since there are no existing bicycle facilities providing direct access to the Project Site, bicyclists traveling to and from the Project Site are required to share the existing roadway system with all other motorists, and the rules of the road contained within the State's Vehicle Code, as it relates to bicyclists, must be adhered to.



MAP SOURCE: COUNTY OF LOS ANGELES BICYCLE MASTER PLAN 2012

SOURCE: Linscott, Law & Greenspan, 2022

Royal Vista Residential Project

Figure 4.17-2
Existing and Proposed Bicycle Facilities

LAX\2020xxxxx\D2020012888.00 - Royal Vista Redevelopment, Rowland Heights\05 Graphics-GIS-Modeling

4.17.2 Regulatory Framework

State

California Department of Transportation

The California Department of Transportation, also known as Caltrans, is the public agency responsible for designing, building, operating, and maintaining California's state highway system, which consists of freeways, highways, expressways, toll roads, and the right-of-way area between the roadways and property lines. Caltrans is also responsible for permitting and regulating the use of state roadways. Caltrans' construction practices require temporary traffic control planning during any activities that interfere with the normal function of a roadway.

Senate Bill 743

Approved in 2013, SB 743 amended the State CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. In accordance with SB 743, the new State CEQA Guidelines Section 15064.3, subdivision (b) was adopted in December 2018 by the California Natural Resources Agency, and identifies vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. Vehicle miles traveled, or VMT, is a measure of the total number of miles driven to or from a development and is sometimes expressed as an average per trip or per person. These revisions to the State CEQA Guidelines criteria for determining the significance of transportation impacts shift the focus from automobile delay to reduction of greenhouse gas emissions, creation of multimodal networks, and promotion of a mix of land uses.

Automobile delay, as measured by LOS and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. However, a jurisdiction may still adopt LOS as a performance standard for analyzing traffic conditions and maintaining throughput on its highway system, for non-CEQA purposes.

In July 2020, the County of Los Angeles updated their Transportation Impact Analysis Guidelines (County Guidelines) to reflect changes required by SB 743, which include the screening criteria, analysis requirements, thresholds, and mitigation options for VMT analysis associated with the operation of new projects in unincorporated areas of the county (County of Los Angeles Public Works 2020).

Assembly Bill 1358

The Complete Streets Act of 2008 (AB 1358) requires, beginning January 1, 2011, cities and counties, upon any substantive revision to their circulation elements, to plan for a balanced multi-modal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

Regional

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, is a federal- and State-mandated transportation plan that envisions the future multimodal transportation system for the region and provides the basic framework for coordinated, long-term investment in the regional transportation system over the RTP planning horizon of 2045. In compliance with State and federal requirements, SCAG prepares the Regional Transportation Improvement Program (RTIP) to implement projects and programs listed in the RTP. Updated every other year, the RTP lists all transportation projects proposed for the region over a six-year period. Transportation projects proposed in the region are required to be consistent with the RTP and included within the RTIP to be eligible for State or federal funding.

The 2020-2045 RTP/SCS was adopted by SCAG on September 3, 2020. The 2020-2045 RTP/SCS identifies mobility as an important component of a much larger picture with added emphasis on sustainability and integrated planning. In addition, the RTP/SCS includes goals and policies that pertain to mobility, accessibility, safety, productivity of the transportation system, protection of the environment and energy efficiency, and land use and growth patterns that complement the State and region's transportation investments. An integral component of the RTP/SCS is a strong commitment to reduce emissions from transportation sources in order to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the Clean Air Act. For further discussion of air quality and greenhouse gas emissions, see Chapter 4.3, *Air Quality*, and Chapter 4.8, *Greenhouse Gas Emissions*, respectively, of this Draft EIR.

Long Range Transportation Plan

The 2020 Long Range Transportation Plan (LRTP) provides a detailed roadmap for how the Los Angeles County Metropolitan Transportation Authority (Metro) will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP is a planning document to help guide future funding plans and policies needed to move Los Angeles County forward for a more mobile, resilient, accessible, and sustainable future. The LRTP was adopted by the Metro Board of Directors on September 24, 2020.

Metro has constructed roughly 130 miles of fixed-guideway transit in the past 40 years and the 2020 LRTP plans to add more than 100 miles over the next 30 years, the most aggressive transit expansion plan in the nation. Beyond transit, Metro will invest in arterial and freeway projects to reduce congestion, such as the I-5 North Capacity Enhancements project, and bicycle and pedestrian projects to provide alternative transportation modes, such as the LA River Path and Active Transportation Rail to Rail Corridor. Through these investments, Metro will enhance regional mobility, support economic recovery and promote sustainability through green construction practices.

Los Angeles County Congestion Management Program

The Los Angeles County Congestion Management Program (CMP) was previously a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990 that primarily utilized an LOS performance metric. Pursuant to California Government Code Section 65088.3, local jurisdictions may opt out of the CMP requirement without penalty if a majority of the local jurisdictions representing a majority of the County's population formally adopt resolutions requesting to opt out of the program. By August 28, 2019, fifty-seven local jurisdictions, which in total represent 8.5 million in population, had adopted resolutions electing to be exempt from the CMP. With the Los Angeles County region having reached the statutorily required threshold, the provisions of the CMP are no longer applicable to any of the 89 local jurisdictions within Los Angeles County, regardless of whether or not a jurisdiction adopted an opt-out resolution. Therefore, CMP traffic impact analysis is no longer required within the County.

Local

Los Angeles County General Plan

The County's General Plan Mobility Element, adopted in 2015, provides an overview of the transportation infrastructure and strategies for developing an efficient and multimodal transportation network. The Mobility Element assesses the challenges and constraints of the Los Angeles County transportation system, and offers policy guidance to reach the County's long-term mobility goals. Two sub-elements—the Master Plan of Highways and Bicycle Master Plan—supplement the Mobility Element. These plans establish policies for the roadway and bikeway systems in the unincorporated areas, which are coordinated with the networks in the 88 cities in Los Angeles County. The General Plan also establishes a program to prepare community pedestrian plans, with guidelines and standards to promote walkability and connectivity throughout the unincorporated areas. A consistency analysis of the Project's specific goals and policies with the County's relevant plans, policies, and goals related to transportation and circulation is provided in Chapter 4.11, *Land Use and Planning*, of this EIR. The following goals and policies are relevant to the Project:

Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.

Policy M 2.2: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible:

- Lane width reductions to 10 or 11 feet in low speed environments with a low volume of heavy vehicles.
- Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected.
- Low-speed designs.
- Access management practices developed through a community-driven process.
- Back in angle parking at locations that have available roadway width and bike lanes, where appropriate.

Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.

Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.

Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.

Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.

Master Plan of Highways

The Master Plan of Highways was originally developed by the Los Angeles County Department of Public Works (DPW) and designates roadways in Los Angeles County by their planned capacity. Categories include major highway, secondary highway, limited secondary highway, parkway, and expressway. Descriptions of highway types are provided in **Table 4.17-1,** *Highway Plan Roadway Classifications,* below. According to the Master Plan of Highways, Fairway Drive and Colima Road, located directly to the west and south of the Project Site, respectively, are designated as Major Highways; Pathfinder Road, located approximately one mile south of the Project Site, is designated as Secondary Highway; Brea Canyon Cut-off Road, located less than 0.5 miles west of the Project Site, is designated as a Limited Secondary Highway. There are no designated Parkways or Expressways in the Project study area.

TABLE 4.17-1
HIGHWAY PLAN ROADWAY CLASSIFICATIONS OF THE 2015 MOBILITY ELEMENT OF THE LOS ANGELES COUNTY GENERAL PLAN

Classification	Description
Major Highway	This classification includes urban and rural highways that are of countywide significance and are, or are projected to be, the most highly traveled routes. These roads generally require four or more lanes of moving traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets. In urban areas, the typical right-of-way width for these highways is 100 feet. Alternative major highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths. In rural areas, major highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way width of a rural major highway is 108 feet. Additional right-of-way may be required to accommodate other transportation uses. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.
Secondary Highway	This classification includes urban and rural routes that serve or are planned to serve an areawide or countywide function, but are less heavily traveled than major highways. Secondary highways also frequently act as oversized collector roads that feed the countywide system. In this capacity, the routes serve to remove heavy traffic from local streets, especially in residential areas. Access control, especially to residential property and minor streets, is desirable along these roads.

Classification	Description
	In urban areas, secondary highways generally have four lanes of vehicular traffic on 80 feet of right-of-way. However, configuration and width may vary with traffic demand and existing conditions. In a few cases, routes that carry major highway levels of traffic are classified as secondary highways because it is impractical to widen them to major highway standards. Alternative secondary highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths. In rural areas, certain connector highways to and between rural communities are also classified as secondary highways. These highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way width of rural secondary highways is 86 feet. Additional right-of-way may be required to accommodate other transportation uses. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.
Limited Secondary Highway	This classification includes urban and rural routes that provide access to low-density areas. In urban areas, limited secondary highways generally feature lower traffic volumes and multimodal transportation facilities. The typical right-of-way width of these highways generally ranges between 64-80 feet. Alternative secondary highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths. In rural areas, limited secondary highways are generally located in rural communities and remote foothill, mountain and canyon areas. These highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way width of rural limited secondary highways is 64 feet. Additional right-of-way width may be required to accommodate left-turn pockets and passing lanes may be provided when required for traffic safety. The right-of-way may be increased for additional improvements where traffic or drainage conditions warrant. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other nonvehicular uses.
Parkway	This classification includes urban and rural routes that have park-like features either within or adjacent to the roadway. The right-of-way width required varies as necessary to incorporate these features, typically with a minimum of 80 feet. Roadway improvements vary depending on the composition and volume of traffic carried.
Expressway	This classification includes urban and rural controlled-access highways connecting communities. Expressways can generally accommodate six to ten traffic lanes and are intended for thru-traffic, featuring full or partial control of access. The right-of-way required varies as necessary to incorporate these features, but is typically 180 feet in width. Roadway improvements vary depending upon the composition and volume of traffic carried.

SOURCE: Los Angeles County General Plan Mobility Element, 2015

Bicycle Master Plan

The Los Angeles County Bicycle Master Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often. Bicycle facility classifications are described in **Table 4.17-2**, *Bikeway Facility Types*, below.

TABLE 4.17-2
BIKEWAY FACILITY TYPES OF THE LOS ANGELES COUNTY BICYCLE MASTER PLAN

Classification	Description
Class I – Bicycle Path	Bike paths, also called shared-use paths, or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Most of Los Angeles County bicycle paths are located along the creek and river channels, and along the beach. These facilities are often used for recreation but also can provide important transportation connections.
Class II – Bicycle Lane	Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for excusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes are located adjacent to a curb where no on-street parking exists. Where on-street parking is present, bike lanes are striped the left side of the parking lane.
Class III – Bicycle Route	Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.

As discussed above in Section 4.17.1, *Environmental Setting*, existing bicycle facilities in the Project study area include bicycle lanes along Fairway Drive between East Walnut Drive South and Colima Road, as well as to the south of the Project Site along Pathfinder Road and to the east of the Project Site along Golden Springs Drive in the city of Diamond Bar. In addition, the Bicycle Master Plan indicates that future bicycle lanes are planned for Colima Road and Brea Canyon Cut-off Road in the immediate vicinity of the Project Site.

Rowland Heights Community Plan

The Project Site is within the Rowland Heights Community Planning Area. The Rowland Heights Community Plan (Community Plan) was adopted by the Los Angeles County Board of Supervisors on September 1, 1981, to guide development for the unincorporated community of Rowland Heights (Los Angeles County 1981). The Community Plan is one of 19 adopted local plans that collectively comprise the Land Use Element of the General Plan and provide land use policy guidance at a finer scale than the regionally focused Countywide Elements. The Circulation Element of the Rowland Heights Plan establishes the general location and extent of major transportation routes and facilities to accommodate the safe and efficient flow of traffic. The goals and policies within the Circulation Element that are applicable is listed below.

Circulation Policy 1: Improve and maintain as major highways with rights-of-way of 100 feet:

(a) Colima Road

(b) Nogales Street, north of Pathfinder Road

(c) Fullerton Road

(d) Fairway Drive

(e) Azusa Avenue

4.17.3 Thresholds of Significance

According to State CEQA Guidelines Appendix G, the Project could have a potentially significant impact with respect to transportation if it would:

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Impact TR-1]

b. Conflict or be inconsistent with State CEQA Guidelines Section 15064.3, Subdivision (b). [Impact TR-2]

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). [Impact TR-3]

d. Result in inadequate emergency access. [Impact TR-4]

4.17.4 Methodology

The transportation impact analysis in this section is based on the TIA prepared by LLG in April 2023, and contained in Appendix M of this Draft EIR. The TIA was prepared in consultation with the LACDPW staff, who approved the study approach pursuant to a scoping memorandum dated October 6, 2022 (Plan No: ESTU2021000278). A complete description of the TIA's methodology is provided in Appendix M of this Draft EIR. Key tasks undertaken for the TIA include (1) determination of existing traffic conditions, (2) trip generation forecasts of the Project's land uses, (3) assignment of project-generated trips to the study area roadway system, and (4) evaluation of the impact of cumulative traffic at the study intersections. As stated previously, the LOS analysis conducted for the TIA is not included in the evaluation of transportation impacts, as LOS is no longer used by the County to determine the significance of a transportation impact under CEQA pursuant to SB 743. However, this information is still used by the County as part of the Project approvals process.

Review for Conflicts with Plans, Programs, Ordinances, or Policies

As required by Appendix G of the State CEQA Guidelines, the Project must be reviewed for conflicts with transportation-related plans, programs, ordinances, or policies. SCAG's 2020-2045 RTP/SCS, the Los Angeles County General Plan 2035 Mobility Element, and the Rowland Heights Community General Plan are applicable to the Project.

VMT Analysis

In compliance with the current statutory requirements for analysis of transportation impacts under CEQA, the County Guidelines set forth the VMT screening criteria, impact criteria, methodology, and mitigation measures applicable to proposed development projects within the County's jurisdiction. The proposed Project's daily residential VMT per capita for the Project residential planning areas were forecast using the County-developed VMT Tool.

Cumulative VMT is determined through consistency with SCAG's current 2020-2045 RTP/SCS (Connect SoCal). As such, projects that are consistent with this plan in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant

cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, if a project does not demonstrate a significant impact in the project impact analysis, a less than significant impact in the cumulative impact analysis can also be determined.

Geometric Design Feature or Incompatible Use Hazards

For vehicle, bicycle and pedestrian safety impacts, a review is conducted for all new driveways or vehicle access points, internal circulation, and parking access from an operational and safety perspective (e.g., turning radii, driveway queuing, line-of-sight for turns into and out of project driveway[s]). Where Project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), the analysis considers operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result.

The proposed Project plans to provide a recreational multi-use trail system within the Project Site that is expected to accommodate pedestrians, bicycles, and other non-motorized modes of travel. The multi-use trail system will connect to the internal Project roadways as well as public sidewalks and roadways at various places, including along Colima Road. The trail system would provide convenient connections to the future bicycle lanes for residents of the Project Site as well as for the general public. In providing connections throughout the Project Site, the regional bicycle facilities will allow the opportunity for bicycle trips to substitute for vehicle trips. The Project is well-located and designed to reduce VMT in the future when the planned bicycle facilities are installed.

Emergency Access

For emergency access impacts, a review is conducted for Project access points, internal circulation, and parking access to determine if adequate emergency access is provided. The analysis considers the physical conditions of the Project Site and surrounding area, such as curves, slopes, walls, landscaping or other barriers. Also, a determination is made as to whether the Project would preclude adequate emergency access within the adjacent roadway network.

4.17.5 Impacts Analysis

Impact TR-1: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (Less Than Significant).

Project Impact Analysis

The following plans, policies, and programs were identified to be relevant to the Project and are analyzed in this section: SCAG's 2020-2045 RTP/SCS, the County of Los Angeles General Plan, and the Rowland Heights Community General Plan. The analysis below considers whether the Project would conflict with these plans, policies, and programs.

SCAG 2020-2045 RTP/SCS

As discussed in Table 4.11-1, *Comparison of the Project to Applicable Goals of the SCAG 2020-2045 RTP/SCS,* in Chapter 4.11, *Land Use and Planning*, of this Draft EIR, the Project would be consistent with the goals of the 2020-2045 RTP/SCS and would not preclude attainment of its primary objectives. The Project is an infill residential development project that would locate 360 residential units adjacent to or near multiple transit lines, major highways, and bicycle facilities, and would include the creation of a trail system to promote active recreation and non-auto transportation options. As shown in Table 4.11-1, the Project would be consistent with the 2020-2045 RTP/SCS goals to improve mobility, accessibility, reliability, and travel safety for people and goods; reduce GHG emissions and improve air quality; support healthy and equitable communities; and encourage development of diverse housing types in areas that are supported by multiple transportation options. The Project would encourage active recreation and alternate transportation through the publicly accessible trail system and electric bike purchase for each dwelling unit, subsidies for public transit, and providing new pedestrian linkages and locating new housing proximate to multiple public transit options. Therefore, the Project would be consistent with Connect SoCal.

County of Los Angeles General Plan

Table 4.11-3, *Comparison of the Project to Applicable Guiding Principles of the County General Plan Elements*, in Chapter 4.11, *Land Use and Planning,* of this Draft EIR includes an analysis of the Project compared to policies of the Mobility Element of the County of Los Angeles General Plan. As discussed in the Land Use Consistency Analysis, the Project would be consistent with the Mobility Element and would ensure that safety, street design, and circulation is maintained for the duration of the Project. The Project would be consistent with Policy M 2.2 and Policies M 2.6 through M 2.9 for the following reasons:

- The Project's trail system would provide a unique opportunity to accommodate pedestrians and bicycles in a safe manner by avoiding walking/riding on public streets. The recreational trails would also provide connectivity to the existing sidewalk and bike lanes systems adjacent to the Project Site. Currently, bicycle lanes are provided along Fairway Drive between East Walnut Drive South and Colima Road, as well as to the south of the Project Site along Pathfinder Road and to the east of the Project Site along Golden Springs Drive in the City of Diamond Bar. The trail system would accommodate the existing and projected volume of pedestrian and bicycle activity on a paved surface.
- Streets within the Project Site will be private and have been designed consistent with County roadway design criteria for private drives, which would create a low-speed environment with reduced trips by discouraging cut-through traffic. This would also result in reduced motor vehicle accidents. Furthermore, the Project would plant trees along streets and other forms of landscaping to enliven streetscapes. Each residential lot will include a street tree adjacent to the sidewalk.

Based on the discussion above, the Project would be consistent with applicable transportation policies within the County of Los Angeles General Plan and impacts would be less than significant.

Rowland Heights Community General Plan

The Circulation Element of the Rowland Heights Community General Plan includes one policy pertaining to public safety and mobility within the Rowland Heights planning area, which includes the Project Site. As discussed within Table 4.11-4, of Chapter 4.11, *Land Use and Planning*, of this Draft EIR, the Project would be consistent with the Rowland Heights Community Plan. The Project would construct two new driveways along Colima Road and one along East Walnut Drive South. Streets within the Project Site will be private, which will create a low-speed environment with reduced trips by discouraging cut-through traffic. This will result in reduced motor vehicle accidents and improved function of existing roadways. As such, the Project would be consistent with the applicable policies within the Rowland Heights Community Plan and a less than significant impact would occur in this regard.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required

Impact TR-2: The Project would conflict or be inconsistent with State CEQA Guidelines Section 15064.3, Subdivision (b). (Significant and Unavoidable)

Project Impact Analysis

As described in the TIA, under the County's VMT analysis screening criteria, the Project's VMT is to be assessed against the residential VMT per capita threshold established by the County. The County provides the following impact criteria for residential land uses: "The project's residential VMT per capita would not be 16.8 percent below the existing residential VMT per capita for the Baseline Area in which the project is located." The Project is located in the South County Baseline Area, which generally consists of the region of Los Angeles County which is situated below the Santa Susana and San Gabriel Mountain Ranges. The County's Guidelines further state that the baseline VMT applied in the impact analysis should be consistent with the year that the transportation study is begun, 2021 and was revised in 2022. The South County residential VMT baseline for the year 2022 is 12.0 VMT per capita. Therefore, the threshold of 16.8 percent below the baseline residential VMT is 10.0 VMT per capita. A significant transportation impact would result if the Project VMT exceeds 10.0 VMT per capita.

The daily residential VMT per capita for the Project was determined by using the County's VMT Tool (Version 1.0), which implements the methodologies, screening criteria, and significance thresholds described in the County Guidelines. It should be noted that the VMT Tool was developed to analyze projects that are located within a single Transportation Analysis Zone (TAZ). However, the parcels that comprise the Project are located into two separate TAZs. The parcels that comprise Planning Areas 1-4 are located in TAZ 22375100 (referred to as TAZ-1 in this Draft EIR) and the parcels that comprise Planning Areas 5 and 6 are located in TAZ 22379100 (referred to as TAZ-2 in this Draft EIR). Therefore, the VMT analysis was conducted in two parts, with the residential development on Planning Areas 1, 2, and 3 evaluated together as TAZ-1 and the residential development on Planning Area 5 evaluated separately as TAZ-2.

Planning Areas 4 and 6 are proposed to be retained as open space lots, and are not planned to be developed with residential uses. The results of the VMT analysis are as follows:

- Planning Areas 1, 2, and 3 are forecast to generate 18.8 residential VMT per capita (TAZ-1).
- Planning Area 5 is forecast to generate 21.6 residential VMT per capita (TAZ-2).

No Baseline VMT Forecast Adjustment Due to Telework

The baseline VMT results provided by the County's VMT Tool are based on data derived from the Southern California Association of Governments (SCAG) Regional Travel Demand Model (RTDM). It is noted that while the RTDM takes into account a wide variety of socio-economic data, including factors such as household size, income, and vehicle ownership, as well as aspects of travel mode choices relating to vehicle operating costs, transit wait times, etc., it does not account for all factors that affect travel behavior in the Southern California region. Specifically, the effect of telework or remote work on VMT generation is not reflected in the RTDM and is therefore not reflected in the baseline VMT forecasts reported by the VMT Tool (LLG 2023).

Telework refers to the practice of working from home or other remote locations by using telecommunications services such as the internet and phone services to connect to a central office or place of business.[1] The Orange County Transportation Authority (OCTA) determined based on an employment travel survey that in February 2020[2], an average of 0.76 days per five-day work week, or 15.1 percent of working days were worked remotely via teleworking. OCTA further found that teleworking increased to an average of 2.56 days per work week, or 52.8 percent of working days, in response to the COVID-19 pandemic, although surveyed employees expected to telework 1.55 days per work week on average, or 31.2 percent of working days, in post-pandemic conditions. There has been an insufficient post-pandemic period to determine a definitive telework benefit to lower VMT relative to environmental mitigation.

While the degree of teleworking in the SCAG region is expected to remain higher than pre-pandemic levels in coming years, any prediction of the future levels of telecommuting would be speculative in nature. An adjustment to the baseline VMT forecast to reflect the documented share of telework prior to the pandemic would therefore be speculative and is not considered mitigation, and the baseline VMT forecast has not been adjusted to reflect telework.

CAPCOA Guidance and Project Design Features

The California Air Pollution Control Officers Association's (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021 Handbook) provides a comprehensive set of guidelines for assessing and quantifying reductions in greenhouse gas emissions. The emissions reduction measures are grouped by emission sector into nine categories, including transportation, energy, water, and other related areas. Transportation emissions can be reduced by improving the emissions profile of the vehicle fleet, or by reducing VMT. Reductions in VMT are achieved when any of the

[1] It should be noted that the definition of telework typically does not include work which is primarily conducted in the home (i.e., self-employed, care-taker, etc.) or which require travel to off-site locations as part of the normal job duties (i.e., service technicians, drivers, etc.)

[2] "Employment & Travel Survey: Summary Report of Pandemic Impacts", prepared for OCTA by True North Research, Inc., December 14, 2021.

following occurs: (1) vehicle ownership declines, (2) vehicle trips are reduced, (3) vehicle trip lengths are reduced, or (4) any combination of the first three variables. The 2021 Handbook lists 34 quantified measures covering a total of six transportation subsectors, including land use, trip reduction programs, parking or road pricing/management, neighborhood design, transit, and clean vehicles and fuels. The majority of the measures (i.e., 32 of the 34 measures) quantified in the 2021 Handbook aim to reduce VMT, although two strategies are aimed at improving the emissions profile of the vehicle fleet and thus do not result in quantified VMT reductions. The VMT reducing strategies are broadly referred to as transportation demand management (TDM) strategies due to the focus on reducing the amount of automobile travel generated by a project.

The 2021 Handbook acknowledges that interactions between transportation measures are complex and sometimes counterintuitive, whereby combining measures can have substantive impact on reported VMT reductions. Therefore, in order to safeguard the accuracy and reliability of the methods, certain rules are recommended when combining reductions achieved by transportation measures. First, the quantified measures may be applied at one of two scales of application: (1) the Project/Site scale, which refers to measures that reduce VMT at the scale of a parcel, employer, or development project, or (2) the Plan/Community scale, which refers to measures that reduce emissions at the scale of a neighborhood (e.g., specific plan, general plan, or climate action plan), corridor, or entire municipality (e.g., city- or county-level). According to the 2021 Handbook, measures from different scales of application should never be combined. Second, the effectiveness of multiple measures within a subsector should be multiplied (i.e., not added) in order to determine a combined level of effectiveness. Each quantified measure has a maximum allowable reduction, and in turn each subsector has a maximum allowable reduction which is intended to ensure that emissions reductions are not double counted when measures within the subsector are combined. The subsector maximums vary by scale of application. Finally, there is limited research directly analyzing the combined VMT impact from implementation of all, or a majority, of transportation sector measures. However, the 2021 Handbook adopts a 70 percent maximum for the combined VMT reduction from the following four subsectors: land use, neighborhood design, parking or road pricing/management, and transit. The multi-subsector maximum does not include the trip reduction program subsector, since these measures are implemented by individual employers and not as directly correlated with place type as the other subsectors.

For the purpose of this VMT analysis, measures at the Project/Site scale of application were determined to be the most appropriate for the proposed Project. Of the 15 quantified measures at the Project/Site scale which reduce VMT, it has been determined that one measure is applicable as a Project Design Feature, as described in further detail below:

PDF T-1. Increase Residential Density

This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of dwelling units compared to the average residential density in the

country.[3] When reductions are being calculated from a baseline derived from a travel demand model, the residential density of the relevant TAZ is used for the comparison instead. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in VMT.

The Project-generated VMT is derived from the County's VMT Tool, which is based on SCAG travel demand model data. Therefore, the Project's potential VMT reduction is determined by comparing the residential density without and with the Project's proposed residential development proposed for Planning Areas 1, 2 and 3, and comparing the residential density TAZ without and with the residential development proposed for Planning Area 5. The residential density of each TAZ was determined based on parcel-level data obtained from the Los Angeles County Office of the Assessor, which reports the type of residential development (e.g., single family, duplex, multi-family), the number of units, and the acreage of each parcel.

The 2021 Handbook also identifies a number of non-quantified or supporting measures that may enhance the ability of quantified measures to attain expanded reductions or co-benefits. The 2021 Handbook lists 25 non-quantified transportation strategies across all six subsectors. The following supporting measures are expected to enhance the ability to achieve the quantified VMT reductions as a project design features:

PDF T-2. Locate Project near Bike Path/Bike Lane

This measure requires projects to be located within a 0.5-mile bicycling distance from an existing Class I bike path or Class II bike lane. A project that is designed around an existing or planned bicycle facility encourages sustainable mode use. The project design should include a comparable network that connects the project uses to the existing off-site facilities that connect to work/retail destinations.

The proposed Project Site is located within a 0.5-mile distance of the existing Class I bicycle lanes along Fairway Drive and along Golden Springs Road. Future bicycle lanes are planned for Colima Road and Brea Canyon Cutoff Road in the immediate vicinity of the Project Site, which would provide connections to the existing bicycle lanes west and south of the site. Upon installation of the planned bicycle lanes, the Project Site would be served by regional-serving bicycle facilities that connect to work/retail destinations and facilitate bicycle commuting.

The proposed Project is planned to provide recreational multi-use trails within the Project Site which are expected to accommodate pedestrians, bicycles, and other non-motorized modes of travel. The multi-use trail system will connect to the internal project roadways as well as public sidewalks and roadways at various places, including along Colima Road. Therefore, the Project Site is planned to provide convenient connections to the future bicycle lanes for residents of the Project Site as well as the general public. It is expected that providing connections throughout the Project Site to regional bicycle facilities will result in greater substitution of bicycle trips for vehicle trips. Therefore, the Project is well-located and

[3] Residential density refers to the number of households within a geographic area. The residential/housing density of the United States is 0.06 households per acre (40.8 households per square mile), based on current number of houses, https://fred.stlouisfed.org/series/ETOTALUSQ176N. The housing density for Los Angeles County is 1.38 households per acre (881 households per square mile), https://www.towncharts.com/California/Housing/Los-Angeles-County-CA-Housing-data.html

designed to attain expanded VMT reductions in the future when the planned bicycle facilities are installed [4].

PDF T-1 results in a quantifiable VMT reduction of 13.04 percent for Planning Areas 1, 2, and 3, and a quantifiable VMT reduction of 2.39 percent for Planning Area 5. Calculation worksheets for the VMT reductions are provided in the TIA (Appendix M of this EIR). The VMT reductions due to increased residential density have been applied to the baseline forecast provided by the County's VMT Tool, since the spreadsheet-based tool does not account for Project-related changes in TAZ characteristics such as density. Application of these VMT reductions to the baseline VMT forecast derived via the use of the County's VMT Tool results in the following Project-generated VMT forecast:

- Planning Areas 1, 2, and 3 are forecast to generate 16.3 residential VMT per capita when accounting for PDF T-1, which exceeds the South County residential VMT threshold of 10.0 residential VMT per capita.
- Planning Area 5 is forecast to generate 21.1 residential VMT per capita when accounting for PDF T-1, which exceeds the South County residential VMT threshold of 10.0 residential VMT per capita.

A summary of the project-level VMT impact analysis is presented in **Table 4.17-3,** *Summary of Vehicle Miles Traveled (VMT) Analysis*, which presents the baseline VMT per capita forecasts obtained from the VMT Tool, the adjustment to the baseline VMT forecast due to due to PDF T-1 for Planning Areas 1, 2, and 3 as well as Planning Area 5.

Based on the above analysis and as summarized in Table 4.17-3, the Project (Planning Areas 1, 2, 3 and 5) would generate VMT above the County's VMT thresholds**.** To lessen the impact, the Project proposes to implement **Mitigation Measures TR-1** and **Mitigation Measure TR-2** to reduce the VMT impacts and trip generation of the Project by providing reimbursement subsidies for Metrolink and Foothill Transit Passes (Mitigation Measure TR-1) and by providing electric bicycles along with the purchase of each dwelling unit (Mitigation Measure TR-2). Mitigation Measure TR-1 reflects subsidized or discounted, or free transit passes being offered to residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT. This measure is most effective when the project is located in the vicinity of high-quality transit service, or nearby local or less frequent transit service, or shuttles that provide a last-mile connection to rail. As stated in the 2021 Handbook, when supported by bicycle access, projects may be up to two (2) miles from a high-quality transit service.

[4] T-32. Locate Project near Bike Path/Bike Lane, would also be applicable as a Project Design Feature due to the Project Site's location near existing bicycle lanes along Fairway Drive and Golden Springs Road, and planned bicycle lanes on Colima Road and Brea Canyon Cutoff Road. While the Project's location near existing and future bicycle lanes may enhance the Project's proposed VMT reduction measures (see Mitigation Measures TR-1 and TR-2, below), it is a non-quantified measure and, therefore, is not discussed further.

TABLE 4.17-3
SUMMARY OF VEHICLE MILES TRAVELED (VMT) ANALYSIS [1]

VMT Analysis Conditions	Planning Areas 1, 2, and 3 (TAZ-1)	Planning Area 5 (TAZ-2)
Baseline VMT per Capita Forecast From VMT Tool [2]	18.8	21.6
VMT Reductions Due to PDF-T-1 [3]	-13.04%	-2.39%
Project-Generated VMT per Capita [4]	16.3	21.1
South County residential VMT threshold per capita	10	10
Significant Impact? (Yes/No) [5]	**YES**	**YES**
VMT Reductions Due to Mitigation Measures TR-1 and TR-2 [3]	-0.45%	-.045%
Project-Generated VMT per Capita After Mitigation [6]	16.2	21.0
Significant Impact? (Yes/No) [5]	**YES**	**YES**

[1] The VMT analysis presented in this table, including all adjustments and VMT reductions, is described in detail in Section 4.0 of the TIA in Appendix M of this Draft EIR.

[2] LA County Public Works VMT Tool Version 1.0 Worksheets are provided in Appendix D of the TIA in Appendix M of this Draft EIR.

[3] The VMT reduction calculations are presented in Appendix D of the TIA in Appendix M of this Draft EIR.

[4] Planning Areas 1, 2 and 3: Baseline VMT Adjusted * (1-0.1304) = Project-Generated VMT Planning Area 5: Baseline VMT Adjusted * (1-0.0239) = Project-Generated VMT

[5] A significant impact occurs when the Project-generated VMT per Capita exceeds the South County threshold of 10.0 VMT per Capita.

[6] Project-Generated VMT * (1-0.0045) = Project-Generated VMT After Mitigation

The Metrolink Industry Station is located at 600 South Brea Canyon Road, which is approximately 1.9 miles from the Project Site. The station is served by the Riverside line, which provides service between Union Station in Downtown Los Angeles to the west and Downtown Riverside to the east. As shown in Table 4.17-3, with Mitigation Measure TR-1 and TR-2 the Project is expected to result in a quantifiable VMT reduction of 0.45 percent due to the subsidized or discounted, or free transit passes being offered to residents, but the reduced VMT generation would remain above the County threshold:

- Planning Areas 1, 2, and 3 (TAZ-1) are forecast to generate 16.2 residential VMT per capita when accounting for Mitigation Measure TR-1 and TR-2, which exceeds the South County residential VMT threshold of 10.0 residential VMT per capita.
- Planning Area 5 (TAZ-2) is forecast to generate 21.0 residential VMT per capita when accounting for Mitigation Measure TR-1 and TR-2, which exceeds the South County residential VMT threshold of 10.0 residential VMT per capita.

As a result, the proposed Project's VMT would continue to exceed the threshold of 10.0 residential VMT per capita after mitigation. No further feasible mitigation is available. Therefore, the Project-level VMT impacts would result in a significant and unavoidable impact.

Significance Determination: Significant and Unavoidable.

Mitigation Measures

Implementation of Mitigation Measure TR-1 and TR-2.

Mitigation Measure TR-1: Implement Subsidized or Discounted Transit Program. In order to encourage use of the Metrolink commuter rail system and reduce commute-related VMT in the region, the homeowner's association (HOA) shall provide a reimbursement subsidy of up to 50 percent of the cost of one Metrolink monthly pass per residential dwelling unit for five (5) years (the subdivider shall administer and fund the reimbursement subsidy program for the first three [3] years, at which point the HOA shall take over administration and funding). Consistent with the guidance provided in the 2021 Handbook which states that projects may be located up to two (2) miles from high-quality transit service when access is supported by bicycle, the subdivider will also provide an electric bicycle with the purchase of each dwelling unit in order to support the effectiveness of this measure (discussed in further detail below).

It should be noted that monthly passes for the Metrolink system are sold based on the specific origin and destination stations both for cost and ticketing purposes (e.g., a monthly pass from Industry Station to L.A. Union Station costs approximately $238.00, while a monthly pass from Industry Station to Riverside – Downtown Station costs approximately $259.00). As the destination stations for future residents cannot be determined in advance, it is not feasible for the subdivider to pre-purchase and distribute passes along with the purchase of each dwelling unit. Instead, the subdivider/HOA will advertise the subsidy program to future residents at the time of purchase, and once a year for the remaining years of the subsidy program. As the total cost of the transit passes cannot be determined in advance, the total yearly homeowner transit subsidy reimbursement cost for Metrolink passes shall not exceed $20,250.00 to the subdivider/HOA.

The project site is also served by public bus transit. As described in Section 3.2, public bus transit service in the vicinity is provided by Foothill Transit. Public bus stops are provided at the intersections of Fairway Drive-Brea Canyon Cutoff Road/Colima Road and Lake Canyon Drive/Colima Road, with service approximately every 20-30 minutes during the peak commute hours. Therefore, in addition to the Metrolink subsidies, the subdivider/HOA shall also provide a reimbursement subsidy of up to 50 percent of the cost of one Foothill Transit monthly bus pass per residential dwelling unit for five (5) years (the subdivider shall administer and fund the reimbursement subsidy program for the first three [3] years, at which point the HOA shall take over administration and funding) in order to encourage the use of bus transit and reduce residential VMT in the region. A 31-day Foothill Transit bus pass costs approximately $60.00. The subdivider/HOA shall advertise the subsidy program to future residents at the time of purchase, and once a year for the remaining years of the subsidy program. As the total cost of the transit passes cannot be determined in advance, the total yearly homeowner transit subsidy reimbursement for Foothill Transit bus passes shall not exceed $24,750.00 to the subdivider/HOA.

Total annual transit reimbursement subsidies (Metrolink and Foothill Transit) paid by the subdivider/HOA will not exceed $45,000 per year for the five (5)-year period. The subdivider/HOA will provide a report to Los Angeles County Departments of Public Works and Planning six (6) months prior to the end of the fifth year, detailing the use of the transit subsidy program. The County will determine within 90 days if the use of the transit subsidy program should continue for an additional

five (5) years. In no event shall the transit subsidy program last more than a total of 10 years.

Mitigation Measure TR-2: Electric Bicycles. The subdivider shall provide an electric bicycle along with the purchase of each dwelling unit at the close of escrow. The provision of electric bicycles is expected to support implementation of the transit subsidy program by providing an alternative last-mile connection to the nearby Metrolink Industry Station.

Hazards Due to a Geometric Design Feature

Impact TR-3: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (Less than Significant)

Project Impact Analysis

No existing hazardous design features such as sharp curves or dangerous intersections exist at the Project Site or in the Project study area. On-site traffic signage and striping would be incorporated into the detailed construction plans for the Project. Pedestrian access throughout the Project Site would be accommodated by ADA-compliant sidewalks as well as a proposed recreational multi-use trail network. Vehicular access to the Project Site would be provided via five driveways, as described below:

- East Walnut Drive South Driveway (Planning Area 2): This driveway would be constructed near the westerly boundary of the Project Site. It would provide one inbound and one outbound lane, separated by a median, and would form a "T"-intersection with East Walnut Drive South. This Project driveway would accommodate full access (i.e., left- and right-turning inbound and outbound movements).
- East Walnut Drive South Driveways (Planning Area 3): These driveways would be located at the easterly and westerly ends of the parcel, and each would accommodate full access (i.e., left- and right-turning inbound and outbound movements).
- Colima Road Driveway at Walnut Leaf Drive (Planning Area 1): This driveway would provide one inbound and one outbound lane, separated by a median, and would form the north leg of the existing "T"-intersection of Walnut Leaf Drive/Colima Road. It would accommodate full access (i.e., left- and right-turning inbound and outbound movements). It is assumed that turns into and out of this Project driveway would be accommodated by either the existing two-way left-turn lane or an exclusive left-turn lane provided along Colima Road.
- Colima Road Driveway at Tierra Luna (Planning Area 5): The driveway would provide one inbound and one outbound lane, separated by a median, and would form the south leg of the existing "T"-intersection of Tierra Luna/Colima Road. With a traffic signal controlling all vehicular movements, the driveway would accommodate full access (i.e., left- and right-turning inbound and outbound movements). It is assumed that turns into and out of this Project driveway would be accommodated by either a two-way left-turn lane or an exclusive left-turn lane provided along Colima Road. The existing signalized crossing located east of the Tierra Luna/Colima Road intersection will be relocated to this future four-way intersection with Project Planning Area 5 in order to accommodate development of the proposed Project and maintain pedestrian access across Colima Road.

As part of the TIA, traffic signal warrants were prepared for the two Project driveways proposed to be located along Colima Road (Walnut Leaf Drive and Tierra Luna) due to the relatively high vehicular volumes documented on Colima Road during peak hours. The four traffic signal warrants conducted for each of the two Project driveway considered vehicular volumes during several different times of day, as well as existing collision records. The TIA determined that, based on the strict application of the warrant criteria, none of the traffic signal warrants were met for either intersection.[5] However, the satisfaction of a traffic signal warrant is not necessarily justification for the installation of a traffic signal. Conversely, if a traffic signal warrant is not met, other factors may be just cause for consideration of a traffic signal installation. At the Tierra Luna-Project Driveway/Colima Road intersection, the expected increase in pedestrian activity, the approach speeds along Colima Road, and the safety of users, along with a reduction in minor street delays, justify the relocation of the existing signal to the future intersection (see PDF T-7, below). The existing signalized pedestrian and golf cart crossing across Colima Road is planned to be relocated to the future Tierra Luna-Project Driveway/Colima Road intersection in order to maintain pedestrian access across Colima Road. The golf cart path south of Colima Road will be removed in order to accommodate the development of the planned open space on Planning Area 4 and the proposed single-family homes on Planning Area 5; therefore, pedestrian crossings across Colima Road are planned to be accommodated at the Tierra Luna-Project Driveway/Colima Road intersection instead.

Furthermore, the TIA evaluated vehicle queuing at the Project driveways, and concluded that vehicle queues would be accommodated by the existing available turn-lane queue storage areas and would not result in queue spill-backs that would block adjacent through-lanes or intersections. Although the TIA concluded the Project would not substantially increase hazards, the following PDFs (PDF T-3 through PDF T-8) are voluntarily included to further facilitate traffic flow. The Project does not substantially increase hazards due to a geometric design feature with or without these features (LLG 2023).

Fairway Drive/SR-60 Freeway WB Ramps

The addition of Project traffic at the Fairway Drive/SR-60 Freeway WB Ramps will result in additional vehicle queuing for the northbound left-turn movement. While the queue currently exceeds the available turn-lane storage capacity, the Project is forecast to result in additional queuing under the existing with Project and future cumulative with Project conditions which is expected to continue to spill back into the adjacent through travel lane. The current dual left-turn lanes provide a total of 400 feet of queue storage space, however under future cumulative with Project conditions, the total queue is expected to require up to 616 feet of queue storage space.

PDF T-3. Fairway Drive/SR-60 Freeway WB Ramps

The exclusive northbound right-turn lane at the SR-60 Freeway EB on-ramp would be restriped to accommodate a shared through/right-turn lane, and the other northbound lanes would be restriped to accommodate the full extent of the forecast northbound left-

[5] While traffic signal warrants were not met for the Colima Road Driveway/Tierra Luna intersection, the TIA recommends the installation of a traffic signal at this location to address potentially hazardous conditions for pedestrians, bicyclists, and other roadway users crossing Colima Road that could occur as a result of increased development associated with the Project.

turn queue. It is not anticipated that any roadway widening would be required in order to accommodate the proposed lane configuration on Fairway Drive. It should be noted that the reconfiguration of the northbound lanes at the SR-60 Freeway ramp intersections would require approval from Caltrans prior to being implemented by the Project Subdivider.[6] If the Caltrans does not concur with this improvement, this improvement will not be required.

Fairway Drive/East Walnut Drive South

The addition of Project traffic at the Fairway Drive/East Walnut Drive South intersection will result in additional vehicle queuing for the westbound right-turn movements. It is also noted that the turn-lane currently exceeds the available queue storage space, although the right-turn queue is not expected to block other traffic movements at the intersection. The Project will result in additional queuing for this movement.

PDF T-4. Fairway Drive/East Walnut Drive South

The westbound approach along East Walnut Drive South is approximately 20 feet wide, and is currently striped to provide one 10-foot-wide shared through/left-turn lane and one 10-foot-wide right turn lane. In order to better accommodate the forecast right-turn queues, the westbound right-turn lane striping be extended to provide an additional 50 feet of storage space. The lane striping will terminate prior to the existing driveway along the north side of the roadway in order to maintain full access to the existing parcel. The roadway width along the westbound approach of East Walnut Drive South is adequate for vehicles to utilize the curb lane (i.e., a de facto turn lane) should additional storage space be required.

Fairway Drive-Brea Canyon Cutoff Road/Colima Road

The addition of Project traffic at the Fairway Drive-Brea Canyon Cutoff Road/Colima Road intersection will result in additional vehicle queuing for the northbound right-turn, southbound left-turn, eastbound left-turn, and westbound left-turn movements. It is also noted that the northbound left-turn movement currently exceeds the available queue storage space, although the Project does not result in any additional queuing for this movement.

Northbound Left-Turn: The queue currently exceeds the available turn-lane storage capacity and is forecast to continue to exceed the storage capacity under future cumulative conditions. The current northbound left-turn lane provides a total of 190 feet of queue storage space, and under future cumulative conditions the total queue is expected to require up to 290 feet of queue storage space.

Northbound Right-Turn: The addition of Project-generated traffic is expected to result in queuing which exceeds the available turn-lane storage capacity under the existing with Project and future cumulative with Project conditions, although it should be noted that the right-turn queue is not expected to block other traffic movements at the intersection. The current northbound right-turn lane provides a total of 200 feet of queue storage space, and under future

[6] The analysis in this DEIR does not assume or rely upon PDF T-3 through PDF T-8 to reduce potential impacts, and if these PDFs were not to be constructed the analysis of Project impacts would not be affected,

cumulative with Project conditions the total queue is expected to require up to 208 feet of queue storage space.

Southbound Left-Turn: While the queue currently exceeds the available turn-lane storage capacity, the Project is forecast to result in additional queuing under the existing with Project and future cumulative with Project conditions which is expected to continue to spill back into the adjacent through travel lane. The current southbound left-turn lane provides a total of 185 feet of queue storage space, and under future cumulative with Project conditions the total queue is expected to require up to 333 feet of queue storage space.

The median and southbound left-turn lane cannot be modified without impacting access at the adjacent intersection. Therefore, no median or striping modifications are needed for this movement. Traffic signal timing at the subject intersection were also reviewed for potential operational improvements that would reduce the southbound left-turn queues. As a result of the constraints of the timing parameters required to accommodate pedestrian crossings at the intersection (i.e., Walk, Flashing Don't Walk, and Yellow/Red clearance intervals), no signal timing changes were identified which would improve operations and reduce the southbound left-turn queuing. Based on direction from LACDPW staff, improvements which would require roadway widening were not considered. As a result, no improvements were identified which would reduce or adequately accommodate the southbound left-turn queues without interfering with the intersection.

Eastbound Left-Turn: While the queue currently exceeds the available turn-lane storage capacity, the Project is forecast to result in additional queuing under the existing with Project and future cumulative with Project conditions which is expected to continue to spill back into the adjacent through travel lane. The current eastbound left-turn lane provides a total of 200 feet of queue storage space, and under future cumulative with Project conditions the total queue is expected to require up to 258 feet of queue storage space.

Westbound Left-Turn: While the queue currently exceeds the available turn-lane storage capacity, the Project is forecast to result in additional queuing under the existing with Project and future cumulative with Project conditions which is expected to continue to spill back into the adjacent through travel lane. The current westbound left-turn lane provides a total of 200 feet of queue storage space, and under future cumulative with Project conditions the total queue is expected to require up to 303 feet of queue storage space.

PDF T-5. Fairway Drive-Brea Canyon Cutoff Road/Colima Road

- Northbound Left-Turn: To better accommodate the left-turn queues and improve overall operations at the intersection, the raised concrete median adjacent to the northbound left-turn lane be modified and narrowed in order to accommodate the extension of the left-turn lane by 60 feet. In order to maintain access to the existing parcel along the west side of the roadway, the median should not extended further to the south.

- Northbound Right-Turn: In order to adequately accommodate the forecast right-turn queues, the lane striping would be extended to provide an additional 10 feet of storage space for the northbound right-turn lane.
- Eastbound Left-Turn: In order to adequately accommodate the left-turn queues, the raised concrete median adjacent to the eastbound left-turn lane would be modified to accommodate the extension left-turn lane by 60 feet.
- Westbound Left-Turn: In order to adequately accommodate the left-turn queues, the raised concrete median adjacent to the westbound left-turn lane will be modified to accommodate the extension left-turn lane by 100 feet.

Project Driveway-Walnut Leaf Drive/Colima Road

The proposed Project would construct a driveway at the existing Walnut Leaf Drive/Colima Road intersection. The Project driveway will tie-in to the intersection as the new north leg of the existing unsignalized "T"-intersection. Walnut Leaf Drive is approximately 40 feet wide at the intersection, and is currently striped to provide one 20-foot southbound departure lane and one 20-foot northbound approach lane that accommodates left and right-turning movements.

PDF T-6. Project Driveway-Walnut Leaf Drive/Colima Road

The Walnut Leaf Drive approach be restriped to provide one 18-foot southbound departure lane, as well as one 10-foot shared left-through lane and one 12-foot right-turn lane on the northbound approach. It is not anticipated that any roadway widening would be required in order to accommodate the proposed lane configuration on Walnut Leaf Drive.

Tierra Luna-Project Driveway/Colima Road

Currently, the signalized crossing accommodates approximately 15 golf-cart crossings and nominal pedestrian crossings during the peak hours of use. While golf cart crossings are not expected to occur at the subject intersection after construction and occupancy of the proposed Project, it is anticipated that pedestrian crossings across Colima Road will increase due to use of the proposed recreational multi-use trails. The proposed trail system connects across Colima Road at Planning Area 4 on the north side of the roadway and at the proposed Project driveway on the south side of the roadway, thus requiring pedestrians, bicyclists, and other users to cross at the subject intersection.

Colima Road provides an approximately 84-foot roadway width and is signed for a 45 mile per hour speed limit in the vicinity of the subject intersection. Both factors require an extensive gap (up to 24 seconds, assuming a pedestrian travel speed of 3.5 feet per second) in traffic along Colima Road in order to accommodate safe pedestrian crossings. Identification of such extensive gaps is hindered by curves in the alignment of Colima Road to the east and west of the subject intersection. In addition, the proposed Project would construct the south leg of the intersection, increasing potential conflicts between pedestrians/bicyclists crossing Colima Road and vehicles turning to and from the minor streets.

While traffic signal warrants were not met at the subject intersection based on strict application of the warrant criteria, it was noted that a fatal collision occurred at the existing signalized crossing

in 2017. The collision occurred due to a motorist on Colima Road failing to come to a stop at a steady red traffic signal indication (i.e., "running a red-light") while the crossing was in use, resulting in the death of a golf cart driver utilizing the crossing. In recognition of the increase in vulnerable roadway users expected at the intersection due to the proposed Project and the prior fatality at the existing signalized crossing, the Tierra Luna-Project Driveway/Colima Road intersection would be signalized. The Department of Public Works approved the Project's TIA which determined the Project does not substantially increase hazards.

PDF T-7. Tierra Luna-Project Driveway/Colima Road

The proposed Project would construct a driveway at the existing Tierra Luna/Colima Road intersection. The Project driveway will tie-in to the intersection as the new south leg of the existing unsignalized "T"-intersection. The existing signalized pedestrian and golf cart crossing across Colima Road is planned to be relocated to the future Tierra Luna/Colima Road intersection in order to maintain pedestrian access across Colima Road. The golf cart path south of Colima Road will be removed in order to accommodate the open space on Planning Area 4 and the proposed single-family homes on Planning Area 5; therefore, pedestrian crossings across Colima Road are planned to be accommodated at the Tierra Luna/Colima Road intersection instead.

Lemon Avenue/Golden Springs Drive

The addition of Project traffic at the Lemon Avenue/Golden Springs Drive intersection will result in additional vehicle queuing for the westbound right-turn movement. The queue currently exceeds the available turn-lane storage capacity, and the addition of Project traffic to other movements at the intersection is forecast to result in additional queuing.

The westbound approach of Golden Springs Drive is currently striped to provide a 150-foot right-turn lane. The right-turn lane striping terminates prior to two existing driveways which provide access to existing parcels along the north side of the roadway. A buffered bicycle lane is also provided along westbound Golden Springs Drive upstream of the right-turn lane. Due to the need to maintain access to the existing parcels and to preserve the buffered bicycle lane, no striping modifications are proposed for this movement.

PDF T-8. Lemon Avenue/Golden Springs Drive

The traffic signal be modified to provide a westbound right-turn overlap phase (i.e., the westbound right-turns would receive a green arrow concurrent with the existing protected southbound phase). The improvement is anticipated to result in a reduction in the westbound right-turn queues. This improvement will require approval from the City of Diamond Bar prior to implementing this improvement. If the City does not concur with this improvement, this improvement will not be required.

Therefore, the Project would not substantially increase hazards due to the establishment of new driveways or queuing on surrounding intersections.

In addition to the Project driveways described above, the Project would also widen the south side of East Walnut Drive South along the Project frontage to provide public sidewalks separated from the roadway by formal curb and gutter, consistent with Local Street standards as described in the

Los Angeles County General Plan Mobility Element. The Project will provide a 12-foot right-of-way dedication on the south side of East Walnut Drive South adjacent to the Project Site, and will construct 10 feet of roadway widening along the Project frontage in order to meet the standard half-roadway width requirement. The right-of-way dedication and roadway widening will also include construction of public sidewalks separated from the roadway by formal curb and gutter. The roadway widening, sidewalks, curb and gutter, and Project driveways along the Project frontage will be constructed to LACDPW standards.

Within the Project Site, vehicular circulation would be accommodated by private roadways. These roadways would be constructed consistent with the applicable LACDPW design standards for local roads and would adequately accommodate emergency vehicles as required by the County of Los Angeles Fire Department (LACFD).

In addition, the Project would include intersection improvements (PDFs) to the surrounding intersections, as noted above.

In addition, as noted in the TIA, Project access and circulation have been reviewed by the LACDPW with respect to Caltrans/Los Angeles County standards to ensure that the Project does not substantially increase hazards due to a design feature. The County of Los Angeles would also periodically review traffic operations in the Project vicinity once the Project is constructed to ensure that traffic operations are satisfactory. Impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measures

No Mitigation is Required.

Inadequate Emergency Access

Impact TR-4: The Project would not result in inadequate emergency access. (Less than Significance with Mitigation)

Project Impact Analysis

During Project construction, temporary closure of a portion of a travel lane on East Walnut Drive South (designated as a Local Street) may be required in order to accommodate the planned roadway widening and construction of new public sidewalk, curb, and gutter along the Project frontage. In addition, closure of a portion of a travel lane may be required along Colima Road (designated as a Major Highway) in order to accommodate construction of the Project driveways which will tie-in to the existing intersections of Walnut Leaf Drive/Colima Road and Tierra Luna/Colima Road. Any closure of a travel lane along the Project's frontage would be temporary, and would be expected to occur outside the weekday AM and PM commute hours so as to maintain roadway capacity when the street system is typically most heavily constrained. Further, the Project is not located along any facilities within the State Highway System (maintained by Caltrans) or any nearby public emergency services such as hospitals or police/fire stations which would require frequent use of unobstructed roadways. Therefore, the Project construction activities are not expected to negatively affect circulation within the local transportation network,

including circulation associated with emergency access. To further ensure that temporary construction activities would be appropriately coordinated so as not to result in conflicts with existing traffic, a Construction Staging and Traffic Management Plan (CSTMP) would be prepared for County review and approval prior to Project construction, as described in **Mitigation Measure TR-3**, below. As a result, a less than significant impact would occur.

During Project operation, as described above under Impact TR-3, the Project's driveways would provide safe access to and from the Project Site in compliance with all applicable County standards, and would not result in hazards or congestion that could impede emergency vehicle travel and access. Vehicular circulation within the Project Site would be accommodated by private roadways, which would be constructed consistent with the applicable LACDPW design standards for local roads and would adequately accommodate emergency vehicles as required by the LACFD. Therefore, Project operation activities are not expected to negatively affect circulation within the local transportation network, including circulation associated with emergency access, and no potential impacts will occur.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implementation of Mitigation Measure TR-3.

> **Mitigation Measure TR-3: Construction Staging and Traffic Management Plan. Prior to commencement of Project construction, the Subdivider shall submit a detailed Construction Staging and Traffic Management Plan (CSTMP) to the LACDPW, the LACSD, and the Fire Department for review and approval. The CSTMP shall include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), identify emergency evacuation routes, and a staging plan. The CSTMP would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site, if any. The CSTMP also would include features such as notification to adjacent property owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible. Accordingly, the CSTMP shall include, but not be limited to, the following features, as appropriate:**
>
> - **Provide advanced notification to adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction. Provide a posted sign on the Project Site with hotline information for adjacent property owners to call and address specific issues or activities that may potentially cause problems at on-and-off-site locations;**
> - **Coordinate with the County and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses;**
> - **Coordinate with Foothill Transit to provide advanced notifications of any temporary stop relocations and durations and follow all safety required procedures required by the transit agency;**

- **Limit any potential roadway lane closure/s to off-peak travel periods, to the extent feasible;**
- **Provide traffic control for any potential roadway lane closure, detour, or other disruption to traffic circulation;**
- **To the extent feasible, store any construction equipment within the perimeter fence of the construction site. Should temporary storage of a large piece of equipment be necessary outside of the perimeter fence (e.g., within a designated lane closure area), that area must comply with County and/or State-approved detour/traffic control plans;**
- **Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers. Should any temporary closure of an existing sidewalk be required, appropriate pedestrian detours will be established and signed as such so as to maintain public pedestrian circulation. The Subdivider shall submit all necessary permit applications prior to commencing construction activities which might encroach on public right-of-way;**
- **Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the Project Site, traffic controls and detours, and proposed construction phasing plan for the Project;**
- **Require the Subdivider to keep all public roadways adjacent to the Project Site clean and free of debris including, but not limited to, gravel and dirt as a result of its construction activities;**
- **Schedule delivery of construction materials and hauling/transport of oversize loads to nonpeak travel periods, to the extent possible;**
- **Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities (i.e., the Orange and Pomona freeways), if needed;**
- **Haul trucks entering or exiting public streets shall at all times yield to public traffic;**
- **Construction-related parking and staging of vehicles shall occur on-site to the extent possible;**
- **Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of times;**
- **Prohibit parking by construction workers on nearby streets and direct construction workers to available/designated parking areas within and adjacent to the Project Site; and**
- **The construction zone traffic control plans detailed in the CSTMP shall meet standards established in the current California Manual on Uniform Traffic Control Devices (MUTCD) as well as Los Angeles County requirements. The traffic control plans should be prepared by either a Civil or Traffic Engineer licensed by the State of California.**

Cumulative Impact Analysis

The Project would be consistent with adopted policies, plans, and programs regarding circulation, including public transit, bicycle, and pedestrian facilities. The nearest cumulative projects to the Project Site that could contribute traffic to study area roadways are (1) a 7-unit residential project, (2) a 4,320-square-foot preschool, and (3) a 13,500-square-foot mini-warehouse, all located within the County of Los Angeles unincorporated area. The other seven cumulative-projects are sufficiently distant from the Project Site to not contribute to the cumulative traffic on nearby study area roadways. Together, the three proximate cumulative projects are estimated to generate approximately 54 trips in the AM peak hour and 58 trips in the PM peak hour. Similar to the Project, each cumulative project would be required to demonstrate consistency with the applicable plans, programs, ordinances and policies, and implement mitigation measures if conditions exceed thresholds set in the County Guidelines. Furthermore, as required by State CEQA Guidelines Section 15064.3, cumulative projects would be required to demonstrate consistency with applicable regulatory requirements, such as the Los Angeles General Plan and the Rowland Heights Community General Plan. As set forth above, the Project would not worsen transportation impacts or result in conflicts with program, plan, ordinance, or policy addressing the circulation system, and therefore its impacts would not be cumulatively considerable. (**Less than Significant**)

Inconsistency with State CEQA Guidelines Section 15064.3, Subdivision (b).

The County's Guidelines state that short-term effects are evaluated in the detailed project-level VMT analysis, while long-term or cumulative effects are determined through consistency with SCAG's current 2020-2045 RTP/SCS, also known as Connect SoCal. Developments in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, if a project does not demonstrate a significant impact in the project impact analysis, a less-than-significant impact in the cumulative impact analysis can also be determined. Projects that fall under an efficiency-based impact threshold (e.g., residential VMT per capita, employment VMT per employee, or total VMT per service population) are already shown to align with the long-term VMT and greenhouse gas reduction goals. Land use projects that demonstrate a project-level impact and which are not found to be consistent with the SCAG RTP/SCS could have a significant transportation impact.

The Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018) provides the following additional discussion of cumulative impacts: "[M]etrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice-versa."

As discussed above in the Project Impact Analysis, the Project would result in a significant Project-level impact in comparison to the County's efficiency-based residential VMT impact thresholds. Therefore, the Project would potentially contribute toward a cumulative VMT impact. (**Significant and Unavoidable**)

Hazards Due to a Geometric Design Feature

As discussed above, the Project would increase traffic in the vicinity; however, it would not substantially increase hazards based on the evaluation of traffic signal warrants and vehicle queues. The existing signalized pedestrian and golf cart crossing across Colima Road is planned to be relocated to the future Tierra Luna-Project Driveway/Colima Road intersection in order to maintain pedestrian access across Colima Road. The golf cart path south of Colima Road will be removed in order to accommodate the development of the planned open space on Planning Area 4 and the proposed single-family homes on Planning Area 5; therefore, pedestrian crossings across Colima Road are planned to be accommodated at the Tierra Luna-Project Driveway/Colima Road intersection instead.

These analyses considered all traffic analysis scenarios, including Future Plus Project traffic conditions, which is the cumulative traffic scenario for the Project study area and therefore includes the vehicular volumes that would be added to roadways by the Project and cumulative Projects. As such, the Project in combination with cumulative projects would not substantially increase hazards due to a geometric design feature, and cumulative impacts would be less than significant. (**Less than Significant**).

Inadequate Emergency Access

Similar to the Project, cumulative projects would be subject to LACFD and LACDPW standards, which require emergency access to be maintained during construction and operations. In respect to specific cumulative projects, the nearest to the Project Site that could contribute traffic on nearby study area roadways are: (1) a 7-unit residential project, (2) a 4,320-square-foot preschool, and (3) a 13,500-square-foot mini-warehouse, all located in the County of Los Angeles. Due to the proximity of the Project Site to the three nearest cumulative projects (i.e., within one mile), and implementation of Mitigation Measure TR-3, it is not anticipated that emergency access near or between these sites would be limited or inadequate. As such, compliance with LACFD and LACDPW standards would result in a less than cumulatively considerable impact regarding inadequate emergency access. The other seven cumulative-projects are sufficiently distant from the Project Site to not contribute to the emergency access adequacy on nearby study area roadways. (**Less than Significant with Mitigation**).

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4.18 Tribal Cultural Resources

This section provides an assessment of potential impacts related to tribal cultural resources that could result from implementation of the proposed Project. The analysis in this section is based on a Sacred Lands File (SLF) search conducted by the California Native American Heritage Commission (NAHC), a cultural resources records search through the South Central Coastal Information Center (SCCIC), the results of which are included in Appendix E of this Draft EIR, and the results of consultation with California Native American Tribes conducted by the County of Los Angeles (County) for the Project, as required by the California Environmental Quality Act (CEQA) as amended by Assembly Bill (AB) 52 and Senate Bill (SB) 18. Information provided by California Native American Tribes is provided in the confidential portion of Appendix E of this Draft EIR.

4.18.1 Existing Setting

As discussed in Section 4.5, *Cultural Resources*, of this Draft EIR, the proposed Project encompasses the ethnographic territory of the Gabrielino. A detailed description of the Gabrielino can be found in Section 4.5, *Cultural Resources.*

4.18.2 Regulatory Framework

State

Assembly Bill 52 and Related Public Resources Code Sections

Assembly Bill (AB) 52 was approved by California State Governor Edmund Gerry "Jerry" Brown, Jr. on September 25, 2014. The act amended California Public Resources Code (PRC) Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 was to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under the California Environmental Quality Act (CEQA), known as tribal cultural resources. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the

geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency (PRC Section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation (PRC Sections 21080.3.1(d) and 21080.3.1(e)).

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21080.3.2(b)).

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the lead agency may certify an Environmental Impact Report or adopt an MND (PRC Section 21082.3(d)(2) and (3)).

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. However, as it is stated in PRC Section 21082.3 (c)(2)(B), this paragraph does not apply to data that is or becomes available to the public or is "already in the lawful possession of the project applicant before the provision of the information by the California Native American tribe, are independently developed by the project applicant or the project applicant's agents, or are lawfully obtained by the project applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency".

California Public Resources Code

California PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the Native American Heritage Commission

(NAHC), upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods. In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

PRC Section 5097.99 prohibits acquisition or possession of Native American artifacts or human remains taken from a Native American grave or cairn after January 1, 1984, except in accordance with an agreement reached with the Native American Heritage Commission.

PRC Section 5097.5 provides protection for tribal resources on public lands, where Section 5097.5(a) states, in part, that:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

California Penal Code

California PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods. In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

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Senate Bill 18

SB 18 (Statutes of 2004, Chapter 905) requires local governments (such as the County) to consult with Native American tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to "provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places" (OPR 2005).

The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level, land use designations are made by a local government. The consultation requirements of SB 18 apply to General Plan or Specific Plan processes proposed on or after March 1, 2005.

According to the Tribal Consultation Guidelines: Supplement to General Plan Guidelines, the following are the contact and notification responsibilities of local governments (OPR 2005):

- Prior to the adoption or any amendment of a General Plan or Specific Plan, a local government must notify the appropriate tribes [on the contact list maintained by the California Native American Heritage Commission (NAHC)] of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).
- Prior to the adoption or substantial amendment of a General Plan or Specific Plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the City's or County's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

4.18.3 Archival Research Summary

Sacred Lands File Search

The NAHC maintains a confidential Sacred Lands File (SLF), which contains sites of traditional, cultural, or religious value to Native Americans. The NAHC was contacted on February 22, 2021, to request a search of the SLF. The NAHC responded to the request in a letter dated March 3,

2021 indicating that the results were positive. The response letter did not provide details on resources within the Project Site but suggested contacting the Gabrieleño Band of Mission Indians – Kizh Nation. The NAHC also provided a list of other Native American tribes to contact as they may have knowledge of cultural resources within the Project Site (Appendix E of this Draft EIR).

South Central Costal Information Center

Archival research was conducted for the Project which included a records search at the SCCIC. The records search results indicate that two historic architectural resources consisting of Captain William Banning's home (P-19-186578) and Union Pacific/Southern Pacific Railroad (P-19-186112) have been previously recorded within the 0.5-mile radius of the Project Site. None of the two resources overlap the Project Site. No archaeological resources have been previously recorded within the Project Site or within the 0.5-mile radius.

4.18.4 Consultation

On November 8 and 14, 2022, the County submitted notification and request to consult letters to three representatives of Native American tribes pursuant to AB 52. AB 52 letters were sent via mail to the following California Native American tribes and individuals:

- Andrew Salas, Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Christina Conley, The Gabrielino Tongva Indians of California

On November 15, 2022, the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) replied to the notification letter requesting to schedule a consultation meeting. In addition, on December 12, 2022, the Gabrieleno Tongva Indians of California deferred to the Gabrieleno/Tongva San Gabriel Band of Mission Indians (Anthony Morales) for comment (Appendix E of this Draft EIR). A consultation meeting between the County and the Kizh Nation was scheduled via phone and occurred on January 26, 2023. The attendees included Chairman Salas (Kizh Nation), Matt Teutimez (Kizh Nation), and Marie Pavlovic (County). Additional correspondence with the Kizh Nation occurred via email on January 26, 2023 and February 1, 3, 24, and 27, 2023.The Kizh Nation did not identify any tribal cultural resources within the Project Site. However, in consultation with the Kizh Nation that included the sharing of oral history and maps of existing and historic tribal cultural resources within the vicinity of the Project Site, and mitigation measures were recommended in the event potential unknown tribal cultural resources are encountered during Project grading. Additionally, on February 3, 2023, the County provided the Kizh Nation with the *Updated Summary of Geotechnical Evaluation and Feasibility Study* (geotechnical report) for the Project. The geotechnical report indicates that Project grading will require approximately 387,100 cubic yards of cut and approximately 253,400 cubic yards of fill, with a net export of approximately 133,700 cubic yards for the Project Site. Over excavation and re-compaction of up to 1,544,500 cubic yards each is anticipated. The maximum depth of excavation within the Project Site would be approximately 25 feet in areas where fill was deposited during the construction of the golf course. During Project excavation the 1,544,500 cubic yards would be temporary stockpiled on site and when the site is ready for re-compaction,

the 1,544,500 cubic yards soil would be redistributed on site and compacted to create roadways and the residential lots (Project grading plus over-excavation, re-compaction and export totals approximately 3,863,200 cubic yards).[1]

Consultation concluded via email on March 3, 2023 with mitigation measures agreed upon between the County and the Kizh Nation.

On November 8 and 14, 2022, the County also submitted notification and request to consult letters to nine (9) individuals and tribes pursuant to Senate Bill (SB) 18. SB 18 letters were sent via mail to the following California Native American tribes and individuals:

- Andrew Salas, Gabrieleño Band of Mission Indians – Kizh Nation
- Sandonne Goad, Gabrielino/Tongva Nation
- Anthony Morales, Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Robert Dorame, Gabrielino Tongva Indians of California Tribal Council
- Charles Alvarez, Gabrielino-Tongva Tribe
- Lovina Redner, Santa Rosa Band of Cahuilla Indians
- Scott Cozart, Soboba Band of Luiseño Indians
- Joseph Ontiveros, Soboba Band of Luiseño Indians
- Christina Conley, The Gabrielino Tongva Indians of California

One response was received from the Kizh Nation and that consultation information is provided above. No additional responses from the Native American tribes and individuals referenced above, or from any other Native American tribe or individual, as part of the SB 18 tribal consultation effort were received (Appendix E of this Draft EIR).

4.18.5 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to tribal cultural resources if it would:

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). [Impact TCR-1]; or

[1] Cut and fill, over-excavation and export grading quantities are rounded up and may differ slightly from quantities used for the tentative tract map review and air quality modeling assumptions. The numbers in the final geotechnical report provided in Appendix G may differ slightly from the numbers provided as part of the consultation process, but such differences are not material for consultation purposes.

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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. [Impact TCR-2]

4.18.6 Methodology

Under CEQA, the evaluation of impacts to tribal cultural resources consists of two-parts: (1) identification of tribal cultural resources within the Project or immediate vicinity through AB 52 and SB 18 consultation, as well as a the results of the SCCIC and SLF searches; and (2) a determination of whether the Project may result in a "substantial adverse change" in the significance of the identified resources.

4.18.7 Impacts Analysis

Impact TCR-1: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC subdivision 5020.1(k) (Less than Significant with Mitigation)

Project Impact Analysis

As previously discussed, the records search through the SCCIC indicate that two historic architectural resources have been previously recorded within the 0.5-mile radius of the Project Site. However, no archaeological resources have been previously recorded within the Project Site or within the 0.5-mile radius. The SLF search through the NAHC indicated that the results were positive. The response letter did not provide details on resources within the Project Site, but suggested contacting the Gabrieleño Band of Mission Indians – Kizh Nation. Beginning on January 26, 2023, the County and the Kizh Nation engaged in consultation. While the Kizh Nation did not identify any known tribal cultural resources (as defined in PRC Section 21074) within the Project Site during consultation with the County, they have indicated that the Project Site has a high potential to encounter tribal cultural resources given that tribal cultural resources exist in the vicinity of the Project Site.

As a result, the Kizh Nation recommended the following mitigation measures to reduce the potential impact to TCRs to less than significant. The mitigation measures include a Native American monitor to be present during all grading activities within the Project Site. Should tribal cultural resources be encountered during the course of construction, the Kizh Nation will be consulted. Consultation concluded via email on March 3, 2023 with the mitigation measures described below agreed between the County and the Kizh Nation to reduce impacts to less than significant.

Significance Determination: Less than Significant with Mitigation

Mitigation Measure

Mitigation Measure TCR-1: A qualified Native American Monitor from the Gabrieleno Band of Mission Indians-Kizh Nation shall be retained to monitor all grading activities within the Project Site. Prior to ground disturbing activities, the

subdivider shall provide evidence of a separate executed monitoring agreement with the Gabrieleno Band of Mission Indians-Kizh Nation for the monitoring of all grading activities, to the satisfaction of the monitoring agency. In the event archaeological resources are encountered during Project grading, all ground-disturbing activities within the vicinity of the find shall cease. The Native American Monitor shall evaluate and record all tribal cultural resources. The Native American Monitor shall also maintain a daily monitoring log that contains descriptions of the daily construction activities, locations with diagrams, soils, and documentation of tribal cultural resources identified. The monitoring log and photo documentation, accompanied by a photo key, shall be submitted to the LA County Planning upon completion of the grading activity.

Mitigation Measure TCR-2: If the Native American Monitor determines the resources are not tribal cultural resources, a qualified archaeologist shall be notified of the find and the action set forth in Mitigation Measure CUL-2 shall be taken.

Impact TCR-2: 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 PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Less than Significant with Mitigation)

As mentioned in Impact TCR-2 above, the records search through the SCCIC indicate that two historic architectural resources have been previously recorded within the 0.5-mile radius of the Project Site. However, no archaeological resources have been previously recorded within the Project Site or within the 0.5-mile radius. Nevertheless, during consultation with the Kizh Nation, they have indicated that the Project Site has a high potential to encounter tribal cultural resources given that tribal cultural resources exist in the vicinity of the Project Site. Therefore, Project-related ground disturbing activities associated with proposed excavation activities has the potential to physically impact unknown resource and, as a result, could cause a substantial adverse change in the significance of a tribal cultural resource resulting in a potential significant impact. However, implementation of Mitigation Measures TCR-1 and TCR-2 would reduce impacts to less than significant.

Significance Determination: Less than Significant with Mitigation

Mitigation Measure

Implement Mitigation Measure TCR-1and TCR-2.

Cumulative Impact Analysis

For the purposes of this analysis of cumulative impacts to tribal cultural resources, the geographic area of consideration consists of portions of Los Angeles County, the City of Diamond Bar, the City of Industry, and the City of Walnut. Based on tribal consultation with the Kizh Nation, the potential for the encounter of unknown tribal cultural resources is potentially significant; therefore, mitigation is recommended for the Project. Further, in association with CEQA review, future AB 52 consultations with Native American tribes in order to identify tribal cultural resources would be required for projects that have the potential to cause significant impacts to

tribal cultural resources. Therefore, to the extent impacts on tribal cultural resources from related projects may occur, impacts from the Project are not expected and cumulative impacts would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measures

Implement Mitigation Measures TCR-1 and TCR-2.

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4.19 Utilities and Service Systems

This section analyzes the Project's impacts related to Utilities and Service Systems. This section is based, in part, on the Royal Vistal Residential Project Infrastructure Assessment for Water and Sewer (Fuscoe 2022a) and the Sewer Area Study Report for Vesting Tentative Tract No. 83534 PC9051, PC6594, PC6788, PC10811, PC7851 Hydraulic Calculations and Existing System Analysis prepared by Fuscoe Engineering (Fuscoe 2022b), Royal Vista Residential and Parks Project Water Demand Memorandum (Fuscoe 2023c), for the Project (**Appendix L** of this Draft EIR), and will-serve letters provided by Los Angeles County Sanitation Districts (LACSD) and Walnut Valley Water District (WVWD) (see Appendix L of this Draft EIR). In addition, multiple planning documents, such as the WVWD 2020 Urban Water Management Plan, the County of Los Angeles General Plan, and the County of Los Angeles Integrated Waste Management Program were reviewed as part of this section.

Electrical usage is addressed in Section 4.6, *Energy*, of this Draft EIR.

4.19.1 Existing Conditions

Water Supply

The Project Site is located within the Walnut Valley Water District (WVWD) boundary. WVWD is a subagency of Three Valleys Municipal Water District (TVMWD), and WVWD maintains 510 miles of distribution mains, 31 reservoirs and 17 pump stations throughout southern California regulated by the California Public Utilities Commission (CPUC). Located in Los Angeles County, the WVWD serves the City of Diamond Bar, portions of the cities of Walnut, Industry, West Covina, and Pomona, as well as the part of easterly unincorporated Rowland Heights in Los Angeles County. WVWD water supply sources include treated and untreated, imported surface water purchased from Metropolitan Water District of Southern California through TVMWD and recycled water supplies (from recycled water purchased from LACSD and from groundwater pumped from the Puente Basin and Spadra Basin).

The northern portion of the Project Site along East Walnut Drive South is currently adjacent to a WVWD 12-inch domestic water line that runs underneath East Walnut Drive South. The middle portions and southern portions of the site along Colima Road are currently adjacent to a WVWD 12-inch domestic water line and a 12-inch recycled water line. There are seven (7) fire hydrants located within the public right-of-way along portions of the Project Site on Colima Road, East Walnut Drive South, and Iluso Avenue. Each fire hydrant is approximately 40-50 feet away from the Project boundary as they are located on the opposite side of the street as the Project Site. These fire hydrants connect to WVWD water lines.

The Project Site currently receives its water supply from local, offsite groundwater pumping wells for irrigation purposes of the golf course. Once constructed, the Project Site would no longer require groundwater, as the Project's water would be supplied by the Walnut Valley Water District. There is currently one building within the Project Site (a maintenance facility building), which lacks internal plumbing and therefore does not create water demand. The existing golf course clubhouse and associated structures are all on offsite parcels that are separate from the

Project Site and are anticipated to remain in use under the proposed conditions. The existing Royal Vista Golf Club golf course not included as part of this proposed Project is separately owned and the future continuation of the Royal Vista Golf Club on the adjacent property is not part of the current application. **Table 4.19-1,** *Estimated Existing Water Demand*, shows the estimated existing water demand for the Project Site, which was calculated using the Estimated Total Water Use Equation (ETWU). The Project Site existing water usage is limited to irrigation for the golf course. The ETWU utilizes planting and irrigation efficiency estimates to calculate total annual water use for landscaping.

TABLE 4.19-1
ESTIMATED EXISTING WATER DEMAND

Land Use	Land Acreage	Est. Average Generation Factor	Total Average Daily Consumption (gpd)
Golf Course (Planning Areas 1-6)	76	ETWU Method	176,340
	Total Existing Water Demand GPD		**176,340**

SOURCE: Royal Vista Residential and Parks Project Water Demand Memorandum, Fuscoe 2023c

Wastewater

The Project Site is located in unincorporated Los Angeles County. The portion north of Colima Road falls under the jurisdiction of the Los Angeles County Sanitation Districts (LACSD), while the portion south of Colima Road is not served by a wastewater provider and would require the area to be annexed into LACSD service area. LACSD consists of 24 independent special districts and serves approximately 5.6 million people in Los Angeles County. The service area covers approximately 850 square miles and encompasses 78 cities and unincorporated areas in the county. The overall sewer system is comprised of 1,400 miles of sewer lines, 49 pumping plants, and 11 wastewater treatment plants. The Project Site lies within the San Jose Creek Water Reclamation Plant (WRP) area. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to the Joint Water Pollution Control Plant Sanitary Sewer System (JWPCP) (Appendix L of this Draft EIR, Sewer Area Study).

Wastewater at the Project Site is conveyed via existing 8-inch, 10-inch and 12-inch public sewer lines owned and maintained by the County of Los Angeles Department of Public Works (DPW) for ultimate conveyance to the LACSD's 30-inch diameter District No. 21 Outfall Trunk Sewer. The 8-inch sewer lines currently exist underneath Tierra Luna and the Project Site, between Colima Road and East Walnut Drive South. As the existing sewer lines reach East Walnut Drive South, they outfall into a 10-inch sewer line within the Project Site boundary and a 12-inch line underneath East Walnut Drive South. Wastewater flow then travels north through Fairway Drive, enters into a 15-inch and 18-inch sewer line and ultimately outfalls into the LACSD 30-inch trunk line (Outfall Trunk Sewer) near the intersection of Business Parkway and Fairway Drive. A portion of the sewer lines within Fairway Dr are maintained by the City of Industry. These trunk line flows then drain to the San Jose Creek WRP. There is currently one building within the Project Site, a maintenance facility that creates zero wastewater generation because it lacks

internal plumbing. The existing golf course clubhouse and associated structures are all on offsite parcels that are separate from the Project Site and will remain in use under the proposed conditions. The existing Royal Vista Golf Club golf course not included as part of this proposed Project is separately owned and the future continuation of the Royal Vista Golf Club is not part of the current application. The portion of the Project Site south of Colima Road is not currently within LACSD service area and would need to be annexed prior to sewer service connection.

As discussed above, regional wastewater service is provided by LACSD. Flows from the Project Site drain to the San Jose Creek WRP in the City of Industry. The San Jose Creek WRP currently treats an average of 58.5 million gallons of wastewater per day and has a total permitted capacity of 100 million gallons per day (mgd).

Solid Waste

Regional planning for the provision of landfill services is provided by the County which, in response to the California Integrated Waste Management Act of 1989, prepared and administers a Countywide Integrated Waste Management Plan (CoIWMP). As part of its obligations, Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of CoIWMP Annual Reports. Within each annual report, future landfill disposal needs over the ensuing 15-year planning horizon are addressed, in part by determining the available landfill capacity (DPW, 2020). As discussed in the Los Angeles County Countywide Integrated Waste Management Plan 2019 Annual Report (published in September 2020), due to lack of consumer demand for materials, slowdown in the construction industry, and the production and manufacturing of goods, the amount of waste that residents and business generated and disposed of in Los Angeles County has continued to increase slightly from 2015 to 2019. In 2019, Los Angeles County landfills disposed of approximately 10.9 million tons compared to approximately nine (9) million tons in 2014. Of that amount, the majority was accommodated by in-County Class III landfills (5.3 million tons), followed by exports to out-of-County landfills (4.9 million tons) and transformation facilities (384,097 tons). The remaining disposal capacity for the County's Class III landfills is estimated at approximately 148.4 million tons as of September 2020.

Sunshine Canyon Landfill is the largest County recipient of non-hazardous solid waste disposal materials, i.e. Class III waste materials. This landfill had a remaining capacity of approximately 66 million cubic yards (approximately 54 million tons), with an estimated remaining life of 14 years (end of operations is 2037). The maximum daily capacity for the landfill is 12,100 tons per day and the current disposal rate is approximately 9,000 tons per day (DPW, 2020).

The annual amount of disposed inert waste materials, such as earth, landscaping, concrete and asphalt, currently is approximately 2.5 million tons. There is one permitted Inert Waste Landfill that has a full solid waste facility permit (Azusa Land Reclamation) in Los Angeles County. The remaining capacity of this landfill is estimated at approximately 59 million tons (DPW 2020). Given the remaining permitted capacity and the average disposal rate of 800 tons per day of inert debris, this capacity would be exhausted in approximately 201 years. In addition to Azusa Land Reclamation, there are 10 other Inert Debris Engineered Fill Operation facilities operating in

addition to Azusa Land Reclamation that provide additional capacity in the County, processing approximately 3.35 million tons in 2019 (DPW, 2020).

Given that the Project Site is a portion of a golf course with limited active uses, there is currently minimal solid waste generation on the Project Site.

Telecommunications

The proposed Project would remove all existing onsite telecommunications infrastructure and replace the telecommunications infrastructure with modern materials. The Project would update all utilities, including communication lines. A majority of telecommunications providers serve the Project Site, including AT&T, Cox, and Spectrum.

4.19.2 Regulatory Framework

Water Supply

Federal

Safe Drinking Water Act

The primary federal legislation concerning domestic water supply is the Safe Drinking Water Act (SDWA) of 1974. The SDWA provides the U.S. Environmental Protection Agency (USEPA) with the authority to regulate the quality of water supplies. The SDWA required USEPA to set interim primary drinking water regulations that establish recommended maximum contamination levels (RMCLs) for each contaminant that may have an adverse effect on human health. Since promulgation of the National Primary Drinking Water Regulations, USEPA has developed additional drinking water quality standards for volatile organic chemicals, fluoride, surface water treatment, total coliform bacteria, lead, copper, synthetic organic contaminants, and inorganic contaminants. All domestic water supplies are required to meet these standards.

State

California Urban Water Management Planning Act

The California Urban Water Management Planning Act (California Water Code [CWC] Division 6, Part 2.6, Sections 10610-10656) addresses several State policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act also requires water suppliers to develop water management plans every five years to identify short-term and long-term demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Specifically, municipal water suppliers that serve more than 3,000 customers or provide more than 3,000 AFY of water must adopt an Urban Water Management Plan (UWMP). The WVWD is operating based on their 2020 UWMP, which was adopted in June 2021.

Senate Bill 610

State legislation addressing water supply, Senate Bill (SB) 610, became effective January 1, 2002, and requires water suppliers to submit a Water Supply Assessment (WSA) for all large projects that are subject to the California Environmental Quality Act (CEQA) and that propose over 500 residential dwelling units, 500,000 square feet of commercial floor space, or employ

over 1,000 individuals or the equivalent water usage. SB 610, codified in CWC Section 10910 et seq., creates and describes requirements for preparing WSAs and describes the role UWMPs play in creating WSAs. The WSA must determine whether the water supplier has sufficient water supplies to meet the projected water demand associated with a project based on the analysis of the supplier's water supply within its most recent UWMP. In addition, where applicable, a WSA must describe the water supply projects and programs that may be undertaken to meet the total project water use of the service area. If groundwater is identified as a source of water available to the supplier, the following additional information must be included in the UWMP: (1) a groundwater management plan; (2) a description of the groundwater basin(s) to be used and the water use adjudication rights, if any; (3) a description and analysis of groundwater use in the past five years; and (4) a discussion of the sufficiency of the groundwater that is projected to be pumped by the supplier. A WSA will not be required for the Project as it proposes under 500 dwelling units.

The Water Conservation Act of 2009 (Senate Bill X7-7)

SB 7, which was part of the Seventh Extraordinary Session of 2009 and referred to as SB X7-7, was enacted on November 10, 2009. SB 7 mandates water conservation goals for UWMPs, requiring Urban Water Suppliers to achieve a 20 percent per capita water consumption reduction by the year 2020 statewide, as described in the "20X2020" State Water Conservation Plan (California State Water Resources Control Board, 2010). As such, each updated UWMP must incorporate a description of how each respective Urban Water Supplier will quantitatively implement this water conservation mandate, which requirements in turn must be taken into consideration in preparing and adopting WSAs under SB 610.

Regional

Water Supply

Walnut Valley Water District 2020 Urban Water Management Plan

CWC Sections 10610 through 10656 require every urban water supplier to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually to prepare, adopt, and file a UWMP. As discussed in its 2020 UWMP, the WVWD Regional Alliance is a sub-agency of TVMWD, a wholesaler agency, that formed to develop a regional plan to achieve SBx7-7 water use reduction requirements, which are discussed above.

Tables 4.19-2 through **4.19-4** below show the WVWD's water supply and demand comparisons for normal year, single dry year, and multiple dry year conditions through 2045 (WVWD, 2021). WVWD purchases or imports water to meet annual demand within the district.

TABLE 4.19-2
WALNUT VALLEY WATER DISTRICT NORMAL YEAR SUPPLY AND DEMAND COMPARISON

Water Sources	2020	2025	2030	2035	2040	2045
Available Supply (AF)						
Groundwater	722	2,396	2,396	2,396	2,396	2,396
Recycled Water	1,251	2,093	2,136	2,179	2,223	2,268
Purchased or Imported Water	16,630	16,684	16,899	17,121	17,324	17,529
Total Supply	18,603[a]	21,173	21,431	21,696	21,943	22,193
Demand (AF)						
Total Normal Demand	18,603	21,173	21,431	21,696	21,943	22,193
Supply/Demand Comparison						
Supply/Demand Difference	0	0	0	0	0	0

[a] actual retail water supplies for year 2020.

SOURCE: Walnut Valley Water District, 2021 (Submittal Table 6-9, Retail Water Supplies – Projected)

TABLE 4.19-3
WALNUT VALLEY WATER DISTRICT SINGLE DRY YEAR SUPPLY AND DEMAND COMPARISON

Water Sources	2025	2030	2035	2040	2045
Available Supply (AF)					
Total Supply	21,003	21,261	21,523	21,768	22,016
Normal Year Supply	21,173	21,431	21,696	21,943	22,193
% of Normal Year	99%	99%	99%	99%	99%
Demand (AF)					
Total Dry Demand	21,003	21,261	21,523	21,768	22,016
Normal Year Demand	21,173	21,431	21,696	21,943	22,193
% of Normal Year	99%	99%	99%	99%	99%
Supply/Demand Comparison					
Supply/Demand Comparison	0	0	0	0	0

SOURCE: Walnut Valley Water District, 2021

TABLE 4.19-4
WALNUT VALLEY WATER DISTRICT MULTIPLE DRY YEAR SUPPLY AND DEMAND COMPARISON

Water Sources	2025	2030	2035	2040	2045
First Year					
Supply Totals	22,300	22,574	22,853	23,113	23,377
Demand Totals	22,300	22,574	22,853	23,113	23,377
Difference	0	0	0	0	0
Second Year					
Supply Totals	22,965	23,247	23,534	23,801	24,073
Demand Totals	22,965	23,247	23,534	23,801	24,073
Difference	0	0	0	0	0
Third Year					
Supply Totals	23,580	23,869	24,164	24,439	24,718
Demand Totals	23,580	23,869	24,164	24,439	24,718
Difference	0	0	0	0	0
Fourth Year					
Supply Totals	21,118	21,378	21,841	21,888	22,138
Demand Totals	21,118	21,378	21,841	21,888	22,138
Difference	0	0	0	0	0
Fifth Year					
Supply Totals	17,896	18,116	18,340	18,548	18,760
Demand Totals	17,896	18,116	18,340	18,548	18,760
Difference	0	0	0	0	0

SOURCE: Walnut Valley Water District, 2021

Local

County of Los Angeles General Plan Public Service and Facilities Element

Chapter 13 of Los Angeles County General Plan 2035 is the Public Service and Facilities Element. This element, adopted in 2015, outlines goals and policies for major public services and facilities that serve the unincorporated areas, and establishes policies that guide the provision of public services and facilities, as outlined below (County of Los Angeles Department of Regional Planning, 2015a).

Goal PS/F 2: Increased water conservation efforts

- Topic: Water Conservation
  - Policy PS/F 2.1: Support water conservation measures.
  - Policy PS/F 2.2: Support educational outreach efforts that discourage wasteful water consumption.
  - Policy PS/F 5.3: Discourage incompatible land uses near or adjacent to solid waste disposal facilities identified in the Countywide Integrated Waste Management Plan.

County of Los Angeles Green Building Standards Code (Title 31)

In 2008, Los Angeles County adopted the Green Building Program, which included the Green Building Ordinance, Low Impact Development (LID) Ordinance, and Drought-Tolerant Landscaping Ordinance. The County also created an Implementation Task Force and Technical Manual. In November 2013, in response to the mandates set forth in the 2010 California Green Building Standards (CALGreen) Code, the Board of Supervisors adopted the Los Angeles County Green Building Standards Code (Title 31). Among other things, the Green Building Standards Code promotes water conservation by requiring the installation of smart irrigation controllers and high-efficiency toilets, design features that maximize the infiltration of stormwater for groundwater recharge, landscaping using drought-tolerant species, and limiting turf areas.

Wastewater

Federal

Clean Water Act

The Clean Water Act (CWA) is a 1977 amendment to the Federal Water Pollution Control Act of 1972. The CWA is the principle federal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the U.S. Environmental Protection Agency (USEPA) the authority to implement pollution control programs, such as setting wastewater standards.

The CWA was enacted with the primary purpose of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters. The CWA directs states to establish water quality standards for waters of the United States, and to review and update these standards on a triennial basis. The CWA also established the National Pollutant Discharge Elimination System (NPDES) which regulates discharges to waters of the United States to help achieve the standards (see discussion below).

National Pollutant Discharge Elimination System

Under the NPDES program promulgated under Section 402 of the CWA, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain an NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources are discharges from publicly owned treatment works, industrial facilities, and urban runoff.

NPDES permits limit the types and quantities of pollutants in discharges. The USEPA has delegated the responsibility for administering the NPDES program in California to the State Water Resources Control Board (SWRCB) and to local Regional Water Quality Control Boards (RWQCBs). This includes the Los Angeles Regional Water Quality Control Board (LARWQCB), which administers the program in Los Angeles County through the issuance and enforcement of local NPDES permits designed to comply with the water quality standards for each receiving water set forth in the local Basin Plan. Each RWQCB is required to formulate and adopt a Basin Plan for its region. The LARWQCB's Basin Plan is a comprehensive document that reports beneficial uses for surface and groundwaters, defines narrative and numeric parameters to protect water quality, and describes implementation programs to protect waters

throughout the Region. This Basin Plan must adhere to the policies set forth in the CWC and established by the SWRCB. The RWQCB is also given authority to include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

State

Porter-Cologne Water Quality Control Act

In California, the SWRCB is responsible for ensuring the highest reasonable quality of waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The 1969 Porter-Cologne Water Quality Control Act, codified in the California Water Code, authorizes the SWRCB to implement programs to control polluted discharges into State waters. This law essentially implements the requirements of the CWA. Pursuant to this law, the local RWQCB is required to establish the wastewater concentrations of a number of specific hazardous substances in treated wastewater discharge. The Los Angeles RWQCB regulates wastewater discharges and water quality in the southern/coastal portions of Los Angeles County, including the Project Site.

On May 2, 2006, the SWRCB adopted Statewide General Waste Discharge Requirements (WDRs) and a Monitoring and Reporting Program for sanitary sewer systems. The regulations were in response to growing public concern about the water quality impacts of sanitary sewer overflows, particularly those that cause beach closures, adversely affect other bodies of water, or pose serious health and safety or nuisance problems.

California Plumbing Code

The California Plumbing Code is codified in Title 24, California Code of Regulations, Part 5. The Plumbing Code contains regulations including, but not limited to, plumbing materials, fixtures, water heaters, water supply and distribution, ventilation, and drainage. More specifically, Part 5, Chapter 4, contains provisions requiring the installation of low flow fixtures and toilets. Existing development will also be required to reduce its wastewater generation by retrofitting existing structures with water efficient fixtures. (Senate Bill 407 [2009] Civil Code Sections 1101.1 et seq.).

Regional

NPDES Permit (Order No. 94-021)

The San Jose Creek WRP is subject to NPDES Permit (Order No. 94-021) issued by the LARWQCB. The permit regulates the discharge of treated wastewater from the WRP into Santa Monica Bay (the applicable receiving water) by setting limitations on the types and amounts of pollutants in discharges from the plant (Los Angeles County, 2014).

Local

Los Angeles County Code

The Los Angeles County Code (LACC) outlines provisions and requirements of sewers and wastewater connections in order to maintain sanitary and efficiently working sewer systems. The following are codified requirements of Los Angeles County:

- LACC Section 20.24.080 (Maintenance of sewers and laterals): Requires that all sewer connections and lines are to be maintained by the owner of the property and must serve the property in a safe and sanitary condition.
- LACC Section 20.32 (Sanitary sewers): Addresses wastewater systems, including sewer construction and connection permits, fees and deposits, design standards, maintenance, and inspections. As stated in Section 20.32, no permit shall be issued for the direct connection of any lot to a trunk sewer until the applicant has first obtained a permit. Before granting any such permit, the County engineer shall collect all applicable sewer construction permit fees, connection charges, and plan checking fees from the applicant. Additionally, each proposed sewer line and any connections to the County sewer system, shall be designed in accordance with the guidelines set forth in Section 20.32, including applicable sizing and capacity requirements.

County of Los Angeles General Plan Public Service and Facilities Element

Chapter 13 of Los Angeles County General Plan 2035 is the Public Service and Facilities Element. This element, adopted in 2015, outlines goals and policies for major public services and facilities that serve the unincorporated areas, and establishes policies that guide the provision of public services and facilities, as outlined below (County of Los Angeles Department of Regional Planning, 2015a):

- Topic: Waste Management
  - Policy PS/F 5.1: Maintain an efficient, safe and responsive waste management system that reduces waste while protecting the health and safety of the public.
  - Policy PS/F 5.2: Ensure adequate disposal capacity by providing for environmentally sound and technically feasible development of solid waste management facilities, such as landfills and transfer/processing facilities.
  - Policy PS/F 5.3: Discourage incompatible land uses near or adjacent to solid waste disposal facilities identified in the Countywide Integrated Waste Management Plan.
- Topic: Waste Diversion
  - Policy PS/F 5.4: Encourage solid waste management facilities that utilize conversion and other alternative technologies and waste to energy facilities.
  - Policy PS/F 5.5: Reduce the County's waste stream by minimizing waste generation and enhancing diversion.
  - Policy PS/F 5.6: Encourage the use and procurement of recyclable and biodegradable materials.
  - Policy PS/F 5.7: Encourage the recycling of construction and demolition debris generated by public and private projects.
  - Policy PS/F 5.8: Ensure adequate and regular waste and recycling collection services.

  - Policy PS/F 5.9: Encourage the availability of trash and recyclables containers in new developments, public streets, and large venues.

- Topic: Utility Infrastructure
  - Policy PS/F 6.1: Ensure efficient and cost-effective utilities that serve existing and future needs.
  - Policy PS/F 6.2: Improve existing wired and wireless telecommunications infrastructure.
  - Policy PS/F 6.3: Expand access to wireless technology networks, while minimizing visual impacts through co-location and design.
  - Policy PS/F 6.4: Protect and enhance utility facilities to maintain the safety, reliability, integrity and security of utility services.
  - Policy PS/F 6.5: Encourage the use of renewable energy sources in utility and telecommunications networks.
  - Policy PS/F 6.6: Encourage the construction of utilities underground, where feasible.
  - Policy PS/F 6.7: Discourage above-ground electrical distribution and transmission lines in hazard areas.
  - Policy PS/F 6.8: Encourage projects that incorporate onsite renewable energy systems.
  - Policy PS/F 6.9: Support the prohibition of public access within, and the limitation of access in areas adjacent to natural gas storage facilities and oil and gas production and processing facilities to minimize trespass and ensure security.
  - Policy PS/F 6.10: Encourage utility siting to be localized and decentralized to reduce impacts; reduce transmission losses; promote local conservation by connecting users to their systems more directly; and reduce system malfunctions.

Solid Waste

State

Assembly Bill 939 – California Integrated Waste Management Act of 1989

The State Legislature passed the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 50 percent by 2000 and thereafter.

AB 939 requires that all counties and cities develop a comprehensive solid waste management program that includes a Source Reduction and Recycling Element (SRRE) to address waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste. It also requires counties to develop a Siting Element that addresses the need for landfill/transformation facilities for 15-year intervals; and it also mandates all cities and counties to prepare and submit Annual Reports that summarize the jurisdiction's progress in reducing solid waste. Oversight of these activities was set up under the aegis of the California Integrated Waste Management Board (CIWMB). The duties and responsibilities of CIWMB were transferred to CalRecycle as of January 1, 2010. As a result, any reference to CalRecycle within this section will also incorporate references to CIWMB even when referring to events prior to 2010.

Assembly Bill 1327 – California Solid Waste Reuse and Recycling Access Act of 1991

AB 1327, passed on October 11, 1991, required CalRecycle to develop a model ordinance for adoption of recyclable materials in development projects by March 1, 1993. Local agencies were then required to adopt the model, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects by September 1, 1993. If, by that date, a local agency had not adopted its own ordinance, the model ordinance adopted by CalRecycle took effect and shall be enforced by the local agency.

Senate Bill 1374 – Construction and Demolition Waste Materials Diversion Requirements

SB 1374 was signed into law in 2002 and requires the range of diversion rates of construction and demolition (C&D) waste material from 50 to 75 percent at the local level. Los Angeles County requires a total reduction of 50 percent, as outlined in County Code Section 20.87.040 (Recycling and reuse requirements). SB 1374 called for preparation of a model C&D diversion ordinance by March 1, 2004, and a model ordinance was adopted by CalRecycle on March 16, 2004. SB 1374 also required that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting C&D wastes.

Assembly Bill 341 – California's 75 Percent Initiative

AB 341, which took effect on July 1, 2012, was designed to help meet California's recycling goal of 75 percent by the year 2020. AB 341 made "…a legislative declaration that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020…" AB 431 requires a business, defined to include a commercial or public entity that generates more than 4 cubic yards of commercial solid waste per week or a multifamily residential dwelling of 5 units or more to arrange for recycling services. Such business/residential development must: 1) source separate recyclable materials from the solid waste they are discarding, and either self-haul or arrange for separate collection of the recyclables; and 2) subscribe to a service that includes mixed waste processing that yields diversion results comparable to source separation.

California Green Building Standards (CALGreen Code)

The 2019 CALGreen Code sets standards for new buildings and development project with the objective of minimizing the state's carbon output (California Building Standards Commission, 2019). The 2019 CALGreen Code has new and revised provisions that require new buildings to reduce water consumption, increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Local jurisdictions also retain the administrative authority to exceed the CALGreen standards. The 2019 CALGreen Code went into effect statewide on January 1, 2020. Los Angeles County has updated LACC (effective January 2020) to be in compliance with the revisions of the 2019 CALGreen Code. The CALGreen Code has since been updated in 2022 to include new mandatory measures for residential and nonresidential uses including energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The new measures took effect on January 1, 2023 (California Building Standards Commission, 2023).

Local

Los Angeles County Code

Title 20, Division 4 of the LACC outlines requirements for Solid Waste management in the County. The following are codified requirements of the County:

- LACC Section 20.87.040 (Recycling and reuse requirements):
  A. Requires that at least 50 percent (by weight) of soil, rock, and gravel removed from the project site must be recycled or reused unless a lower volume is approved by the director.
  B. Requires that at least 50 percent (by weight) of construction and demolition debris must be recycled or reused unless a lower volume is approved by the director.

County of Los Angeles Integrated Waste Management Program

Pursuant to AB 939 each County is required to prepare and administer a CoIWMP, including preparation of an Annual Report. The CoIWMP is comprised of the county's and the cities' SRRE, an Integrated Waste Management Summary Plan (Summary Plan), and a Countywide Siting Element (CSE). The Summary Plan describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion rate by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. The DPW is responsible for preparing and administering the Summary Plan and the CSE. The County continually evaluates landfill disposal needs and capacity as part of the preparation of the CoIWMP Annual Report. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.

4.19.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to Utilities and Service Systems if it would:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. [Impact UTL-1]

b. Not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. [Impact UTL-2]

c. Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. [Impact UTL-3]

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. [Impact UTL-4]

e. Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. [Impact UTL-5]

4.19.4 Methodology

The water supply analysis is based on the UWMP completed by the WVWD, the Infrastructure Assessment for Water and Sewer, and a will-serve letter provided by WVWD. The wastewater capacity analysis is based on analyzing the receiving facility's capacity to receive wastewater from the proposed Project and a will-serve letter provided by LACSD. The solid waste analysis is based on an estimated waste stream analysis from demolition, construction, and operation of the proposed Project, adherence to applicable regulations, and the remaining capacity at solid waste receiving facilities.

As previously stated under subsection 4.19.1, *Existing Conditions*, the Project Site is currently occupied by a portion of an existing golf course. The Project Site includes a maintenance facility building and a driving range, both of which will be demolished. The maintenance facility building does not have interior plumbing and is not habitable, and therefore does not generate any appreciable amount of wastewater or solid waste. The Project Site does not contain any other structures. Any wastewater and solid waste demand is assumed to be net new to the Project Site.

4.19.5 Environmental Impact Analysis

Impact UTL-1: The proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. (Less than Significant)

As previously noted, electrical and natural gas are addressed in Section 3.6, *Energy,* of this Draft EIR, and stormwater infrastructure is addressed in Section 4.10, *Hydrology and Water Quality,* of this Draft EIR. Section 3.6, *Energy,* concluded that impacts related to electric power and natural gas would be less than significant. Section 4.10, *Hydrology and Water Quality,* concluded that impacts related to stormwater infrastructure would be less than significant.

Water

Construction

During construction, water will be required intermittently for dust control, equipment cleaning, soil grading and preparation during the early phases of the Project. The latter phases of construction normally require less water usage. Construction water demands are typically less than the long-term operational water demand of a project and are temporary. There are seven fire hydrants located within the public Right-of-Way along portions of the Project Site on Colima Road, Walnut Drive and Iluso Avenue. Each fire hydrant is approximately 40-50 feet away from the Project Site boundary. These fire hydrants connect to WVWD water lines. Construction demands will be met using existing water infrastructure that surrounds the Project Site (e.g., existing fire hydrants).

The Project will require construction of new on-site water distribution lines to serve new buildings, as well as the potential relocation and extension of existing lines. Construction impacts associated with the installation of water distribution lines would primarily involve trenching in order to place the lines below surface. When considering impacts resulting from the installation

of any required water infrastructure, all impacts are of a relatively short-term duration (i.e., months) and would cease to occur once the installation is complete. Installation of new water infrastructure will be limited to on-site water distribution, and minor off-site work associated with connections to the existing public watermain. Prior to ground disturbance, Project contractors would coordinate with WVWD to identify the locations and depth of all lines. Further, WVWD and the County of Los Angeles would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service. A site-specific Storm Water Pollution Prevention Plan (SWPPP) would also be prepared for the proposed construction activities and appropriate measures would be implemented to reduce or eliminate pollutants from entering the local drainage system. Further, final design criteria and specifications for all water facilities would comply with all applicable requirements and policies. Therefore, Project impacts on new or relocated water infrastructure associated with construction activities would be temporary and less than significant.

Operation

As discussed above in Section 4.19.2, Regulatory Setting, WVWD's 2020 UWMP projects total water demands to increase from 21,173 acre-feet per year (AFY) in 2025 to 22,193 AFY in 2045 for normal years representing an increase in demand of 1,020 AFY for this 20 year period. The UWMP projects potable water demands to increase from 21,173 AFY in 2025 to 22,193 AFY in 2045 representing an increase in potable water demand of 1,020 AFY for normal years. The UWMP projects recycled water demands to increase from 3,489 AFY in 2025 to 3,664 AFY in 2045 representing an increase in demand of 1,973AFY.

As stated in the Infrastructure Assessment for Water and Sewer for the Royal Vista Residential Project, water demands are based on the land use types, development area, and the ETWU Method. The 0.0087 cubic foot per second (cfs) per acre water demands for the RPD-5000 zone were used to calculate water demand for the residential portion of the proposed Project[1]. Based on the Project's proposed land uses, the Project's total estimated water consumption is approximately 122,544 gallons per day (gpd). **Table 4.19-5** provides a breakdown between the Project Site's potable and recycled water uses. The Project Site is currently irrigated from a private groundwater well. However, the current groundwater wells that serve the golf course would not be used as a water supply source for the Project. The proposed Project therefore results in a net increase of potable water demand of approximately 122,544 gpd and an increase in recycled water demand of 68,449 gpd over existing conditions (Fuscoe 2023c). Because of the elimination of golf course irrigation on the Project Site, the Project would result in a net reduction on groundwater well usage of 176,340 gpd (Fuscoe, 2023c).

[1] Based on LACSD sewer generation factor calculation completed in Appendix B of the Fuscoe Engineering, Sewer Area Study Report for Vesting Tentative Tract No. 83534 PC9051, Pc6594, PC6788, PC10811, PC7861 Hydraulic Calculations and Existing System Analysis,. December 1, 2022.

TABLE 4.19-5
ESTIMATED PROPOSED WATER DEMAND

Land Use	Land Use Units	Unit Water Demands[1]	Total Water Demand (GPD)	Total Water Demand (AFY)
Residential Areas Potable Water Demands				
Single Family	200 Units	253 GPD/DU	50,600	57
Duplex	58 Units	209 GPD/DU	12,122	14
Triplex	30 Units	209 GPD/DU	6,270	7
Townhomes	72 Units	209 GPD/DU	15,048	17
Single Family On-lot Irrigation		ETWU Method[2]	38,504	43
	Combined Total Potable Water Demand		122,544	137
Landscape Areas Recycled Water Demands				
Common Open Space and Parks		ETWU Method[2]	+ 68,449	+77
			Total Proposed Potable Water Demand[3]	**122,544 GPD/137 AFY**
			Total Proposed Recycled Water Demand[3]	**68,449 GPD/77 AFY**
			Total Existing Potable Water Demand	0
			Total Existing Recycled Water Demand	0
			Projected Net Potable Water Demand (Proposed – Existing)	**+122,544 GPD/137AFY**
			Project Net Recycled Water Demand (Proposed – Existing)	**+68,449 GPD/77 AFY**

NOTES:
1 City of Los Angeles Sewage Generation Factor for Residential and Commercial Categories (4/6/2012). Water demands estimated by multiplying sewer unit demand factor by 110% for conservative purposes to account for consumption. Royal Vista Residential and Parks Project, Water Demand Technical Memorandum. March 27, 2023 (Appendix L of this Draft EIR)
2 The Estimated Total Water Use equation for landscape irrigation with planting factors is based on Summers/Murphy & Partner, inc. Irrigation Master Plan. The Irrigation Master Plan provides calculations for landscaping using potable water (private lots) and recycled water (common areas, parks, etc). See Appendix B of the Fuscoe Water Demand Memorandum for the Irrigation Master Plan (Appendix L of this Draft EIR).
3 All proposed water demands will be supplied by WVWD.

The proposed increase in potable water demand from the Project of 122,544 gpd (137 AFY) represents approximately 13 percent of the total increase in demand from 2025 to 2045 in the UWMP. The proposed increase in recycled water demand from the Project of 68,449 gpd (77 AFY) represents approximately 13 percent of the projected demand from 2025 to 2045 in the UWMP. As stated in a Will-Serve Letter and Service Map provided by the WVWD dated May 25, 2023, the WVWD has the ability to serve the Project Site because the WVWD has the ability to purchase additional water supply from the TVMWD to meet any new demand.

WVWD's 2020 UWMP projects total water demands to increase from 21,173 AFY in 2025 to 22,193 AFY in 2045 for normal years, representing an increase in demand of 1,020 AFY over the 20-year time period. For dry years, WVWD projects total water demand to increase from 17,896 AFY in 2025 to 18,760 AFY in 2045 for five consecutive dry years, representing an increase in demand of 864 AFY. In addition, each 5-year increment identifies an anticipated increase in demand of over 200 AFY per 5-year period. For normal years, the proposed increase in potable water demand from the Project of 137 AFY represents approximately 13 percent of the total increase in demand (1,020 AFY) from 2025 to 2045 in the UWMP for normal years. For dry

years, 137 AFY would represent approximately 15 percent of the projected demand (864 AFY) from 2025 to 2045. The proposed Project demand is under the anticipated increase of 200+AFY per 5-year period indicating the Project could be built in its entirety and not increase water demands beyond the projected demand for that same period (Fuscoe 2023c).

The UWMP projects recycled water demands to increase from 3,489 AFY in 2025 to 3,664 AFY in 2045 representing an increase in demand of 1,973 AFY of recycled water. The proposed increase in recycled water demand from the Project of approximately 77 AFY represents approximately 4 percent of the projected demand from 2025 to 2045 in the UWMP (Fuscoe 2023c).

A fire flow test was performed at five (5) hydrants located near the Project Site (Hydrants #283221, #283216, #283220, #283412. #270117) to determine if adequate capacity exists within the existing 12-inch and 8-inch water mains beneath East Walnut Drive South and Colima Road to serve the Project. The fire flow test was for 1-hour durations through WVWD's Hydraulic Model in order to determine adequate flow at the minimum requirement of 20 psi. As indicated in the Will-Serve and Service Letter Map from WVWD, new hydrants will need to be included in the water infrastructure design to meet fire department requirements. The fire flow results indicate adequate fire flow availability and infrastructure capacity within the 8-inch and 12-inch water main for the proposed Project (Appendix L of this Draft EIR).

The Project will increase potable water demands; however, this increase fits within the anticipated increase in water demands as planned within WVWD's service area as described within the WVWD 2020 UWMP, which has planned for normal, dry and multiple dry years. Therefore, it can be concluded that there are adequate water supplies to support this Project in normal, dry and multiple dry year climate scenarios (Fuscoe 2023c). Based on the adequate water supply capacity of WVWD, WVWD's will serve letter, and the satisfactory results of the fire flow test, the Project would result in less than significant operational impacts regarding water infrastructure.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Wastewater

Construction

Currently, the Project Site is not serviced by wastewater infrastructure and is not connected to the County's wastewater system. Construction activities would not contribute to wastewater generation beyond portable restrooms for on-site workers. However, the usage of portable restrooms and hand wash areas would not contribute to direct wastewater flows to the County's wastewater system.

Construction impacts associated with wastewater infrastructure would primarily be confined to trenching for miscellaneous utility lines and connections to public infrastructure. Installation of wastewater infrastructure would be limited to relocating and adding on-site wastewater

distribution and minor off-site work associated with connections to the public main. No upgrades to the public main are anticipated. Any work that affects services to the existing sewer lines would be coordinated with the LACSD. Further, the implementation of Mitigation Measure TR-3 from the Section 4.17, *Transportation*, requiring a construction management and access plans would ensure safe pedestrian access as well as emergency vehicle access and safe vehicle travel during off site construction to connect to LACSD facilities. Moreover, as discussed above, the Project's required compliance with the NPDES Municipal Permits and its local MS4 permit development standards, LID practices, and all applicable BMPs (e.g., bioretention, rainfall storage, and/or biofiltration) pertaining to water quality standards during construction would be implemented to reduce or eliminate pollutants from entering the local drainage system. As a result, final design criteria and specifications for all wastewater facilities would comply with all applicable requirements and policies. Therefore, construction impacts would be less than significant with mitigation.

Operation

The Project's estimated sewer flows were based on LACSD sewer flow factors. Based on the proposed uses and generation factors, the Project's projected wastewater generation is approximately 78,801 gpd, representing a net increase in wastewater generation at the Project Site of approximately 78,801gpd. A breakdown of these wastewater generation calculations is provided in **Table 4.19-6**, *Estimated Proposed Wastewater Generation*. Because the existing on-site structure (i.e., the maintenance facility building) has no separate plumbing, existing wastewater generation is assumed to be zero.

TABLE 4.19-6
ESTIMATED PROPOSED WASTEWATER GENERATION

Land Use	Land Acreage	Avg. Generation Factor (cfs/acre)	Total Wastewater Generation (cfs)	Total Wastewater Generation (gpd)
RPD-5000	47.34 acre	0.0087[1]	0.305	78,801
			Total Proposed Wastewater Flow	**78,801**
			Total Existing Wastewater Flow	0
			Projected Net Wastewater Flow (Proposed – Existing)	**+78,801**

NOTES:

[1] Based on LACSD sewer generation factor calculation completed in Sewer Area Study Appendix G of the Fuscoe Engineering. Royal Vista Residential Project, Infrastructure Assessment for Water and Sewer. November 2022 (Appendix L of this Draft EIR)

The Project Site will be served primarily by an existing 8-inch sewer line located in Tierra Luna and relocated 8-inch and 10-inch sewer lines extending through the northwestern portion of the Project Site that outfall into a 12-inch sewer line in East Walnut Drive South. Each residential planning area would include private streets that would contain proposed or relocated sewer lines. The DPW would require a sewer connection permit with LACSD and associated connection fees. These fees would be utilized to cover any infrastructure improvements required as a result of the Project. According to the Sewer Area Study (Appendix L of this Draft EIR), all existing sewer

mains are anticipated to have adequate capacity, and additional sewer main improvements would not need to be upgraded or relocated outside of the Project Site.

Project Site and community flows drain into the LACSD infrastructure and are ultimately conveyed to the San Jose Creek WRP. The WRP has a capacity of 100 mgd and currently treats approximately 58.5 mgd. The Project's estimated wastewater generation increase of 78,801 gpd or 0.078 mgd comprises less than 0.25 percent of the remaining available capacity of the WRP. In addition, a Will-Serve Letter dated November 21, 2022, was provided by LACSD for the Project, which states that LACSD can serve the Project Site (Appendix L of this Draft EIR). Therefore, based on LACSD's will serve letter and the available wastewater treatment capacity, operational impacts on wastewater infrastructure would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implement Mitigation Measure TR-3.

Telecommunications

All existing infrastructure connected to the Project Site would be surveyed prior to demolition. If live voltage services exist, coordination would occur with the service provider to arrange relocation and cut over of circuits so that continuous service would be maintained to these locations. No cables, fiber, or copper would be cut prior to full investigation and confirmed cut over. Provisions for telecommunications would be installed by the contractor, and final configuration and connection locations would be confirmed by the service provider during design. Dedicated conduits and manholes for systems would be routed throughout the Project Site for the new buildings. The contractor would coordinate with the service provider to ensure easy connectivity of their services within the buildings during the final stages of the Project. Therefore, with coordination between the contractor and the service provider, impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact UTL-2: The proposed Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. (Less than Significant)

As shown in Tables 4.19-2 through 4.19-5 and in Impact UTL-1 above, WVWD's 2025 UWMP projects total water demands to increase from 21,173 AFY in 2025 to 22,193 AFY in 2045 for normal years representing an increase in demand of 1,020 AFY. For dry years, WVWD projects total water demand to increase from 17,896 AFY in 2025 to 18,760 AFY in 2045 for 5 consecutive dry years, representing an increase in demand of 200 AFY.

The UWMP projects potable water demands to increase from 21,173 AFY in 2025 to 22,193 AFY in 2045 representing an increase in demand of 1,020 AFY for normal years. The proposed increase in potable water demand from the Project of 137 AFY represents approximately 13 percent of the total increase in demand from 2025 to 2045 in the UWMP and would not represent a significant new demand for water. For dry years, 137 AFY would represent approximately 15 percent of the projected demand (864 AFY) from 2025 to 2045.

The UWMP projects recycled water demands to increase from 3,489 AFY in 2025 to 3,664 AFY in 2045 representing an increase in demand of 1,973 AFY. The proposed increase in recycled water demand from the Project of 77 AFY represents approximately 4 percent of the projected demand from 2025 to 2045 in the UWMP.

Based on the above, Project is anticipated to increase potable water demands by 137 AFY and recycled water demands by 77 AFY under buildout conditions. This represents 13 percent of the total increase in potable water demands (1,020 AFY) anticipated for the WVWD service area from 2025 to 2045 identified in the 2020 UWMP for normal years and a 15 percent of the total increase in projected demand for dry years (864 AFY). For recycled water demands, 77 AFY would represent a 4 percent increase in projected recycled water demands (1,973 AFY) for the WVWD service area from 2025 to 2045. Therefore, it is anticipated that WVWD would be able to supply the demands of the Project and future growth, and impacts on water supply will be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact UTL-3: The proposed Project would result in a determination by the wastewater treatment provider which serves or may serve the project, that it has adequate capacity to serve the proposed Project's projected demand in addition to the provider's existing commitments. (Less than Significant)

Wastewater generated by the proposed Project would be treated at the San Jose Creek WRP. As previously stated under Impact UTL-1, the Project is calculated to generate approximately 0.079 mgd of wastewater, or less than 0.25 percent of San Jose Creek WRP's remaining capacity of 100 mgd of primary, secondary, and tertiary wastewater and 0.13 percent of San Jose Creek WRP's current average flow. The San Jose Creek WRP currently treats approximately 62.7 mgd (LACSD, 2022). As San Jose Creek WRP's daily capacity is well above the sum of the current daily treatment levels and the proposed Project's projected wastewater generation, San Jose Creek WRP currently has the capacity to accommodate the additional wastewater generated by the proposed Project. Therefore, the Project would not result in a determination by the wastewater treatment provider that it does not have adequate capacity to accommodate the Project's wastewater demands, and impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact UTL-4: The proposed Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure. (Less than Significant)

Construction

Estimated start of construction is the Fourth Quarter of 2024 with estimated completion in the Fourth Quarter of 2027 and would include demolition and removal of identified structure on Site; grading; house construction; and landscaping and roadway improvements. Since there are minimal structures on the Project Site, all solid waste generation would be net new compared to existing conditions on site. As previously described in Section 4.19.1, *Existing Conditions*, Los Angeles County operates numerous solid waste facilities within the County. The community of Rowland Heights contracts with Athens Services, a private waste collection company, to provide solid waste disposal services, which take solid waste to one of the County's landfills or to a materials recovery facility prior to solid waste disposal. The remaining disposal capacity for the County's Class III landfills is estimated at approximately 148.4 million tons as of September 2020. The Project's generation of construction waste would be recycled in accordance with CalGreen requirements of 50 percent. Therefore, construction of the Project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure.

Operation

According to CalRecycle, the 2019 average disposal rate in unincorporated Los Angeles County is 5.5 pounds per person per day (lbs/p/d) (DPW 2020). The proposed Project's addition of approximately 1,260 new residents, see Section 4.14, *Population and Housing*, would introduce 6,930 lbs/day to the Project Site or approximately 2,529,450 lbs per year (approximately 1,249 tons per year), prior to implementation of waste diversion strategies. The Project's operational solid waste generation prior to diversion would account for approximately 0.0008percent of the remaining capacity of 148.4 million tons at the County's Class III landfills. In addition, the proposed Project would adhere to the requirements of the County and the provisions of AB 341, which focuses on increased waste recycling to reduce daily waste removal. Therefore, the proposed Project would be served by a landfill with sufficient space to accommodate the Project's waste disposal needs and impacts would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact UTL-5: The proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. (Less than Significant)

As discussed above in Impact UTL-4, the proposed Project would generate solid waste during construction and operation of the proposed project, thus requiring the consideration of waste

reduction and recycling measures. The CoIWMP (AB 939) requires the County to attain specific waste diversion goals. In addition, the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires expanded or new development projects to incorporate storage areas for recycling bins into the proposed project design. The Project will be required to comply with the California Integrated Waste Management Act of 1989 and the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, during construction and operation. Implementation and compliance with federal, state, and local statutes and regulations to reduce the amount of solid waste. Therefore, the impacts in relation to compliance with federal, state, and local statutes would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

4.19.6 Cumulative Impacts

The context for assessing cumulative environmental impacts associated with utilities is primarily the service area associated with each of the water, wastewater, solid waste disposal, telecommunications, and energy facilities that serve the Project Site. As previously mentioned, analysis regarding electrical and natural gas facilities is included in Section 4.5, *Energy*, of this Draft EIR and stormwater infrastructure is analyzed in Section 4.9, *Hydrology and Water Quality* of this Draft EIR. Section 3.6, *Energy*, concluded that impacts related to electric power would be less than significant. Section 4.10, *Hydrology and Water Quality* concluded that impacts related to stormwater infrastructure would be less than significant. The cumulative impacts analysis evaluates whether the provision of utility services for the growth projected to occur in the future, along with the currently proposed project, would exceed the capacity of existing or planned utility infrastructure, requiring the construction of new infrastructure that could cause significant environmental impacts not already addressed as part of the proposed project or otherwise anticipated in conjunction with each agency that services the proposed Project growth plans.

Water

The Project has received a Will-Serve Letter from WVWD for the 12-inch water lines along East Walnut Drive South and Colima Rd that are adjacent to the Project Site. Prior to the final water service agreement, additional details of the development plans and facilities would be required in order to prepare a service agreement to serve the site. The additional facilities would consist of a local water system within the residential planning areas that connect to the existing 12-inch water lines in East Walnut Drive South and Colima Road. At this time, WVWD has not indicated that any upgrades to the existing 12-inch water lines are needed. Regarding potential cumulative impacts on water supply within the WVWD System service area that serves the Project, WVWD is required to prepare and periodically update the UWMP to plan and provide for water supplies to serve existing and projected demands. The 2020 UWMP prepared by WVWD, accounts for existing development within the County, as well as projected growth through the year 2045. The increase in potable water demands of 122,544 gpd (137 AFY) from the proposed Project is well within the planned increases in water demands within the WVWD service area (1,020 AFY anticipated from 2025 to 2045 for

normal and 864 AFY for dry year scenarios). Therefore, it is anticipated that WVWD would be able to supply the demands of the Project as well as future growth.

Additionally, WVWD keeps records of proposed capital improvements within their system area to account for various infrastructure upgrades to support existing service and new developments (WVWD, 2021b). This highlights the WVWD's ability to successfully track and manage infrastructure needs of its service area. For example, four projects relating to water distribution, and ongoing improvements, are currently in development and three projects are in planning. Of those listed, none are within proximity to the Project Site. WVWD regularly updates this list of projects and can request additional upgrades to infrastructure if necessary. WVWD is able to account for changes in development around the Project Site and can mitigate for deficiencies as needed. Therefore, cumulative impacts on water supply would be less than significant. (**Less than Significant**)

Wastewater

The Project will result in the additional generation of sewer flow. As discussed above, a Sewer Area Study completed by Fuscoe Engineering (Appendix L of this Draft EIR) has been prepared for the Project, and a will-serve letter has been provided by LACSD for the Project Site. The Sewer Area Study concluded that adequate capacity within the sewer infrastructure exists to serve the Project.

Additionally, the County keeps records of all proposed developments in the County and the immediately adjacent area which generate and require sewer access. The County regularly updates and tracks various developments that may impact infrastructure and has the ability to charge impact fees and can request additional upgrades to infrastructure if future project have the potential to exceed current infrastructure capacity prior to providing sewer services.

The County also corresponds periodically with regional wastewater LACSD to confirm regional infrastructure capacity exists. Wastewater generated by the Project would be conveyed via the existing LACSD and City of Industry wastewater conveyance systems for ultimate treatment at the San Jose Creek WRP owned and maintained by LACSD. The Project's total estimated wastewater generation increase of 79,502 gpd comprises less than 0.25 percent of the available capacity in the WRP system (37.3 mgd). Based on these forecasts, the Project's increase in wastewater generation would be adequately accommodated by the San Jose Creek WRP. Cumulative projects must go through the same analysis to determine if any facilities will need to be upgraded to accommodate for the increase in capacity. It is not anticipated that increases in sewer flows from Project buildout, or redevelopment of the area surrounding the Project Site would adversely impact the capacity of local or regional wastewater infrastructure or the wastewater treatment plant. Therefore, cumulative impacts would be less than significant. (**Less than Significant**)

Solid Waste

Although the proposed Project and cumulative projects would result in an increase in the amount of solid waste sent to landfills, compliance with state and local waste diversion requirements would contribute to the longevity of existing and proposed landfills that would serve the projects

and ensure that cumulative impacts to solid waste are less than significant. In addition, cumulative projects would also comply to the requirements of the County and the provisions of AB 341, which focuses on increased waste recycling to reduce daily waste removal. Therefore, through compliance with the applicable regulations, the cumulative projects would significantly reduce the amount of solid waste that would be generated and distributed to landfills. Cumulative impacts associated with adequate solid waste capacity in landfills would be less than significant. (**Less than Significant**)

Telecommunications

The proposed Project and cumulative projects would result in an increase in the construction of additional telecommunications equipment, all of which is readily available. The equipment would be installed on each site and would not affect surrounding sites. Similar to the proposed Project, the cumulative projects would be required to coordinate their respective projects, sites, and requirements with the service provider(s) to ensure that connectivity is not disturbed and that proper conduits are installed relative to their respective projects. Cumulative impacts associated with adequate telecommunications capacity would be less than significant (**Less than Significant**).

4.20 Wildfire

This section addresses the potential wildfire impacts associated with implementation of the proposed Project. This section includes a description of the wildfire history and conditions at the Project Site and surrounding area; a summary of applicable regulations related to wildfire; and an evaluation of the potential impacts of the proposed Project related to wildfire.

4.20.1 Existing Conditions

Site Characteristics

The Project is located in the unincorporated community of Rowland Heights in the County of Los Angeles. The City of Diamond Bar is located immediately east of the Project Site. The Project Site is located within a highly developed and urbanized area, and generally comprises 13 holes and the driving range of the existing 27-hole Royal Vista Golf Club. Single-family residential uses surround the Project Site on all sides except to the north, where commercial and hotel uses are located along East Walnut Drive South in the City of Industry. The existing golf course, landscaping, and residential uses surround the southwestern most edge of the Project Site.

Topographically, the Project Site slopes slightly from the southeast to the northwest. The surface elevation of the Project Site ranges from approximately 505 feet above sea level near East Walnut Drive South to approximately 710 feet above sea level on the southern area of the Project Site. The land on the Project Site is currently zoned as light agriculture and contains ornamental vegetation typical of golf course habitats that support common plant and wildlife species. The site contains two small ponds used for the golf course irrigation that were constructed during development of the existing golf course, as well as related golf course drainage features.

Fire Environment and Wildfire Risk

Fire environments are dynamic systems and include many types of environmental factors and site characteristics. Fires can occur in any environment where conditions are conducive to ignition and fire movement. The three major components of fire environment are vegetation (fuels), climate, and topography. The state of each of these components and their interactions with each other determines the potential characteristics and behavior of a fire at any given time. It is important to note that wildland fire may transition to urban fire if structures are receptive to ignition. Understanding the extent of any existing wildland vegetation and the fuel conditions on the Project Site and within the surrounding area is necessary to understand the fire environment.

The climate of Southern California, including the Project Site, has been characterized by fire climatologists as the worst fire climate in the United States with hot and dry winds (Santa Ana) occurring during autumn after a six-month drought period each year (J.E. Keeley et. al. 2011). Santa Ana winds can carry flames or sparks that can exacerbate wildfires. This is compounded by the higher coverage of dry vegetation as a result of the preceding dry summer climate in the area.

Fire Protection Responsibility

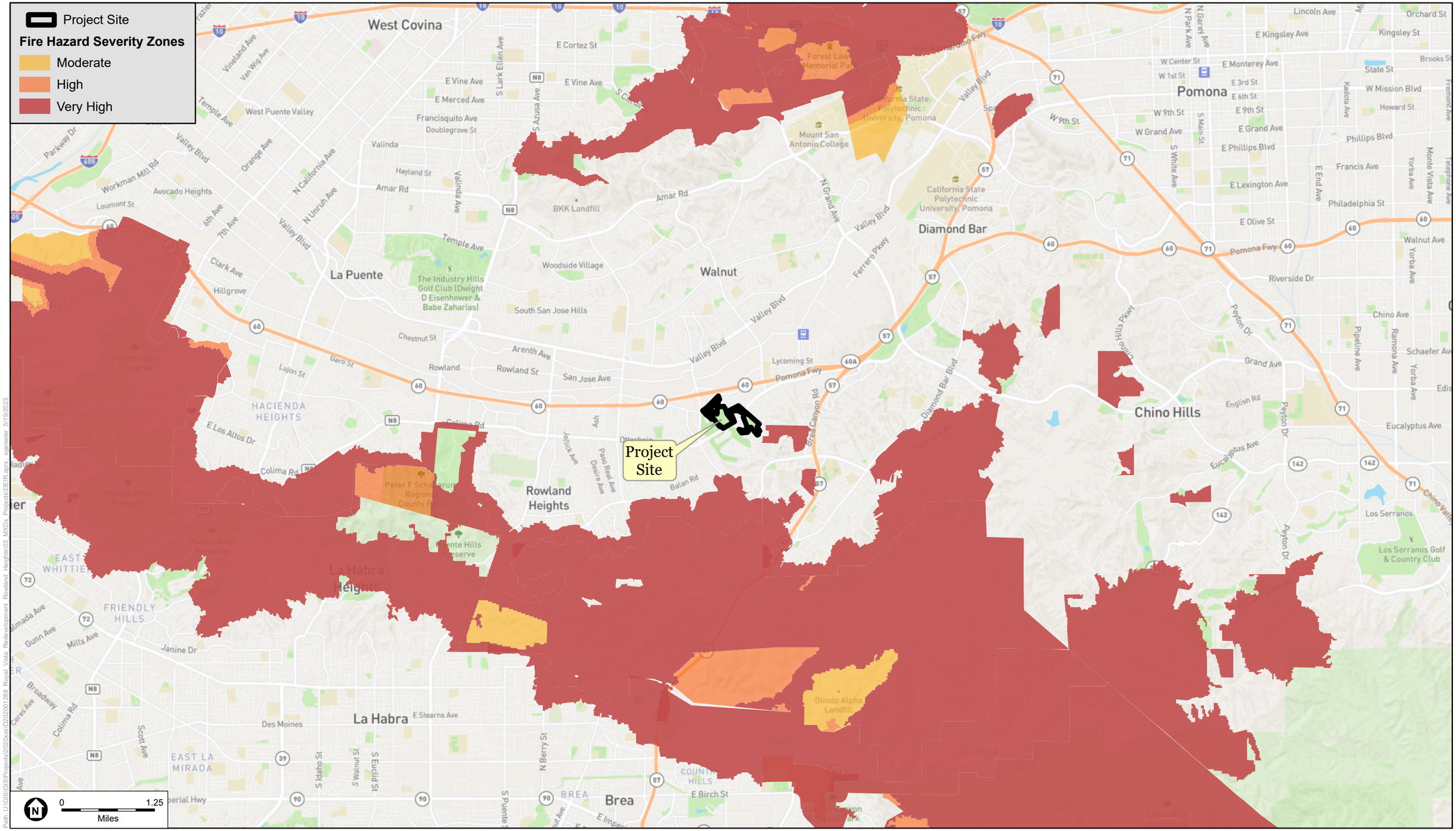
As defined by the Public Resources Code (PRC) Section 4126, State Responsibility Areas (SRA) are State- and privately-owned forest, watershed, and rangeland for which primary financial responsibility for preventing and suppressing wildland fires rests with the State. Fire protection in SRAs is typically provided by the California Department of Forestry and Fire Protection (CAL FIRE) and/or its designees. SRAs, by definition, do not include lands within areas where fire management responsibility is managed by local fire departments, such as the Los Angeles County Fire Department (LACFD). These areas are known as Local Responsibility Areas (LRAs). As defined by CAL FIRE, the proposed Project Site lies entirely within a LRA (CAL FIRE 2022a), with fire protection provided by LACFD.

Fire Hazard Severity

As part of its Fire and Resources Assessment Program (FRAP), CalFire has mapped areas of significant fire hazards throughout the state. The maps classify lands into fire hazard severity zones (FHSZs), based on a hazard scoring system that takes into account localized factors such as fuel loading, slope, fire weather, and other relevant considerations, including areas where winds have been identified as a major cause of wildfire spread. Within SRAs, areas with assigned risk classifications are classified as Moderate, High, or Very High Fire Hazard Severity Zones (**Figure 4.20-1**, *Fire Hazard Severity Zone*).

CAL FIRE only provides recommendations for FHSZs within LRAs, but the responsibility for assigning designations within LRAs lies with the local jurisdiction responsible for fire management and control within the LRA. LACFD has assigned FHSZs within its responsibility area, and the Project Site is not designated as a Moderate, High, or Very High FHSZ, and is therefore not within a FHSZ (LACFD, 2023). Also, and according to CAL FIRE's FHSZ Viewer, CAL FIRE has also not recommended a FHSZ classification for the Project Site (CAL FIRE 2022b). See Figure 4.20-1 for an overview of LACFD and CAL FIRE designated FHSZs in the area. While fire hazard severity zones do not predict when or where a wildfire will occur, they do identify areas where wildfire hazards could be more severe and therefore are of greater concern. The CAL FIRE and LACFD classifications of the Site are indicative of its low fire risk on the site, as indicated by its lack of proximity to wildland areas, its lack of any vegetation that would be characteristic of a high fire-risk environment, as well as the absence of other characteristics that would contribute to a higher risk for wildfire.

Although the Project Site is not within an area designated by either LACFD or CAL FIRE as a FHSZ, CAL FIRE has designated areas immediately east of the Project Site as a Very High Fire Hazard Severity Zone (VHFHSZ), which is an area that consists of recently developed residential communities and undeveloped hillsides within the City of Diamond Bar. Accordingly, the City of Diamond Bar Local Hazard Mitigation Plan (LHMP) (2022) indicates that a small portion in the extreme eastern area of the Project Site in Planning Area 5 is within the wildland-urban interface (WUI), which is a zone of transition between developed areas and undeveloped wildland. It should be noted, however, that based on recent residential development in the area east of the Project Site, the nearest area of undeveloped wildland to Planning Area 5 is more than 700 feet to the southeast and is upslope, with the intervening area now occupied by residential development and roadways (**Figure 4.20-2**, *Wildland Urban Interface*).



Path: U:\GIS\GIS\Projects\2020xxx\D2020012B8_Royal_Vista_Redevelopment_Rowland_Heights\03_MXDs_Projects\DEIR.aprx, sgeissler 5/19/2023

SOURCE: LA County; CalFire; ESA, 2023

Royal Vista Residential Project

Figure 4.20-1

Fire Hazard Severity Zone

ESA

Project Site

Wildland Urban Interface Description (FRAP)

Influence Zone

Interface

0 0.25 Miles

SOURCE: FRAP, 2019; ESA, 2023

Royal Vista Residential Project

Figure 4.20-2

Wildland Urban Interface

ESA

Path: U:\GIS\GIS\Projects\2020\xxx\D2020001288_Royal_Vista_Redevelopment_Rowland_Heights\03_MXDs_Projects\DEIR.aprx, spleisler 5/23/2023

Fire History

Fire history information can provide an understanding of fire frequency, fire type, most vulnerable locations, and significant ignition sources. The fire history data for the proposed Project area is based on CAL FIRE's California Statewide Fire Map that displays fires from 1950 to present, and CAL FIRE's Fire Resource Assessment Program (FRAP) database that assesses the amount and extent of California's forests and rangelands, analyzes their conditions, and identifies alternative management and policy guidelines. These tools show there is not a significant potential for wildfire near the Project Site, but the Project vicinity could be subject to the occasional wildfire encroachment, most likely originating from open space and residential/rural areas south and east of the Project Site (CAL FIRE 2022c). There are records of one brush fire occurring recently in the Project area; the 2019 Brea Fire began near Brea Canyon Road and State Route 57 (SR-57) approximately two miles south of the Project Site and expanded to 16 acres but did not encroach into the Project Site (City of Diamond Bar 2022).

Evacuation Routes

The Safety Element of the Los Angeles County General Plan 2035 identifies possible evacuation routes throughout unincorporated Los Angeles County that may be used for evacuation during emergencies. The nearest designated evacuation route to the Project Site is Fairview Drive/Brea Canyon Cutoff Road, which travels in a north/south direction along the western boundary of the Royal Vista Golf Club and connects to Colima Road, which provides primary access to the Project Site (Los Angeles County 2015).Despite its designation in the Safety Element, it should be noted that depending the on the emergency situation, Fairview Drive/Brea Canyon Cutoff Road may not necessarily be the road that would be used during an evacuation. Circumstances during an emergency may dictate use of other more viable alternate routes in the area.

4.20.2 Regulatory Framework

Federal Level

National Cohesive Wildland Fire Management Strategy

The U.S. Forest Service (USFS), in coordination with other federal, tribal, state, and local partners/agencies developed the National Cohesive Wildland Fire Management Strategy (The National Strategy), which has three key components: Resilient Landscapes, Fire Adapted Communities, and Safe and Effective Wildfire Response (USFS 2014).

Resilient Landscapes addresses the need for sustainable and resistant landscapes, specific to a local region's environment, to aid in recovery from wildfires. In the National Cohesive Wildland Fire Management Strategy (April 2014), Landscape Classes are identified to help inform potential management options and/or policies to maintain fire prone landscaped areas that are specific to a particular region. Fire Adapted Communities would account for a community's ability to prepare for, respond to, and recover from a wildfire. Safe and Effective Wildfire Response addresses enhancing wildfire response preparedness, while emphasizing structural protection and wildfire prevention. The National Strategy provides various actions and activities that can be implemented at the national, regional, and local levels to achieve reduced wildfire threats to landscapes, communities, the public, and emergency responders.

All of Los Angeles County is within Landscape Class A, *Urban Developed Built*, which is identified to have a high percent of forested area, a moderate area burned (2002-2011), a moderate historical fire frequency, a moderate index of prescribed fire activity, a moderate federal ownership, a very high average of urban value, a low natural landscape percentage, and a moderate natural-mixed landscape percentage.

State Level

California Fire Code & California Building Code

The California Fire Code (CFC), Chapter 9 of Title 24 of the California Code of Regulations (CCR), was created by the California Building Standards Commission based on the International Fire code and is updated every three years. The overall purpose of the CFC is to establish the minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. Chapter 49 of the CFC contains minimum standards for development in the wildland–urban interface and fire hazard areas. The CFC also provides regulations and guidance for local agencies in the development and enforcement of fire safety standards.

Chapter 7A of the California Building Code (CBC) regulates building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a wildland-urban interface fire area. This chapter establishes minimum standards for the protection of life and property by increasing the ability of a building located in any FHSZ within State Responsibility Areas or a WUI fire area to resist the intrusion of flames or burning embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. New buildings located in such areas are required to comply with the ignition resistant construction standards outlined in Chapter 7A.

On September 20, 2007, the Building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending the CCR Title 24, Part 2, known as the 2007 CBC. These codes include provisions for ignition-resistant construction standards in the WUI.

California Public Utilities Commission General Order 166

General Order 166 Standard 1.E requires that investor-owned utilities (IOU) develop a Fire Prevention Plan which describes measures that the electric utility will implement to mitigate the threat of power-line fires generally. Additionally, this standard requires that IOUs outline a plan to mitigate power line fires when wind conditions exceed the structural design standards of the line during a Red Flag Warning in a high fire threat area. Fire Prevention Plans created by IOUs are required to identify specific parts of the utility's service territory where the conditions described above may occur simultaneously. Standard 11 requires that utilities report annually to the California Public Utilities Commission (CPUC) regarding compliance with General Order 166 (CPUC 2017). Cal/Occupational Safety and Health Administration (OSHA) Regulations (CCR Title 8).

Cal/OSHA has primary responsibility for developing and enforcing workplace safety regulations in California. Because California has a federally approved OSHA program, it is required to adopt regulations that are at least as stringent as those found in Title 29 of the Code of Federal Regulations (CFR). Cal/OSHA standards are generally more stringent than federal regulations. The use of hazardous materials in the workplace requires employee safety training, safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation.

California Department of Forestry and Fire Protection

CAL FIRE serves and safeguards the people and protects the property and resources of over 31 million acres of California's privately-owned wildlands within the State Responsibility Area. CAL FIRE foresters and fire personnel work closely with other agencies to encourage and implement fuels management projects to reduce the threat of uncontrolled wildfires. CAL FIRE provides varied emergency services in 36 of the State's 58 counties via contracts with local governments. CAL FIRE's Fire Prevention Program consists of multiple activities including wildland pre-fire engineering, vegetation management, fire planning, education, and law enforcement. Typical fire prevention projects include brush clearance, prescribed fire, defensible space inspections, emergency evacuation planning, fire prevention education, fire hazard severity mapping, and fire-related law enforcement activities. CAL FIRE's mission emphasizes the management and protection of California's natural resources; a goal that is accomplished through ongoing assessment and study of the state's natural resources and FRAP, an extensive CAL FIRE Resource Management Program. CAL FIRE's Fire Hazard Severity Zone map indicates the entirety of the Project Site lies within a Local Responsibility Area, outside of the nearest VHFHSZ. CAL FIRE FHSZs are defined per Government Code Sections 51175–51189.

Senate and Assembly Bills

Senate Bill 209: Wildfire Forecast and Threat Intelligence Integration Center

Senate Bill 209 was approved by the Governor on October 2, 2019, establishing the Wildfire Forecast and Threat Intelligence Integration Center which is composed of representatives from specified state and other entities. This bill requires the Center to serve as the State's integrated central organizing hub for wildfire forecasting, weather information, and threat intelligence gathering, analysis, and dissemination and to coordinate wildfire threat intelligence and data sharing, as provided. The bill also requires the Center to, among other things, develop a statewide wildfire forecast and threat intelligence strategy, as provided, and protect and safeguard sensitive information.

Senate Bill 901

The Budget Act of 2018 appropriated $99,376,000 to the Office of Emergency Services for the purposes of local assistance. Senate Bill (SB) 901, approved by the Governor on September 21, 2018, revised the Budget Act of 2018, allowing for $25,000,000 of those appropriated funds to be applied to support activities directly related to regional response and readiness. Such activities related to regional response and readiness would include pre-deployment of Office of Emergency Services fire and rescue, and local government resources that are part of the California Fire and Rescue Mutual Aid System or additional resources upon the authority and approval of the Office

of Emergency Services to meet the requirements for state resources called up for pre-disaster and disaster response.

Assembly Bill 1054

Assembly Bill (AB) 1054, approved by the Governor on July 12, 2019, establishes the California Wildfire Safety Advisory Board, which consists of seven members appointed by the Governor, Speaker of the Assembly, and Senate Committee on Rules. The Board is required to advise and make recommendations related to wildfire safety to the Wildfire Safety Division, or on and after July 1, 2021, to the Office of Energy and Infrastructure Safety, which was established by AB 111 or SB 111 of the 2019–20 Regular Session.

Senate Bill 99

SB 99 (2019) amended Government Code Section 65302(g) to require that, upon the next revision of the housing element on or after January 1, 2020, the safety element must be updated to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes (i.e., points of ingress and egress) (Government Code Section 65302(g)(5)). These new requirements apply to all types of hazards in the safety element and are not unique to fire.

Assembly Bill 747

AB 747 (2019) added Government Code Section 65302.15, which requires that, upon the next revision of a Local Hazard Mitigation Plan (LHMP) on or after January 1, 2022, or beginning on or before January 1, 2022, if a local jurisdiction has not adopted a LHMP, the safety element must be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. If a LHMP, emergency operations plan, or other document that fulfills commensurate goals and objectives, a local agency may use that information in the safety element to comply with this requirement by summarizing and incorporating by reference such a plan or other document into the safety element. These new requirements apply to all types of hazards in the safety element and are not unique to fire.

Attorney General's Wildfire Analysis Guidance

Attorney General Rob Bonta released a guidance document entitled *Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act* on October 10, 2022.[1] While not having the force of adopted legislation or regulation, the guidance provides input for lead agencies considering projects in areas where wildfire is a concern. The guidance outlines considerations for a development's context within the landscape, infrastructure, and emergency evacuation.

[1] State of California, Office of the Attorney General. 2022. *Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act.* October 10, 2022. Available online at: https://oag.ca.gov/system/files/attachments/press-docs/2022.10.10%20-%20Wildfire%20Guidance.pdf. Accessed March 13, 2023.

Local Level

Los Angeles County Operational Area Emergency Response Plan

In 2012, the County of Los Angeles, Office of Emergency Management (OEM) adopted an update to its Los Angeles County Operational Area Emergency Response Plan (OAERP), which provides emergency planning for the Los Angeles County Operational Area, an area that includes the Project Site. The purpose of this plan is to establish a coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation within the Los Angeles County Operational Area. The plan is intended to increase cooperation and coordination between relevant government agencies and jurisdictions in order to increase efficiency and minimize losses in the event of an emergency or disaster within the Operational Area (Los Angeles County OEM 2012).

2019 County of Los Angeles All-Hazards Mitigation Plan

The County of Los Angeles, Office of Emergency Management (OEM) prepares and updates the County's All-Hazards Mitigation Plan (Plan), which assesses risks posed by natural hazards and develops a mitigation action plan for reducing the risks in Unincorporated Los Angeles County. Section 4.7 of the Plan outlines legal and regulatory resources for wildfire hazard mitigation including: the Los Angeles County General Plan 2035 (2015); Los Angeles County Fire Department Strategic Fire Plan; Los Angeles County Fuel Modification Code; California Fire Plan; and the Los Angeles County Brush Clearance Program.

Los Angeles County Fire Department Wildfire Action Plan

In 2020, the LACFD adopted an update to its Wildfire Action Plan, which contains guidelines that recommend fire prevention measures such as creating defensible space and completing fire-resistive retrofits in homes (LACFD 2020). In addition, this plan provides residents with information regarding emergency preparedness and planning in the event of a wildfire.

Los Angeles County Fire Department 2018 Strategic Fire Plan

The State Board of Forestry and CAL FIRE have drafted a comprehensive document for wildland fire protection in California. LACFD's Forestry Division's Fire Plan Unit is in charge of implementing the California Fire Plan in Los Angeles County. The planning process defines a level of service measurement, considers assets at risk, incorporates the cooperative inter-dependent relationships of wildland fire protection providers, provides for public stakeholder involvement, and creates a fiscal framework for policy analysis. The Fire Plan assessment process utilizes weather, assets at risk, fuels and input from the various regions, bureaus, divisions and battalions to help target critical areas and prioritize projects. LACFD is one of six contract counties that maintain a contractual relationship with CAL FIRE and implements the California Fire Plan within Los Angeles County through the Strategic Fire Plan. The Strategic Fire Plan is updated annually and identifies and prioritizes pre- and post-fire management strategies and tactics to reduce loss of life, property, and natural resources (Los Angeles County 2015).

Los Angeles County Fire Code

Title 32 of the Los Angeles County Code (LACC) (Fire Code) includes provisions that address fire apparatus access roads, adequate road widths, fire flow requirements, and fire hydrant spacing. For example, Section 105.7.26.2, Land Development Plan Review, requires LACFD review and approval for applications, including tract maps, parcel maps, final maps, conditional use permits, environmental impact reviews, zone changes, and water plan reviews. Section 503.1.2, et seq, contains requirements for fire apparatus access roads, marking of fire lanes and high-voltage transmission lines, and traffic-calming devices. Section 105.7.26.1 requires fire code official review for fuel modification plans and installation of fire resistive landscaping.

Los Angeles County Brush Clearance Program

The Brush Clearance Program is a joint effort between the LACFD and the County of Los Angeles Department of Agricultural Commissioner/Weights and Measures, Weed Hazard and Pest Abatement Bureau (Weed Abatement Division). This unified enforcement legally declares both improved and unimproved properties a public nuisance, and where necessary, requires the clearance of hazardous vegetation. These measures create "Defensible Space" for effective fire protection of property, life and the environment. The Department's Brush Clearance Unit enforces the Fire Code as it relates to brush clearance on improved parcels, coordinates inspections and compliance efforts with fire station personnel, and provides annual brush clearance training to fire station personnel (Los Angeles County 2015). At this time, it is not anticipated that brush clearance requirements would be applicable to the Project.

Los Angeles County General Plan 2035

The Los Angeles County General Plan provides the policy framework for how and where the unincorporated County will grow through the year 2035. The General Plan 2035 includes a Safety Element with goals and policies for the purpose of reducing the potential risk of death, injuries, and economic damage resulting from natural and man-made hazards. The Safety Element was most recently updated in 2022. Goals and policies applicable to the proposed Project are included in **Table 4.20-1**, *Comparison of the Project to Applicable Policies of the County General Plan Elements*.

TABLE 4.20-1
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE COUNTY GENERAL PLAN ELEMENTS

Goals/Policy	Analysis of Project Consistency
Safety Element	
Goal S 2: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to climate hazards and climate-induced secondary impacts.	
Policy S 2.3: Require new residential subdivisions and new accessory dwelling units within hazard areas to meet required evacuation standards	**Consistent.** Project is an infill development that proposes construction of a new internal private driveway system. Vehicular circulation within the Project Site would be accommodated by private roadways, which would be constructed consistent with applicable Los Angeles LACDPW design standards for local roads and would adequately accommodate emergency vehicles as required by the LACFD. Streets within the Project would be private but not gated and would provide a new vehicular connection between Colima Road and East Walnut Drive South, which does not exist today. Further, the Project would include off-site improvements to streets and intersections to promote mobility and safety. This would result in improved traffic circulation. The Project would not restrict or interfere with the flow of emergency vehicles or evacuation once constructed.
Goal S 4: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.	
Policy S 4.2: New subdivisions shall provide adequate evacuation and emergency vehicle access to and from the subdivision on streets or street systems that are evaluated for their traffic access or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end, one-way, or single lane conditions.	**Consistent.** Project Site is not located within a FHSZ or an SRA. Project is an infill development that proposes construction of a new internal private driveway system. The Project would include new entrances and an internal street system in compliance with the County of Los Angeles Fire Code to meet the requirements for fire equipment and personnel accessing the Project Site. In addition, the Project would include off-site improvements such as utility connections and signage which would improve emergency response and access to the Project Site
Policy S 4.12: Support efforts to incorporate systematic fire protection improvements for open space, including the facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression.	**Consistent.** Project is an infill development that proposes construction of a new internal private driveway system. These private drives and fire lanes would be required to be constructed in accordance with LAC DPW's Private Drives and Traffic Calming Manual. The Project also includes curbs and gutters, sidewalks, fire hydrants, streetlights, landscaping, irrigation and landscaping and open space buffers.
Policy S 4.16: Require local development standards to meet or exceed SRA Fire Safe Regulations, which include visible home and street addressing and signage and vegetation clearance maintenance on public and private roads; all requirements in the California Building Code and Fire Code; and Board of Forestry Fire Safe Regulations.	**Consistent.** Project Site is not located within a FHSZ or an SRA. Nevertheless, the Project would be subject to the requirements of the Building Code, Fire Code, Utilities Code, and Subdivision Code for new construction that address structural design, building materials, site access, fire lanes, fire flow requirements, automatic sprinkler systems, alarms, and smoke detectors.

Rowland Heights Community General Plan

The Public Health and Safety Element of the Rowland Heights Community General Plan (Community Plan) identifies potential fire, seismic, and geologic hazards and introduces safety considerations into the planning process in order to reduce loss of life, personal injuries, damage to property, and economic and social dislocations. The two greatest threats to the safety of a suburban community such as Rowland Heights are earthquakes and brushfires. However, the

element states that brushfire hazards can be reduced through implementation of land uses related to the hazard conditions. Such fire reduction measures identified in the element include use of fire sensitive architectural design and fire-resistant building materials and vegetation to limit the threat of property loss. Additionally, the element states that strict adherence to brush clearance standards is another important measure (Los Angeles County 1981). The relevant Safety policy that may be applicable to the Project is included in **Table 4.20-2**, *Comparison of the Project to Applicable Policies of the Rowland Height Community General Plan*:

TABLE 4.20-2
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE ROWLAND HEIGHT COMMUNITY GENERAL PLAN

Goals/Policy	Analysis of Project Consistency
Safety Policy 9: Enforce strict compliance with Fire Department brush clearance standards	**Consistent.** Project Site is not located within a FHSZ or an SRA. Nevertheless, the Project would be subject to the requirements of the Building Code, Fire Code, Utilities Code, and Subdivision Code for new construction that address structural design, building materials, site access, brush clearance zones, fire lanes, and fire flow requirements.

4.20.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the State CEQA Guidelines. A project located in or near state responsibility areas or lands classified as very high fire hazard severity zones would result in a significant adverse impact related to wildfire if it would:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan. (Impact WDF-1);

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose proposed Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. (Impact WDF-2);

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. (Impact WDF-3);

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. (Impact WDF-4); and

e. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Impact WDF-5)

4.20.4 Methodology

The analysis of wildfire impacts is based on the description of the proposed Project provided in Chapter 2, *Project Description*, of this Draft EIR, as well as CAL FIRE and LACFD maps showing fire hazard severity zones.

As described further below, the potential impacts of the proposed Project on wildfire risk takes into account the various federal, State, and local laws and regulations that apply to development projects in wildfire-prone areas. Although the proposed Project is located in a highly urbanized area and would not include construction or operational activities within a VHFHSZ or SRA, the Project Site is located near such an area and partially located within the WUI, so an analysis of wildfire impacts is conservatively provided. The general rule employed in this analysis is that if wildfire risk can be effectively lessened through implementation of standard regulatory requirements (e.g., compliance with the Los Angeles County Fire Ordinance, Los Angeles County Operational Area Emergency Response Plan, the County's General Plan, etc.), then the impact would be less than significant.

For emergency response and evacuation impacts, the key question for the EIR and in determining the level of impact is whether or not the Project would interfere with or impair implementation of an adopted plan by cutting off or otherwise modifying any of the County's evacuation routes.[2]

4.20.5 Environmental Impact Analysis

Impact WDF-1: Would the proposed Project substantially impair an adopted emergency response plan or emergency evacuation plan? (Less than Significant with Mitigation)

Construction

The applicable emergency response and evacuation plans for the Project Site are the Safety Element of the Los Angeles County General Plan and the Los Angeles County Operational Area Emergency Response Plan. The General Plan designates Fairview Drive/Brea Cutoff Road as an evacuation route. The roadway travels in a north/south direction west of but not contiguous to Planning Area 2 of the Project Site and connects to Colima Road, which runs in an east/west direction running adjacent to Planning Areas 1, 4, and 5. Together, these roadways would be used for primary access to/from the Project Site. See Figure 2-2 of this Draft EIR for an overview of the spatial relationship of these roadways to the Project Site.

As discussed in Section 4.17, *Transportation*, during Project construction, temporary closure of a portion of a travel lane on East Walnut Drive South (designated as a Local Street) and Colima Road may be required to accommodate roadway improvements and driveway construction. Since all other construction activities would occur within the boundaries of the Project Site, no lane closures would be required along Fairview Drive/Brea Cutoff Road or along other designated evacuation routes in the area. Further, Mitigation Measure TR-3, discussed in Section 4.17, *Transportation,* would be implemented to further ensure that temporary construction activities would be appropriately coordinated so as not to result in impacts to emergency response or evacuation plans. Mitigation Measure TR-3 requires preparation of a Construction Staging and Traffic Management Plan (CSTMP) for County review and approval prior to Project construction. Such a plan, prepared to the County's requirements, would minimize disruption caused by lane closures. In addition, the Project is not located along any roadway facilities within the State Highway System (maintained by Caltrans) or any nearby public emergency services such as

[2] See *League To Save Lake Tahoe Mountain Area Preservation Foundation. v. County of Placer*. 75 Cal. App. 5th 63, 137 (2022).

hospitals or police/fire stations which would require frequent use of unobstructed roadways. Based upon each of these considerations, the Project's temporary construction impacts would not prevent or interfere with the County's evacuation plan such that an evacuation could not occur, and impacts would therefore be less than significant.

Operation

As discussed in Section 4.17, *Transportation*, vehicular circulation within the Project Site would be accommodated by private roadways, which would be constructed consistent with applicable Los Angeles County Department of Public Works (LACDPW) design standards for local roads and would adequately accommodate emergency vehicles as required by the LACFD. Streets within the Project would be private but not gated and would provide a new vehicular connection between Colima Road and East Walnut Drive South, which does not exist today. Further, the Project would include off-site improvements to streets and intersections to promote mobility and safety. This would result in improved traffic circulation. Therefore, the Project would not restrict or interfere with the flow of emergency vehicles or evacuation once constructed. While additional traffic volumes could be expected with the construction of more housing, the County would be required to periodically update its emergency response and evacuation plan(s) as required under AB 747 and the County's General Plan. This periodic reevaluation would address these changed conditions and would adjust the evacuation plans accordingly, if necessary. Based upon these considerations, the Project's impact would be less than significant.

Significance Determination: Less than Significant with Mitigation.

Mitigation Measure

Implement Mitigation Measure TR-3.

Impact WDF-2: Would the proposed Project, due to slope, prevailing winds, and other factors; exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (Less than Significant)

Construction and Operation

As described in Section 4.20.1, Existing Conditions, the Project Site is not located within a FHSZ or an SRA. In and of itself, this fact indicates that the Project Site is not located in an area of heightened risk for wildfire. While a small portion of Planning Area 5 is located within an area that has been mapped as part of the WUI for the VHFHSZ that lies to the east of Planning Area 5, a section of long-established housing lies adjacent to Planning Area 5. This, together with recent residential development within the westernmost portion of the VHFHSZ itself, provides substantial separation of Planning Area 5 from undeveloped wildland. The nearest area of undeveloped wildland to Planning Area 5 is more than 700 feet to the southeast, with the intervening area now occupied by housing and roadways. No portion of the Project Site interfaces with undeveloped wildland, with distances between the proposed housing and wildland areas ranging from between 700 feet to 4,500 feet. Owing to the Project Site's location in relation to undeveloped wildland, the Project would not exacerbate wildfire risks during construction or operation. Of note, the recent residential development east of Planning Area 5 is surrounded by firebreaks and vegetation

modification treatments to protect it against wildland fire. In this manner, this area provides a zone of protection from wildfire that could emerge from the VHFHSZ towards the Project Site.

During construction, all construction activities and work crews would be required to comply with applicable fire protection and prevention requirements specified in the CFC and Cal/OSHA. This includes various measures such as easy accessibility of firefighting equipment, proper storage of combustible liquids, no smoking in service and refueling areas, and worker training for fire extinguisher use. Therefore, during proposed construction activities, the operation of construction equipment and vehicles and use of combustible materials such as diesel fuel would not pose a wildfire risk to people and property with possible ignition sources, such as internal combustion engines, gasoline-powered tools, and equipment that could produce a spark, fire, or flame.

With respect to operational impacts of the Project, a number of recommendations contained in the California Attorney General's 2022 guidance document (see Section 4.20.2, above) are instructive to determining impacts. The guidance provides examples of specific development and location contexts wherein wildfire risks and the requirement for mass and sudden evacuations can generally be assumed to be lessened, including the following:[3]

- **Project Density:** Project density influences how likely a fire is to start or spread, and how likely it is that a development and its occupants will be in danger when a fire starts. Fire spread and structure loss is more likely to occur in low to intermediate density developments.[4] This is because there are more people present to ignite a fire (as compared to undeveloped land), and the development is not concentrated enough (as compared to high-density developments) to disrupt fire spread by removing or substantially fragmenting wildland vegetation.[5] "Isolated clusters of development and low housing density mean that homes are embedded within, and more exposed to, a matrix of wildland vegetation."[6] Moreover, fire-fighters may have difficulty accessing more remote and disconnected developments.[7] These elevated risk characteristics are not applicable to the proposed Project.
- **Project Location in the Landscape:** Project placement in the landscape relative to fire history, topography and wind patterns also influences wildfire risk. Although wildfire ignitions are primarily human-caused in California, wildfire behavior is largely driven by topography, fuel, climatic conditions, and fire weather (such as low humidity and high winds). How a development project is planned within the landscape determines to what extent it will influence fire risk.[8] For example, if a project site is located in a wind corridor, aboveground power lines may become a source of ignition. Similarly, siting residential

3 Attorney General's Guidance, Section IV(B).

4 Alexandra D. Syphard. 2019. *The Relative Influence of Climate and Housing Development on Current and Projected Future Fire Patterns and Structure Loss Across Three California Landscapes. Global Environmental Change; and* Alexandra D. Syphard, et al., *Housing Arrangement and Location Determine the Likelihood of Housing Loss Due to Wildfire* (Mar. 28, 2012). Plos One. Available at: https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0033954.

5 See generally Alexandra D. Syphard, et. al. 2021. *Multiple-Scale Relationships between Vegetation, the Wildland-Urban Interface, and Structure Loss to Wildfire in California* (March. 12, 2021) MDPI FIRE.

6 Max A. Moritz, et al., *Learning to Coexist with Wildfire* (2014) NATURE 515(7525), at p. 64; see also Alexandra D. Syphard, et al. 2021, *Multiple-Scale Relationships between Vegetation, the Wildland-Urban Interface, and Structure Loss to Wildfire in California* (March 12, 2021) MDPI FIRE.

7 See Alexandra D. Syphard. 2020. *Why Are so Many Structures Burning in California?* FREMONTIA, *47*(2), at p. 31.

8 See Moritz and Syphard, above.

structures in rugged terrain or on the top of steep hills may increase the wildfire risk. By contrast, if a project site includes landscape features that could prevent or slow the spread of fire and such landscaped areas that are managed for control of wildfire spread, the development may be strategically located so as to capitalize on that feature as a natural fuel break.[9] Such is the case with the proposed Project, where the Project Site is not located in an area of steep hills or unfavorable terrain, and the Project Site is separated from wildland areas by intervening features that would moderate the spread of fire.

- **Water Supply and Infrastructure:** As part of evaluating a project's wildfire risk impacts, an EIR should analyze the adequacy of water supplies and infrastructure to address firefighting within the project site.[10] This analysis should consider the potential loss of water pressure during a fire, which may decrease available water supply and the potential loss of power, which may eliminate the supply.[11]

  Another aspect of infrastructure that has a bearing on emergency evacuation and response is an adequate roadway network. In general, wider arterial-type roadways with multiple lanes are better for evacuation and emergency response as they can accommodate more vehicles and provide for faster road speeds, while also providing enhanced emergency vehicle access. The Project Site roadways would be constructed consistent with applicable LACDPW design standards for local roads and would adequately accommodate emergency vehicles as required by the LACFD.

The Attorney General's guidance directs lead agencies to consider the above variables in determining a project's risk related to wildfire. With respect to the proposed Project, it meets the standards discussed in the first criteria (Project Density), as development as part of the Project would provide for higher density housing rather than low density development, thus reducing the availability of fuels and lessening the placement of scattered housing within matrices of wildland vegetation.

Similarly, and with respect to the second criteria (Project Location in the Landscape), the Project would provide for development of housing in an area that is not subject to high wildfire risk, since it does not present features of topography, vegetation, and other factors that contribute to heightened wildfire risk. For instance, the Site is not located within a FHSZ, and it is also located a substantial distance from undeveloped wildland areas containing hazardous wildfire fuels. Further, the site is separated from wildland areas by intervening residential development and roadways.

With respect to the third criteria (Water Supply and Infrastructure), the Project Site is located in an area with well-established urban infrastructure and would provide for housing in areas with access to infrastructure related to circulation, water supply for firefighting, and access to

9 See Max Moritz, et al., *Building to Coexist with Fire: Community Risk Reduction Measures for New Development in California* (Apr. 2020) University of California Agriculture and Natural Resources, Publication 8680, at p. 10, available at https://escholarship.org/uc/item/6n12m6pn; see also Conservation Biology Institute, *Paradise Nature-Based Fire Resilience Project Final Report* (June 2020), available at https://d2k78bk4kdhbpr.cloudfront.net/media/reports/files/CBI_Paradise_Final_Report_for_Posting_Online.pdf [An examination of how siting and greenbelts may have protected homes during the Paradise fire]. Siting of a new fire-resistant development between wildlands and existing development may even serve as a protective barrier for the existing development. But there can still be some risk of ember spread if the new development succumbs to fire. See Alexandra D. Syphard, *Why Are so Many Structures Burning in California?* (2020) FREMONTIA, *47*(2), at pp. 28-35, available at https://pubs.er.usgs.gov/publication/70215982; California Council on Science and Technology, The Costs of Wildfire in California (Oct. 2020), at p. 67, available at https://ccst.us/reports/the-costs-of-wildfire-incalifornia/.

10 See Moritz, above.

11 See Syphard, above.

emergency services. Constraints related to loss of water pressure for firefighting are often experienced in rural areas with under-sized and disbursed water supply infrastructure. These systems are often marginal in their performance even under normal conditions and can be quickly overutilized when multiple connections are simultaneously made to provide water for firefighting. Urbanized areas like the Project Site are generally not faced with these types of constraints, since their infrastructure is denser and more compact and is designed to serve a large number of users. As such, redundancies are built into the system, as well as some degree of excess capacity.

When it comes to transportation infrastructure, the Project Site is located within an area that contains a network of arterial and secondary roadways that provide enhanced capacity for emergency response and evacuation. SR-60 and SR-57 both lie in close proximity to the Project Site, as do any number of multi-laned arterial roadways.

When considered against the Attorney General's criteria, the Project performs well, and does not present characteristics that would indicate that the Project would be subject to heightened risk of wildfire or that Project occupants would be subject to substantial wildfire risk. In addition, development on Planning Area 5 would comply with applicable development standards of CFC Chapter 49. Therefore, impacts related to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact WDF-3: Would the proposed Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (Less than Significant)

Construction and Operation

The proposed Project includes construction and operation of new roadways, curbs and gutters, sidewalks, fire hydrants, streetlights, landscaping, and irrigation to support the residential developments. Since the Project Site lies within an area that is already urbanized and provided with extensive urban services and is also not located in an area of substantial wildfire risk, construction of fire roads, fuel breaks, and emergency water sources would not be required for future development in this already urbanized area. Electrical infrastructure, which can be a source of ignition if located aboveground in areas containing wildfire fuels, would be undergrounded for the Project, thus avoiding this potential risk.

With respect to temporary or ongoing impacts to the environment, no new wildfire-related infrastructure would be required since the Project Site is not located in an area of substantial wildfire risk.

Based upon each of these considerations, the impact would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact WDF-4: Would the proposed Project 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? (Less than Significant)

Construction and Operation

As described above, the Project Site is not located within a FHSZ or an SRA (see Figure 4.20-1). In and of itself, this fact indicates that the Site is not located in an area of heightened risk for wildfire. While a small portion of Planning Area 5 is located within an area that has been mapped as part of the WUI for the VHFHSZ that lies to the east of the Planning Area, a band of long-established housing adjacent to Planning Area 5, together with recent residential development within the westernmost portion of the VHFHSZ itself provides substantial separation of Planning Area 5 from undeveloped wildland (see Figure 4.20-2). The nearest area of undeveloped wildland to Planning Area 5 is more than 700 feet to the southeast, with the intervening area now occupied by housing and roadways. No portion of the Project Site interfaces with undeveloped wildland, with distances of the proposed housing from wildland areas ranging from 700 feet to 4,500 feet.

Owing to the Project Site's location in relation to undeveloped wildlands and the intervening development and distance between the Project Site and the nearest wildlands, the likelihood of post-fire impacts would be minimal. The Project itself would not exacerbate the risk of such impacts, since it is not located in a wildfire-prone area, would not introduce new sources of ignition to an area containing wildland fuels, and would not contribute to post-fire impacts on other properties. Based upon these considerations, the impact would be less than significant.

Significance Determination: Less than Significant.

Mitigation Measure

No Mitigation is Required.

Impact WDF-5: Would the proposed Project expose people or structures, either directly or indirectly, to significant risk of loss, injury, or death involving wildland fires? (Less than Significant)

Construction and Operation

As described above and as assessed in the previous impact discussions, the Project Site is not located within a FHSZ or an SRA. In and of itself, this fact indicates that the Project Site is not located in an area of heightened risk for wildfire. While a small portion of Planning Area 5 is located within an area that has been mapped as part of the WUI for the VHFHSZ that lies to the east of the Planning Area, a band of long-established housing adjacent to Planning Area 5, together with recent residential development within the westernmost portion of the VHFHSZ itself provides substantial separation of Planning Area 5 from undeveloped wildland. The nearest area of undeveloped wildland to Planning Area 5 is more than 700 feet to the southeast, with the intervening area now occupied by housing and roadways. No portion of the Project Site interfaces

with undeveloped wildland, with distances of the proposed housing from wildland areas ranging from 700 feet to 4,500 feet.

Further, and as discussed more extensively under the evaluation for Impact WDF-2, the Project meets criteria established by California Attorney General Rob Bonta's *Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act* (2022), and the Project meets all favorable criteria related to project density, the project's location in the landscape, and proximity to adequate water supply and infrastructure.

Based upon each of these considerations, there is no indication that the Project would be subject to heightened risk of wildfire or that Project occupants would be subject to substantial wildfire risk. The impact would be less than significant.

4.20.6 Cumulative Impacts

This section presents an analysis of the cumulative effects of the proposed Project in combination with other present and reasonably foreseeable future projects that could generate cumulatively considerable impacts related to wildfire.

As described in Table 3-1, *Cumulative Projects List,* there are numerous projects in the area that are similar to the proposed Project. The timeframe during which the proposed Project could contribute to cumulative wildfire effects includes the construction and operation phases. For the proposed Project, the operations phase is essentially permanent. Events could only be cumulative if two or more wildfire events occurred at the same time and overlapped in close proximity to one another. Significant cumulative impacts related to wildfire could occur if the incremental impacts of the Project combined with the incremental impacts of one or more cumulative projects identified in Table 3-1 would substantially increase the risk that people or the environment would be exposed to wildfire hazards, or substantially disrupt traffic on roadways used for emergency response and evacuation. While it is possible that the proposed Project and cumulative projects listed in Table 3-1 could result in increased wildfire risk at the same time and in overlapping locations, the responsible party associated with each project would be required to control the safety of their own site conditions to the same established regulatory standards. The proposed Project would be required to implement Mitigation Measure TR-3 as discussed above, which would further mitigate cumulative impacts.

With respect to impairment of an emergency response or evacuation plan, and as discussed in Section 4.17, *Transportation*, other cumulative projects would be subject to LACFD and LACDPW standards, which require all emergency access to be maintained during construction and operations. In respect to specific cumulative projects, the nearest project to the Project Site that could contribute traffic on nearby study area roadways are: (1) a 7-unit residential project, (2) a 4,320 square-foot preschool, and (3) a 13,500 square-foot mini-warehouse, all located in the County of Los Angeles. Due to the proximity of the Project Site to the three nearest cumulative projects (i.e., within one mile), and implementation of Mitigation Measure TR-3, it is not anticipated that emergency access near or between these sites would be limited or be deemed inadequate. As such, compliance with LACFD and LACDPW standards would result in a less than cumulatively considerable impact regarding inadequate emergency access. The other seven

related projects are sufficiently distant from the Project Site to not contribute to the emergency access adequacy on nearby study area roadways.

With respect to wildfire risk associated with physical characteristics such as slope, prevailing winds, and other factors, only one of the projects listed in Table 3-1 is located within a VHFHSZ. None of the other listed projects is located within a FHSZ or an SRA, which indicates that none are subject to heightened severity as related to wildfire impacts. As for the one project that is located in a VHFHSZ (End of Alamo Heights, or "DB4"in Table 3-1 and on Figure 3-1), that project would be required to comply with all relevant regulations for development within a FHSZ, which would minimize the project's effects related to wildfire. Further, that project is sufficiently removed from the proposed Project (nearly two miles to the southeast, with intervening residential developments, roadways, and a freeway in-between) so as to preclude a combination of wildfire effects between that project and the proposed Project.

Similarly, with respect to wildfire-related infrastructure impacts, all of the related projects, again with only one exception, are located in urbanized areas and would not require installation of extensive wildfire-related infrastructure. The single exception (again, End of Alamo Heights, or "DB4"in Table 3-1 and on Figure 3-1) would likely require some level of fuel modification zones around its perimeter to protect that project from encroachment from wildfire. That project has already undergone environmental review and has been approved, with its associated environmental effects evaluated and mitigated to the extent feasible. That project would be required to comply with all applicable requirements as specified previously in Section 4.20.2, particularly those related to vegetation modification zones and building standards. Regardless, none of the related projects are sufficiently close to the proposed Project to result in a cumulatively considerable combination of impacts.

When considering post-fire effects, a similar finding is indicated. All of the relevant projects, save one, are located in urbanized areas not associated with a FHSZ. The project listed as "The End of Alamo Heights" is the sole exception, and is considerably distant from the Project Site, and is therefore unlikely to combine with the Project to result in a cumulatively considerable combination of post-fire impacts.

Taken together, and in consideration of all of the above, the proposed Project would not cumulatively contribute with other relevant projects to expose people or structures, either directly or indirectly, to significant risk of loss, injury, or death involving wildland fires. The impact would therefore be less than significant.

For the above reasons, the combined effects of the proposed Project in combination with cumulative projects would not have a cumulatively considerable contribution to a cumulative impact. No significant cumulative impact related to wildfire would occur with implementation of Mitigation Measures TR-3. (**Less than Significant with Mitigation**)

CHAPTER 5
Alternatives

5.1 Introduction

This chapter presents the discussion and analysis of alternatives to the proposed Royal Vista Residential Project (Project) as required by the California Environmental Quality Act (CEQA). The proposed Project has been described and analyzed in the previous chapters of this Draft Environmental Impact Report (EIR). This chapter's purpose is to describe and analyze a reasonable of range alternatives that could feasibly attain most of the basic objectives of the Project while avoiding or substantially lessening any significant effects of the Project. This chapter restates the Project's objectives, summarizes the significant impacts associated with the Project, and provides information pertaining to the development of potentially feasible alternatives, including a description of other alternatives that were considered but eliminated from detailed consideration and the reasons for their elimination. It then evaluates the impacts for each alternative and compares the impacts of the alternatives with those of the proposed Project. Based on this analysis, this chapter also identifies the environmentally superior alternative.

5.2 CEQA Requirements for Alternatives Analysis

CEQA does not prescribe fixed rules governing the type of alternatives to a project that should be analyzed in an EIR; the nature of alternatives varies depending on the context of the project being analyzed. As expressed by the California Supreme Court: "CEQA establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR. Each case must be evaluated on its facts, which in turn must be reviewed in light of the statutory purpose." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564).

Section 15126.6(a) of the CEQA Guidelines provides that:

> *[a]n EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.*

Under these principles, an EIR needs to describe and evaluate only those alternatives necessary to permit a reasonable choice and "to foster meaningful public participation and informed decision making" (State CEQA Guidelines Section 15126.6[f]). Consideration of alternatives focuses on those that can either eliminate significant adverse environmental impacts or substantially reduce them; alternatives considered in this context may include those that are more costly and those that could impede to some degree the attainment of the project objectives (State CEQA Guidelines Section 15126.6[b]). CEQA does not require the alternatives to be evaluated at the same level of detail as the proposed project. Rather, the discussion of alternatives must include sufficient information about each alternative to allow "meaningful evaluation, analysis, and comparison with the proposed project" (State CEQA Guidelines Section 15126.6[d]).

The range of alternatives required in an EIR is therefore governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice (State CEQA Guidelines Section 15126.6 [f]). An EIR need not consider every conceivable alternative to a project. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the basic project objectives, are not feasible, or do not avoid or substantially lessen any significant environmental effects (State CEQA Guidelines Section 15126.6[c]). Moreover, under CEQA, a lead agency may structure its alternatives analysis around a reasonable definition of a fundamental underlying purpose, and need not study alternatives that cannot achieve that basic goal (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* [2008] 43 Cal.4th 1143, 1165).

CEQA also requires that alternatives evaluated in an EIR be potentially feasible. Feasible is defined in CEQA as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors" (PRC Section 21061.1). The CEQA Guidelines elaborate that factors that may be taken into account when addressing the feasibility of alternatives include site suitability, economic viability, availability of infrastructure, other plans or regulatory limitations, and jurisdictional boundaries and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (State CEQA Guidelines Section 15126.6[f]). Finally, alternatives should also avoid or substantially lessen one or more significant environmental impact that would occur under the proposed project.

In addition to the requirements described above, CEQA requires evaluation of the "No Project Alternative," which analyzes the environmental effects that would occur if the project were not to proceed (State CEQA Guidelines Section 15126.6[e]). The purpose of describing and analyzing the No Project Alternative is to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. An EIR is also required to identify the environmentally superior alternative. "If the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (State CEQA Guidelines Section 15126.6[e]).

5.3 Project Summary

As described in Chapter 2, *Project Description*, of this Draft EIR, the Project proposes to redevelop the Project Site with 360 residential units in four residential planning areas (Planning Areas 1, 2, 3, and 5) and two recreational/open space planning areas (Planning Areas 4 and 6) (see Figure 2-3, *Conceptual Site Plan*). Planning Area 1 would consist of a 31.6-acre area north of Colima Road; Planning Area 2 would consist of a 9.55-acre area north of Colima Road and south of E Walnut Drive South; Planning Area 3 would consist of a 6-acre area south of East Walnut Drive South; Planning Area 4 would consist of a 5.81-acre area north of Colima Road, east of Tierra Luna; Planning Area 5 would consist of a 21.09-acre area south of Colima Road; and Planning Area 6 would consist of a 1.59-acre area south of Colima Road and west of Walnut Leaf Drive, for a total of 75.65 acres.

Three of the four proposed residential planning areas (Planning Areas 1, 2 and 5) will include a total of 200 detached single-family homes, 58 duplex units and 30 triplex units. The fourth residential planning area (Planning Area 3) will include 72 townhouse units. The 200 detached single-family homes will be developed on individual lots with a minimum net lot size of 5,000 sf, with limited exceptions. The single-family lots will be configured as either 60 feet x 84 feet or 47 feet x 107 feet in area. Single-family residential structures on the 60’ x 84’ lots will range in size from 2,800 sf to 3,200 sf, with 5 to 6 bedrooms plus bonus room and 3.5 to 4.5 bathrooms. Single-family residential structures on the 47’ x 107’ lots will range in size from 2,600 sf to 3,000 sf, with 4 to 5 bedrooms plus bonus room and 3 to 4.5 bathrooms. The two-story single-family residences on Planning Areas 1, 2, and 5 would have a maximum height of 35 feet above grade level (excluding rooftop features) as required by Section 22.18.060, Maximum Height, of the LACC. The units within the 29 duplex residential structures will range in size from 1,575 sf to 1,895 sf, with 3 to 4 bedrooms plus loft and 2 to 2.5 bathrooms. The units within the 10 triplex residential structures will range in size from 1,125 sf to 1,555 sf, with 2 to 3 bedrooms and 2 to 2.5 bathrooms. The duplex and triplex buildings in Planning Areas 1 and 5 will be two–stories and would have a maximum height of 35 feet above grade (excluding rooftop features) as required by Section 22.18.060, Maximum Height, of the LACC.

The proposed townhouse unit would be contained in 14 buildings in Planning Area 3. Individual townhouse units would range in area from approximately 1,100 square feet to approximately 1,600 sf. Townhouse units will range from 2 to 4 bedrooms and 2 to 3.5 bathrooms. The townhome buildings would be three stories in height and 38 feet tall, exceeding 35 feet in height; however, as allowed by LACC Section 22.18.060, Development Standards and Regulations for Zone RPD, a CUP would be requested for the Project to allow the exceedance of height standards.

Planning Area 4 would remain as a 5.81-acre open space area with a trail system for walking, jogging and bicycling owned by the homeowners association (HOA), and Planning Area 6 would remain as a 1.59-acre open space area owned by the HOA. The Project’s residential component would comprise 47.34 net acres and would develop 360 residential units (200 detached single-family units, 58 duplex units, 30 triplex units and 72 townhomes). The Project would include a total of 28 acres of onsite retained open space. The County’s inclusionary housing ordinance would require 81 middle and moderate-income units, 20 percent of the maximum number of residential units possible, which is 401. The Project will exceed the County’s inclusionary housing ordinance requirements, with a total of 82 units set-aside for sale to middle and moderate-income households, which equals approximately

22.7 percent of the Project's 360 units. The 82 units set aside for middle and moderate-income households will consist of 72 townhome units (in Planning Area 3) and 10 triplex units (6 units in Planning Area 1 and 4 units in Planning Area 5). The affordable units in Planning Areas 1 and 5 will be distributed within each of the triplexes (one unit in each of the 10 triplex buildings).

As discussed within Section 4.14, *Population and Housing*, construction would commence in the Fourth Quarter of 2024 and would be completed in the Fourth Quarter of 2027 and would provide short-term employment for workers who are expected to be hired from a large mobile regional construction workforce that already lives and works within the Los Angeles metropolitan region. Once construction is completed, the Project would result in a population increase of 1,260 residents.

5.4 Project Objectives

As presented in Chapter 2, *Project Description*, of this Draft EIR, the proposed Project aims to redevelop an underutilized area for the purpose of needed residential housing. The proposed Royal Vista Residential Project is designed to be consistent with and complement the Rowland Heights community character, natural features and the surrounding neighborhoods. The proposed Project is designed to reduce adverse impacts on neighboring residential uses through incorporation of open space buffers that include recreational trails.

The following objectives are important to achieving the Project's land use purpose:

- **Provision of New Housing.** Provide needed new housing within infill locations in unincorporated Los Angeles County.
- **Provide a Diverse Variety of Housing Types and Affordability**. Provide a diverse mix of for-sale housing product type, price and home size to support physical, social, and economic diversity, including both market and below-market options for middle and moderate income households that are distributed throughout the development.
- **Create a Healthy Community**. Create a dynamic community with opportunities for outdoor passive and active recreational opportunities.
- **Integrate Environmentally Responsible Practices**. Conserve natural resources and open space for a sustainable community. Minimize impact and use of natural resources, emphasizing healthy, safe, and responsible environments to balance community development with environmental considerations.
- **Create Connectivity**. Encourage community participation and interaction by providing a trail system to existing recreational amenities and open spaces.

5.5 Alternatives Considered But Rejected

In accordance with State CEQA Guidelines Section 15126.6(c), an EIR should identify alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for rejection. According to the State CEQA Guidelines, "among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts." Alternatives that were considered and rejected as infeasible include an Alternative Site and Maximum Density Alternative:

Alternative Site: The potential of developing the proposed Project at an alternative site in the County was considered. Criteria for selecting an alternative location included a comparably sized property in proximity to a transit corridor, and the ability to reduce one of the significant impact factors, especially VMT. Montebello Municipal Golf Course was potentially being planned for redevelopment at the time EIR preparation commenced. The site includes an 18-hole golf course on 120 acres adjacent to SR-60 and is approximately 7.5 miles from downtown Los Angeles, a destination as an employment center, a VMT factor. The site is surrounded by single family residential on 5,000 square foot lots. The golf course is publicly owned and is on a single parcel in the City of Montebello, outside of County land use jurisdiction.

Because this alternative location is close to the employment destination of downtown Los Angeles, VMT would be reduced when compared to the proposed Project, although a specific calculation was not determined. Like the proposed Project, a residential development at this location would require a plan amendment and a zone change, and a legislative action would need to be taken by the Montebello City Council. However, before this EIR could be released for public review, the Montebello City Council approved the redevelopment of the publicly-owned golf course to continue as a recreational facility.

A consideration of the feasibility of an alternative site may include assessing whether the Applicant could reasonably acquire, control or otherwise have access to an alternative site. As mentioned above, the Montebello Municipal golf Course site, which is much larger than the Project Site, is not in the County land use jurisdiction and is not owned or controlled by the Project Applicant. As a result, the Project Applicant does not own or have access to the site. Therefore, Montebello Municipal Golf Course was rejected as an alternative site for the purposes of the alternative analysis in this Draft EIR.

The remainder of the Royal Vista Golf Club, which is not part of the proposed Project Site, was also considered and rejected as an alternative site because the Project Applicant does not own the properties that comprise the remainder of the Royal Vista Golf Club, and because development of the Project on these properties would not reduce any of the Project's potentially significant impacts. Like the Project, the properties that comprise the remainder of the Royal Vista Golf Club are proximate to existing residential uses with comparable construction noise limitations and the VMT significant impact would not be reduced. The Applicant does not own or otherwise have access or control of another comparably sized or otherwise suitable location. Because no feasible alternative sites were identified, no other alternative sites were considered.

Maximum Density Alternative: The Maximum Density Alternative would include the redevelopment of the Project Site (Planning Areas 1, 2, 3, and 5) with a total of 403 residential units, consisting of 213 single family residential units, 93 duplexes and triplexes, and 97 townhouse units (including 81 affordable units). Planning Areas 4 and 6 would include open space and a trail system. Similar to the Project, this Alternative would require a Zone Change from the current A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000 (Residential Planned Development) for the proposed single-family homes and the affordable housing component (81 townhomes) and an amendment to the Rowland Height Community Plan and Los Angeles County General Plan land use designation from the current Open Space (OS) land use designation

to Urban (U). This alternative would meet all five Project Objectives. The Maximum Density Alternative has been considered but rejected since the Alternative would increase impacts due to the increased construction impacts associated with building out Planning Areas 1, 2, 3 and 5 with the maximum allowed development consisting of a total of 403 residential units, which is 43 additional units as compared to the Project's proposed 360 units. Further, operational impacts would also be increased as compared to the Project since this Alternative would increase the number of residential units (population) requiring public and utility services.

5.6 Summary of Project Alternatives

This chapter considers a total of six (6) alternatives to the proposed Project, two of which were considered but rejected and are not selected for further analysis, and the remaining four of which, including the "no project" alternative and three other "build" alternatives, are evaluated below. The alternatives that were considered but rejected after initial analysis included alternative off-site location and Maximum Density Alternative, as described above in Section 5.5.

Under the No Project Alternative, the Project would not be developed, no development would occur, but the exiting golf course uses on the Project Site would cease and the Project Site would remain as unused parcels. Three additional alternatives were selected, with the goal of identifying ways to reduce or avoid significant and unavoidable impacts that would result from implementation of the Project. The following significant and unavoidable impacts would result with the implementation of the proposed Project:

- Greenhouse Gas (GHG) Emissions – The proposed Project would generate greenhouse gas emissions that would exceed the net zero threshold. The Project would be consistent with the goals and policies of SCAG 2020 Connect SoCal, the General Plan and the County's Sustainability Plan but would be inconsistent with some VMT related key project attributes under the 2022 Scoping Plan and thus is concluded to be inconsistent with applicable GHG reduction plans and policies.
- Noise – The Project temporary construction noise would exceed the 10 dBA or greater increase in ambient noise threshold; and
- Transportation – The Project VMT/capita would exceed the South County threshold of 10.0 VMT/capita by 6.2 VMT/capita for TAZ-1 (Planning Areas 1, 2 and 3) and by 11.0 VMT/capita for TAZ-2 (Planning Area 5) (see 4.17 *Transportation*).

Based on these significant and unavoidable environmental impacts and the objectives established for the Project (set forth above), the following alternatives are evaluated:

1. No Project Alternative
2. Mixed Use Alternative
3. Existing Zoning Alternative
4. 322 Residential Units Alternative

The following sections describe each alternative, discuss each alternative's ability to meet the objectives of the proposed Project (see summary in **Table 5-1,** *Ability of Alternatives to Meet Project Objectives*), and provide a comparative evaluation of environmental impacts. As provided

in Section 15126.6(d) of the State CEQA Guidelines, the significant effects of these alternatives are identified in less detail than the analysis of the proposed Project in Chapter 4 of this Draft EIR. The three build alternatives consider varying levels of reconfigurations and densities of the proposed Project Site in an effort to show a reasonable range of alternatives to accomplish a reduction in significant impacts. The boundaries of all Planning Areas would remain the same for the proposed Project and for each of the three build alternatives in order to facilitate comparisons between the alternatives and the Project. Further, the Project Design Features (PDF) incorporated as part of the Project would also be incorporated in each of the build alternatives evaluated below.

TABLE 5-1
ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES

Objective	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: 324 Residential Units Mixed Use (SFD 250/74 Affordable Townhomes/36,000 SF Commercial)	Alternative 3: 97 Residential Units Existing Zoning (SFD 71/26 Affordable Townhomes)	Alternative 4: 322 Residential Units (SFD 250/72 Affordable Townhomes)
Provision of New Housing. Provide needed new housing within infill locations in unincorporated Los Angeles County.	Yes	No	Yes	Yes	Yes
Provide a Diverse Variety of Housing Types and Affordability. Provide a diverse mix of for-sale housing product type, price and home size to support physical, social, and economic diversity, including both market and below-market options for middle and moderate income households that are distributed throughout the development.	Yes	No	No	No	No
Create a Healthy Community. Create a dynamic community with opportunities for outdoor passive and active recreational opportunities.	Yes	No	Yes	No	Yes
Integrate Environmentally Responsible Practices. Conserve natural resources and open space for a sustainable community. Minimize impact and use of natural resources, emphasizing healthy, safe, and responsible environments to balance community development with environmental considerations.	Yes	No	Yes	No	Yes
Create Connectivity. Encourage community participation and interaction by providing a trail system to existing recreational amenities and open spaces	Yes	No	Yes	No	Yes

The No Project/No Development Alternative (Alternative 1), as required by CEQA would retain the existing golf course improvements on the Project Site in its entirety and avoid any demolition or construction. The 75.65-acre portion of the Royal Vista Golf Club (Project Site) would cease golf operations and would become unused parcels available for future redevelopment since the Project Applicant has no plans to continue golf operations on the Project Site. The remaining properties of the Royal Vista Golf Club (which are not owned or controlled by the Project Applicant) will presumably retain the existing 14 holes and the clubhouse on eight separate parcels, both north and south of Colima Road, comprising about 80 acres. Like the proposed Project, these properties are designated as Open Space for land use and zoned A-1-1, and A-1-10,000, with the clubhouse property zoned as C-R-DP, Commercial Recreation, Planned Development. The C-R zoning limits the permitted uses primarily to amusement parks, campgrounds, tennis courts, and golf courses. The Royal Vista Golf Club could continue operation with the 14 holes or could redesign that portion of

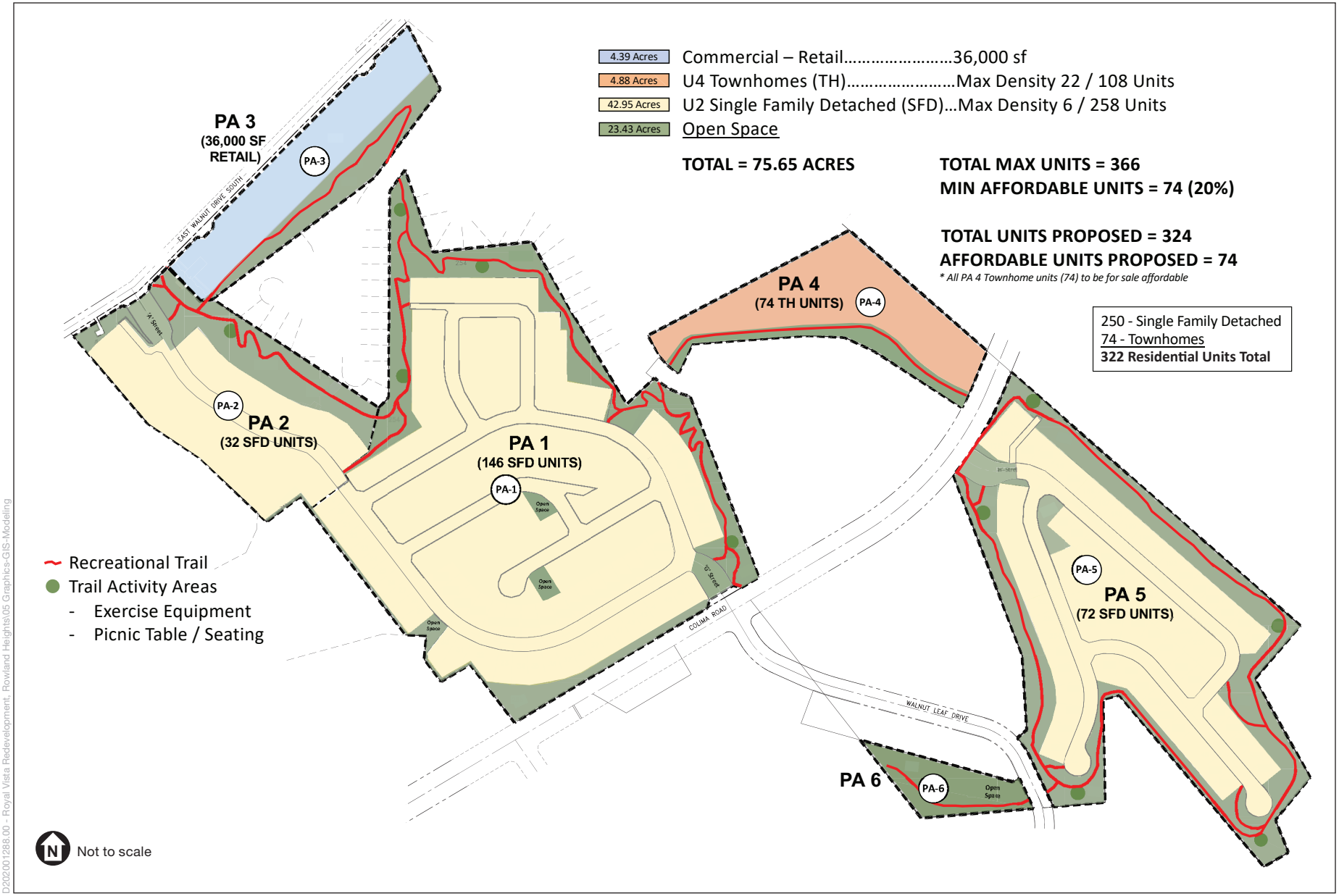
the golf course as an executive 9-hole golf course. It is speculative to forecast the future use of the remaining portion of the exiting Royal Vista Golf Course beyond its once the portion of the golf course on the Project Site ceases operation, but the owner(s) could apply for either a land use plan amendment or a zone change, or both.

Mixed Use Alternative (Alternative 2) consists of a total of 324 residential units, 36,000 square feet (SF) of commercial retail uses, and open space with a trail system. The 324 residential units would consist of 250 single family detached residential units (Urban 2 on Planning Areas 1, 2 and 5) and 74 townhomes set aside for middle and moderate income households (Urban 4 on Planning Area 4). The 36,000 sf of commercial retail would be located on Planning Area 3, and Planning Area 6 would be open space. A trail system would meander through all of the Planning Areas. This Alternative would require a Zone Change from the current A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000 (Residential Planned Development) for the proposed single-family homes and the affordable housing component (townhomes) and the amendment to the Rowland Height Community Plan and Los Angeles County General Plan land use designation from the current Open Space (OS) land use designation to Urban (U) and Commercial.

This Alternative's residential area would consist of a total of 48.29 acres (Planning Areas 1, 2, 4 and 5). The commercial retail area would be on 4.22-acres (Planning Area 3). This Alternative would include 1.65-acres of open space (Planning Area 6). (**Figure 5-1**, *Mixed Use Alternative*). See **Table 5-2**, *Units per Planning Area*, for the unit distribution per Planning Area.

TABLE 5-2
UNITS PER PLANNING AREA

Alternatives	Planning Area 1	Planning Area 2	Planning Area 3	Planning Area 4	Planning Area 5	Planning Area 6	Trail System
Proposed Project **Total Units-** • 200 SFR • 58 Duplexes/ • 30 Triplexes/ • 72 Townhomes	SFR (116) Duplex (34) Triplex (18)	32 SFR	72 Townhomes	Open Space	SFR (52) Duplex (24) Triplex (12)	Open Space	Yes
Alt 2-Mixed Use **Total Units-** • 250 SFR • 74 Townhomes • 36,000 SF Commercial	146 SFR	32 SFR	Commercial Retail	74 Townhomes	72 SFR	Open Space	Yes
Alt 3-Existing Zoning **Total Units-** • 71 SFR • 26 Townhomes	26 SFR	16 SFR	4 SFR 26 Townhomes	5 SFR	19 SFR	1 SFR	No
Alt 4-322 RU **Total Units-** • 250 SFR • 72 Townhomes	146 SFR	32 SFR	72 Townhomes	Open Space	72 SFR	Open Space	Yes



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SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure 5-1
Mixed Use Alternative

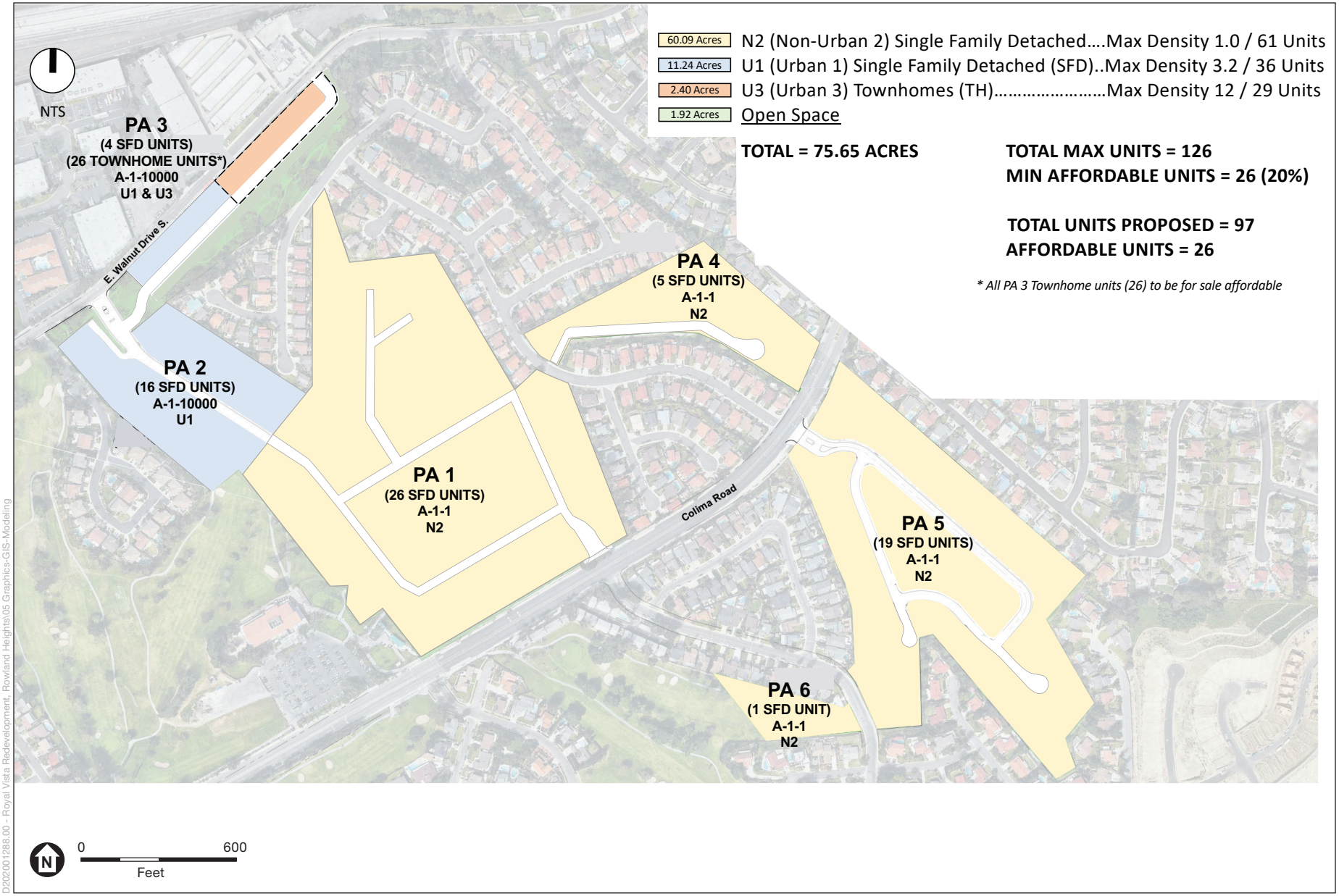
ESA

Existing Zoning Alternative (Alternative 3). Alternative 3 would develop the entire site (all Planning Areas 1-6) with a total of 97 residential units, consisting of 71 single family residential units and 26 townhomes, consistent with existing zoning, with all 26 townhome units reserved for middle and moderate income households. Planning Areas 2 and 3 are zoned A-1-10,000 and would include 16 single-family lots in Planning Area 2 and 4 single-family lots and 26 townhomes on Planning Area 3. Planning Areas 1, 4, 5 and 6 are zoned A-1-1 and would include 51 single-family lots (see **Figure 5-2**, *Existing Zoning Alternative*). Similar to the Project, this Alternative would require an amendment to the Rowland Height Community Plan and Los Angeles County General Plan land use designation from the current Open Space (OS) land use designation to Urban (U-1 and U-3) for Planning Areas 2 and 3 and Non-Urban 2 (N2) for Planning Areas 1, 4, 5 and 6. This alternative does not include open space or a trail system.

322 Residential Units Alternative (Alternative 4). Alternative 4 would include the development of a total of 322 residential units, consisting of redevelopment of Planning Areas 1, 2, and 5 with 250 detached single family residential units (Urban 2) and Planning Area 3 with 72 townhome units (Urban 4). All 72 townhome units would be reserved for middle and moderate income households. The two remaining planning areas (Planning Areas 4 and 6) would be open space areas with a connected trail system. Similar to the Project, this Alternative would require a Zone Change from the current A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000 (Residential Planned Development) for the proposed single-family homes and the affordable housing component (townhomes) and amendment to the Rowland Heights Community Plan and Los Angeles County General Plan land use designation from the current Open Space (OS) land use designation to Urban (U2/U4).

The 250 single family units would be located in Planning Areas 1, 2 and 5, and the 72 affordable townhouse units would be located within 14 structures in Planning Area 3. Planning Area 4 would not be developed but remain as open space, and Planning Area 6 would be 1.65-acres open space.

The residential component (322 units) would comprise a total of approximately 76 acres (Planning Areas 1, 2, 3 and 5). These areas would also include approximately 28 acres of onsite retained open space within the four residential planning areas (**Figure 5-3**, *322 Residential Units Alternative*).



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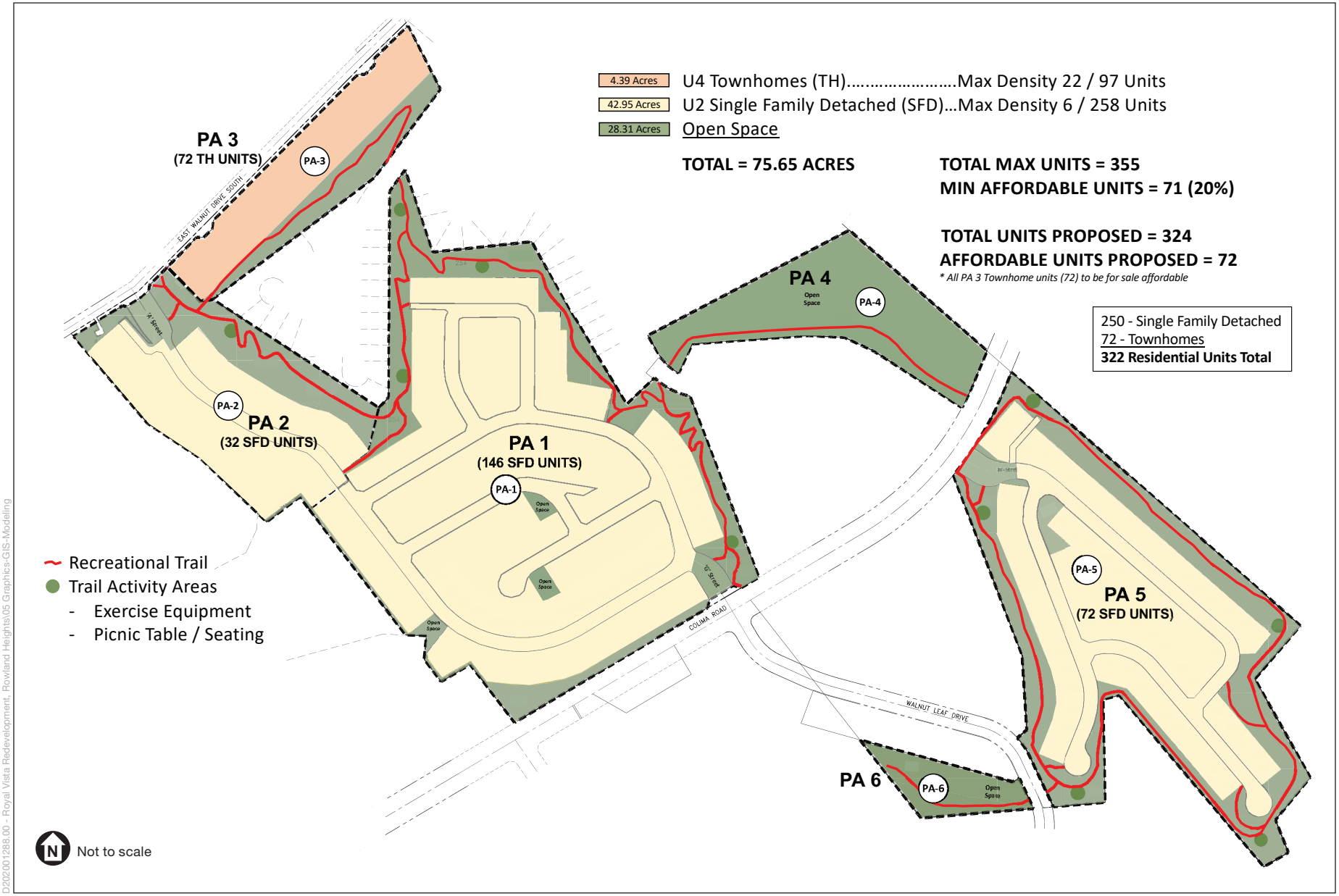
SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure 5-2
Existing Zoning Alternative

ESA



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SOURCE: KTGY, 2023

Royal Vista Residential Project

Figure 5-3
322 Residential Units Alternative

ESA

5.7 Summary Comparison of Environmental Effects Among the Proposed Project and Alternatives

Table 5-3, *Summary of Impacts of Alternatives Compared to the Proposed Program*, provides a summary comparison, by individual issue area, for the proposed Project and for each alternative to the proposed Project. The significance level (Significant and Unavoidable [SU], Less than Significant with Mitigation [LSM], Less than Significant [LS], and No Impact [NI]) for each issue area within each environmental topic area is provided. In addition, a comparative determination of the alternative's impact to the impact associated with the proposed Project is provided. The comparative evaluation is represented as Less (L); Equivalent (E); or Greater (G) than the impacts identified for the proposed Project.

TABLE 5-3
SUMMARY OF IMPACTS OF ALTERNATIVES COMPARED TO THE PROPOSED PROGRAM

Environmental Topic	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: 324 Residential Units Mixed Use (SFD 250/74 Affordable Townhomes/ 36,000 SF Commercial)	Alternative 3: 97 Residential Units Existing Zoning (SFD 71/26 Affordable Townhomes)	Alternative 4: 322 Residential Units (SFD 250/72 Affordable Townhomes)
Environmental Issues Addressed in Chapter 4 of this Draft EIR					
4.1 Aesthetics					
Scenic Vistas	LS	NI (L)	LS (E)	LS(E)	LS (E)
Scenic Highway	NI	NI (L)	NI (E)	NI (E)	NI (E)
Visual Character	NI	NI (L)	NI (E)	NI (L)	NI (L)
Zoning	LS	NI (L)	LS (E)	LS (L)	LS (E)
Light and Glare	LS	NI (L)	LS (L)	LS (L)	LS (L)
4.2 Agriculture and Forestry Resources					
Prime Farmland	NI	NI (L)	NI (E)	NI (E)	NI (E)
Williamson Act Contract	LS	NI (L)	LS (E)	LS (E)	LS (E)
Forest Land Zoning	NI	NI (L)	NI (E)	NI (E)	NI (E)
Loss of Forest Land	NI	NI (L)	NI (E)	NI (E)	NI (E)
Farmland Conversion	NI	NI (E)	NI (E)	NI (E)	NI (E)
4.3 Air Quality					
Air Quality Plan	LSM	NI (L)	LSM (E)	LSM (E)	LSM (E)
Air Quality Standard	LSM	NI (L)	LSM (G)	LSM (L)	LSM (L)
Substantial Pollutant Concentrations	LSM	NI (L)	LSM (L)	LSM (L)	LSM (L)
Other Emissions (including odors)	LS	NI (L)	LS (E)	LS (E)	LS (E)
4.4 Biological Resources					
Effect on Species	LSM	NI (L)	LSM (E)	LSM (E)	LSM (E)
Riparian Habitat	LSM	NI (L)	LSM (E)	LSM (E)	LSM (E)
State or Federally Protected Wetlands	LSM	NI (L)	LSM (E)	LSM (E)	LSM (E)

Environmental Topic	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: 324 Residential Units Mixed Use (SFD 250/74 Affordable Townhomes/ 36,000 SF Commercial)	Alternative 3: 97 Residential Units Existing Zoning (SFD 71/26 Affordable Townhomes)	Alternative 4: 322 Residential Units (SFD 250/72 Affordable Townhomes)
Wildlife Corridor and Nursery Sites	LSM	NI (L)	LSM (E)	LSM (E)	LSM (E)
Oak Trees	NI	NI (L)	NI (E)	NI (E)	NI (E)
Conflict with Policies	NI	NI (L)	NI (E)	NI (E)	NI (E)
HCP/NCCP	NI	NI (L)	NI (E)	NI (E)	NI (E)
4.5 Cultural Resources					
Historical Resources	NI	NI (L)	NI (E)	NI (E)	NI (E)
Archeological Resources	LSM	NI (L)	LSM (G)	LSM (L)	LSM (E)
Human Remains	LSM	NI (L)	LSM (G)	LSM (L)	LSM (E)
4.6 Energy					
Energy Resources	LS	NI (L)	LS (G)	LS (L)	LS (E)
Conflict with State or Local Energy Plan	LS	NI (L)	LS (E)	LS (E)	LS (E)
4.7 Geology, Soils, and Seismicity					
Earthquakes/ Seismic Ground Shaking	LSM	NI (L)	LSM (E)	LSM (E)	LSM (E)
Seismic-Related Ground Failure	LSM	NI (L)	LSM (E)	LSM (E)	LSM (E)
Landslides	LSM	NI (L)	LSM (E)	LSM (E)	LSM (E)
Soil Erosion or Loss of Topsoil	LS	NI (L)	LS (G)	LS (L)	LS (E)
Unstable Geologic Unit	LSM	NI (L)	LSM (E)	LSM E)	LSM (E)
Expansive Soils	LSM	NI (L)	LSM (G)	LSM (L)	LSM (E)
Support Wastewater Treatment System	NI	NI (E)	NI (E)	NI (E)	NI (E)
Paleontological Resources	LSM	NI (L)	LSM (G)	LSM (L)	LSM (E)
4.8 GHG Emissions					
Greenhouse Gas Emissions	SU	NI (L)	SU (E)	SU (L)	SU (E)
Conflict with an Applicable Plan	SU	NI (L)	SU (E)	SU (E)	SU (E)
4.9 Hazards and Hazardous Materials					
Routine Transport, Use, or Disposal of Hazardous Materials	LSM	NI (L)	LSM (G)	LSM (L)	LSM (E)
Accident Conditions	LS	NI (L)	LS (G)	LS (L)	LS (E)
Hazardous Materials Near Schools	NI	NI (L)	NI (E)	NI (E)	NI (E)
Hazardous Materials Site	NI	NI (L)	NI (E)	NI (E)	NI (E)
Airport Land Use Plan	NI	NI (L)	NI (E)	NI (E)	NI (E)
Emergency Plans	LS	NI (L)	LS (E)	LS (E)	LS (E)
Wildland Fire	LS	NI (L)	LS (E)	LS (E)	LS (E)
4.10 Hydrology and Water Quality					
Water Quality Standards and Waste Discharge Requirements	LSM	NI (L)	LSM (G)	LSM (L)	LSM (E)
Groundwater Recharge Supplies	LS	NI (L)	LS (G)	LS (L)	LS (L)

Environmental Topic	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: 324 Residential Units Mixed Use (SFD 250/74 Affordable Townhomes/ 36,000 SF Commercial)	Alternative 3: 97 Residential Units Existing Zoning (SFD 71/26 Affordable Townhomes)	Alternative 4: 322 Residential Units (SFD 250/72 Affordable Townhomes)
Drainage Patterns	LS	NI (L)	LS (G)	LS (L)	LS (E)
Release of Pollutants	LS	NI (L)	LS (E)	LS (E)	LS (E)
Groundwater Management Plan	NI	NI (L)	NI (E)	NI (E)	NI (E)
4.11 Land Use and Planning					
Physically Divide a Community	NI	NI (L)	NI (E)	NI(E)	NI (E)
Conflict with Applicable Plans, Policies, or Regulations	LS	NI (L)	LS (E)	LS (L)	LS (E)
4.12 Mineral Resources					
Loss of Known Mineral Resources	LS	NI (L)	LS (E)	LS (E)	LS (E)
Loss of Mineral Resource Recovery Site	NI	NI (L)	NI (E)	NI (E)	NI (E)
4.13 Noise					
Exceedance of Established Noise Standards	SU	NI (L)	SU (G)	SU (L)	SU (E)
Vibration	LSM	NI (L)	LSM (G)	LSM (L)	LSM (L)
Vicinity of an Airport	NI	NI (E)	NI (E)	NI (E)	NI (E)
4.14 Population and Housing					
Induce Population Growth	LS	NI (L)	LS (E)	LS (E)	LS (E)
Displace People or Housing	NI	NI (E)	NI (E)	NI (E)	NI (E)
4.15 Public Services					
Fire Protection	LSM	NI (L)	LSM (L)	LSM (L)	LSM (L)
Police Protection	LSM	NI (L)	LSM (L)	LSM (L)	LSM (L)
Schools	LS	NI (L)	LS (L)	LS (L)	LS (L)
Parks	LS	NI (L)	LS (L)	LS (L)	LS (L)
Other Public Facilities – Libraries	LS	NI (L)	LS (L)	LS (L)	LS (L)
4.16 Recreation					
Increase use of Recreational Facilities	LS	NI (L)	LS (E)	LS (L)	LS (E)
Recreational Facilities Physical Effect on Environment	LS	NI (L)	LS (E)	LS (L)	LS (E)
4.17 Transportation					
Circulation Programs, Plans, Ordinances, and Policies	LS	NI (L)	LS (E)	LS (E)	LS (E)
Vehicle Miles Traveled	SU	NI (L)	SU (G)	LS (L)	SU (G)
Design Hazards	LS	NI (L)	LS (E)	LS (E)	LS (E)
Emergency Access	LSM	NI (L)	LSM (L)	LSM (L)	LSM (E)
4.18 Tribal Cultural Resources					
Listed/Non Listed Tribal Cultural Resources	LSM	NI (L)	LSM (E)	LSM (E)	LSM (E)
Significance of Tribal Cultural Resource	LSM	NI (L)	LSM (E)	LSM (E)	LSM (E)

Environmental Topic	Proposed Project	Alternative 1: No Project/No Development	Alternative 2: 324 Residential Units Mixed Use (SFD 250/74 Affordable Townhomes/ 36,000 SF Commercial)	Alternative 3: 97 Residential Units Existing Zoning (SFD 71/26 Affordable Townhomes)	Alternative 4: 322 Residential Units (SFD 250/72 Affordable Townhomes)
4.19 Utilities, Service Systems, and Energy					
New or Expanded Facilities	LS	NI (L)	LS (L)	LS (L)	LS (L)
Water Supplies	LS	NI (L)	LS (L)	LS (L)	LS (L)
Water Treatment Capacity	LS	NI (L)	LS (L)	LS (L)	LS (L)
Landfill Capacity	LS	NI (L)	LS L)	LS (L)	LS (L)
Compliance with Solid Waste Regulations and Statutes	LS	NI (L)	LS (L)	LS (L)	LS (L)
4.20 Wildfire					
Emergency Response Plan	LSM	NI (L)	LSM (E)	LSM (E)	LSM (E)
Exposure to Pollutant Concentrations	LS	NI (L)	LS (E)	LS (E)	LS (E)
Infrastructure that Exacerbates Wildfire Risk	LS	NI (L)	LS (L)	LS (L)	LS (L)
Post-Fire Slope or Drainage	LS	NI (L)	LS (E)	LS (E)	LS (E)

NI = No Impact
LS = Less than Significant
LSM = Less than Significant with Mitigation
SU = Significant and Unavoidable
(L) Less = Less impact compared to the proposed Project
(E) Equivalent = Same impacts compared to the proposed Project
(G) Greater = Greater impact compared to the proposed Project
SOURCE: ESA, 2023

5.8 Environmental Analysis of No Project/No Development Alternative (Alternative 1)

5.8.1 Aesthetics

The implementation of the proposed Project would introduce new residential housing to an area that is currently a golf course. The Project would introduce 360 two- to three-story residential units within a substantially-low rise area that would not degrade the existing visual character. The proposed residences, open space, and private streets and walkways would be compatible with the surrounding residential uses in the immediate vicinity of the Project Site.

Under the No Project/No Development Alternative, the approximately 76-acre portion of the Royal Vista Golf Club will cease golf operations and would become unused parcels available for future redevelopment. This Alternative would not increase light and glare from the Project Site and would result in no light or glare impacts. This Alternative would have no impact compared to the proposed Project's less than significant impacts.

5.8.2 Agriculture and Forestry Resources

The Project Site is located on portions of the existing Royal Vista Golf Club that is characterized as urban development. The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) classifies the entire Project site as "Urban and Build-Up Land" and none of the land in the Project Site has been designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

Under the No Project/No Development Alternative, the approximately 76-acre portion of the Royal Vista Golf Club will cease golf operations and would become unused parcels available for future redevelopment. This Alternative would have no impact, similar to the proposed Project.

5.8.3 Air Quality

Implementation of the proposed Project would result in increases in air emissions from construction and operational activities. Prior to the implementation of mitigation measures, significant increases in oxides of nitrogen (NOx) during construction activities would occur. With the implementation of Mitigation Measures AQ-1 and AQ-2, construction emissions would be reduced to less than significant. Increases in operational emissions would be less than significant. In addition, the proposed Project would result in less than significant impacts related to toxic air contaminates and potential odors.

Under Alternative 1, no development would occur on the Project Site at this time, and no increases in construction or operational emissions would result. In addition, there would be no potential odor emissions from the Project Site. The implementation of Alternative 1 would have no impact related to air emissions which result in a reduced impact compared to the Project.

5.8.4 Biological Resources

The construction of the proposed Project could have significant effects on nesting birds and jurisdictional features. Mitigation Measures BIO-1 and BIO-2 would reduce potential significant effects to less than significant. The proposed Project would result in less than significant impacts with regards to special-status species and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

With the implementation of Alternative 1, no development would occur on the Project Site at this time, and therefore, no impacts to sensitive vegetation communities, nests, wetland habitat, and protected trees would occur compared to the development of the proposed Project. This Alternative would have reduced impacts compared to the proposed Project.

5.8.5 Cultural Resources

Implementation of the proposed Project would not result in significant impacts on historical resources. The Project could result in significant impacts to archaeological resources and unexpected discovery of human remains as a result of excavation and grading activities. Mitigation measures CUL-1 and CUL-2 would reduce potential impacts to archaeological

resources to less than significant levels and potential impacts to human remains would be reduced to less than significant with implementation of Mitigation Measure CUL-3.

With the implementation of Alternative 1, no development would occur on the Project Site at this time, and no ground disturbance could lead to potential impacts to historical or archaeological resources or to human burials. Therefore, the implementation of Alternative 1 would result in reduced impacts compared to the proposed Project.

5.8.6 Energy

The proposed Project would result in an increase in energy demand. The Project would not cause wasteful, inefficient, and unnecessary consumption of energy during construction or operation. In addition, the Project would not conflict with or obstruct state or local plans for renewable energy and energy efficiency. Implementation of the proposed Project would result in less than significant impacts.

With the implementation of Alternative 1, no development would occur on the Project Site at this time, and no increase in energy demand would occur. Therefore, no impacts would occur compared to the development of the proposed Project which would result in a less than significant impact.

5.8.7 Geology and Soils

Implementation of the proposed Project would be located in close proximity to faults and a mapped landslide in Planning Area 5 that could result in significant impacts related to seismic ground shaking, ground failure such as liquefaction, landslides, soil erosion or topsoil loss, unstable geologic location, or expansive soils. The implementation of the Mitigation Measure GEO-1, requiring the preparation of a final geotechnical report, and the compliance with existing California Building Code and County regulations, would reduce hazards from seismic ground shaking, ground failure such as liquefaction, landslides, soil erosion or topsoil loss, unstable geologic location, or expansive soils to less than significant levels. In addition, implementation of the proposed Project would result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measures GEO-2 through GEO-5 would reduce impacts to less than significant.

With the implementation of Alternative 1, no development and grading activities would occur on the Project Site at this time. Therefore, no geotechnical or paleontological impacts would occur compared to the proposed Project's less than significant impacts with mitigation.

5.8.8 Greenhouse Gas Emissions

The proposed Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and would result in significant and unavoidable impact even with the implementation of mitigation measures. All Planning Areas that include residential development are over the County residential VMT per capita of 10 both before and after mitigation (Mitigation Measures TR-1 and TR-2) because of the Project's location and development type. The proposed Project would generate greenhouse gas emissions

that would exceed the net zero threshold, and impacts would be significant and unavoidable. The Project would be consistent with the SCAG 2016-2040 RTP/SCS, 2020 Connect SoCal, the County General Plan and the County's Sustainability Plan, but would not meet certain VMT reduction key project attributes of the 2022 Scoping Plan and thus impacts regarding consistency with applicable GHG reduction plans and policies would be significant and unavoidable.

Under Alternative 1, no development would occur on the Project Site at this time, and no increases in construction or operational emissions would result. The implementation of Alternative 1 would have no impact related to greenhouse gas emissions or consistency with applicable plans compared to the proposed Project's significant and unavoidable impacts.

5.8.9 Hazards and Hazardous Materials

Excavation of soil in the vicinity of the maintenance facility building could encounter higher contaminant concentrations, which could expose workers, the public, and the environment to higher concentrations of contaminants, which would be a significant impact. However, the implementation of Mitigation Measure HAZ-1 and the required compliance with numerous laws and regulations would limit the potential for creation of hazardous conditions due to the routine use or accidental release of hazardous materials. Therefore, environmental impacts related to the routine transport, use, or disposal or the accidental release of hazardous materials during construction of the proposed Project would be less than significant with compliance with federal, state and local regulations and the implementation of Mitigation Measure HAZ-1. The proposed Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. In addition, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Finally, the proposed Project would not expose people or structures to a significant risk involving wildland fires, and therefore, impacts would be less than significant.

Under Alternative 1, no development would occur on the Project Site at this time, and there would be no potential exposure of persons to hazards since the maintenance facility building would not be disturbed at this time. The implementation of Alternative 1 would have no impact.

5.8.10 Hydrology and Water Quality

Excavation of soil in the vicinity of the maintenance facility could encounter soil contaminant concentrations which could adversely affect the water quality of stormwater and/or surface water bodies, which would be a significant impact. To reduce the potential impact to less than significant, the proposed Project would include Mitigation Measure HAZ-1. As a result, impacts would be less than significant with implementation of the Mitigation Measure HAZ-1. Further, the contractors would be required to prepare and implement HMBPs that would require that hazardous materials used for construction would be properly used and stored in appropriate containers, that spill prevention measures are implemented, and that spill response procedures are in place to respond to accidental releases. The California Fire Code would also require measures for the safe storage and handling of hazardous materials. Implementation of the proposed Project

would result in less than significant impacts related to groundwater recharge supplies, drainage patterns, and conflicts with groundwater management plan.

Under Alternative 1, no development would occur on the Project Site at this time and would result in no impacts related to water quality standards and waste discharge requirements, and no impacts to groundwater supplies and recharge, drainage patterns, and conflicts with a groundwater management plan. This Alternative would have reduced impacts compared to the proposed Project.

5.8.11 Land Use and Planning

The development of the proposed Project would require a zone change and General Plan and Local Plan amendments. The Project would be in compliance with all other land use policies related to setbacks, landscaping, lighting and specific uses and would be consistent with the 2020-2045 RTP/SCS, the General Plan and the Community Plan. The Project would also meet the 2022 Building Energy Efficiency standards and CalGreen Code. The Project includes energy saving features that comply with Title 24 standards that achieve energy savings required by state regulations. Per compliance with the CALGreen Code, new construction requires energy and water efficient fixtures and fittings, energy efficient mechanical systems, light pollution reduction, site development best practices, sub metering, water efficient landscapes, recycling, and superior weather resistance and moisture management for buildings. Further, the Project would not be built to use natural gas and would be designed to be served entirely by electricity. As a result, the Project would comply with the County's General Plan to reduce energy and water consumption as well as encourage renewable energy use and production by pre-wiring homes for electric vehicle charging and constructing solar-ready rooftops. .

Under Alternative 1, no development would occur on the Project Site at this time. The implementation of Alternative 1 would not include any changes to the land use or zoning and would not have a land use policy impact. This Alternative would have reduced land use impacts compared to the proposed Project.

5.8.12 Mineral Resources

The Project Site is not located within a known mineral resource area, and no mineral resources are known to exist on the Project Site. The Project Site is not located within a Mineral Resource Zone (MRZ-2) designated by either the Los Angeles County General Plan or the Rowland Heights Community General Plan and there are no other known designated locally-important mineral resources located on or near the Project Site. Construction of the proposed Project would require the use of mineral resources such as sand and gravel, as well as various refined forms of petroleum resources, such as gasoline and diesel fuels. However, based on the incremental demand that a typical construction project similar to the proposed Project in size and intensity would create in relation to the overall regional supply and demand, the mineral construction material requirements for the proposed Project are not expected to result in a substantial reduction in available supplies relative to demand. Therefore, a less than significant impact is anticipated relative to mineral resources.

Under Alternative 1, no development would occur on the Project Site at this time, and there would be no mineral resources used during construction. The implementation of Alternative 1 would have no impact.

5.8.13 Noise

Implementation of the proposed Project construction activity would result in increases of ambient noise levels greater than 10 dBA at all of the sensitive receptor locations analyzed in the Project vicinity. As such, environmental impacts related to the temporary or periodic increase in ambient noise levels during temporary construction of the proposed Project would remain at all but one monitoring site after implementation of all mitigation measures and impacts would be significant and unavoidable. Operation of the proposed Project would not expose off-site sensitive receptors to significant increases in ambient noise. The proposed Project would result in less than significant impacts related to vibration.

Under Alternative 1, no development would occur on the Project Site at this time. Off-site sensitive receptors would not be exposed to increased ambient noise due to Project construction or operation. The implementation of Alternative 1 would have no noise or vibration impacts compared to the proposed Project's significant and unavoidable noise impacts after the implementation of mitigation measures and less than significant vibration impacts.

5.8.14 Population and Housing

The population and housing units associated with the proposed Project would be within growth projections and therefore, the development of the proposed Project would not induce substantial unplanned growth. The proposed Project would result in less than significant growth inducement impacts.

Under Alternative 1, no development would occur on the Project Site at this time that could increase population or housing within the County. The implementation of Alternative 1 would have no impact compared to the Project's less than significant impacts.

5.8.15 Public Services

The Project would increase demand on protection services (e.g., fire and police services) with the introduction of 360 new residential units and approximately 1,260 people. However, the Project is an infill project and the fire and police services are currently being provided to the area. Nevertheless, the Project would be subject to payment of the Development Impact Fees at the rate in effect at the time building permits are issued. The Development Impact Fees are one-time charges levied by local governments on new development. They are charged to developers to help municipalities recover growth-related infrastructure and public service costs. The proposed Project would not result in the need for additional school, park, or library facilities.. Impacts related to public services would be less than significant.

Under Alternative 1, no development would occur on the Project Site at this time that could result in increased demand on public services; currently the site is serviced by fire and police services.

The implementation of Alternative 1 would have no impact compared to the Project's less than significant impacts.

5.8.16 Recreation

The implementation of the proposed Project would not result in substantial deterioration or adverse effects to existing parks or facilities. The Project includes open space and a trail system to promote and enhance bicycling and walking. Impacts related to recreational facilities would be less than significant.

Under Alternative 1, no development would occur on the Project Site at this time that could result in increased demand on recreational facilities. The implementation of Alternative 1 would have no impact compared to the Project's less than significant impacts.

5.8.17 Transportation and Traffic

When comparing the Project's VMT to the applicable thresholds of significance, the Project's VMT impacts would remain significant and unavoidable even with the VMT reductions. With implementation of Mitigation Measures TR-1 and TR-2, VMT impacts would be reduced but would still remain significant and unavoidable. However, the proposed Project would result in less than significant impacts related to a geometric design of roadway facilities and would have less than significant impacts with mitigation associated with the provision of emergency access. A Construction Staging and Traffic Management Plan (CSTMP) would be implemented during construction to ensure emergency access is maintained (Mitigation Measure TR-3).

Under Alternative 1, no development would occur on the Project Site at this time that could result in increased VMT or alterations to existing roadway geometry or emergency access. The implementation of Alternative 1 would have no impact compared to the Project's significant and unavoidable VMT impact, less than significant roadway geometry and less than significant with mitigation emergency access impacts.

5.8.18 Tribal Cultural Resources

Implementation of the proposed Project would not result in impacts to listed tribal cultural resources; however, in consultation with the Kizh Nation, the Project could result in significant impacts to non-listed tribal cultural resources. As a result, the Project would include mitigation for a Native American monitor be present to monitor all grading activities within the Project Site. Implementation of Mitigation Measure TCR-1 and TCR-2 would reduce impacts to less than significant levels.

With the implementation of Alternative 1, no development would occur on the Project Site at this time, and no ground disturbance could lead to potential impacts. Therefore, no impacts would occur compared to the less than significant impacts with mitigation of the proposed Project.

5.8.19 Utilities and Service Systems

The proposed Project would increase demand for water supplies, wastewater treatment and landfills. According to the will serve letters received from the water and sanitation districts and the projected capacity of the landfill, there are sufficient water supplies, wastewater treatment capacity, and landfill capacity to serve the Project. The Project would be required to install new infrastructure on site to serve the Project Site that would be connected to existing surrounding service systems. Therefore, impacts to utilities and services would be less than significant. The Project would comply with all solid waste regulations and statutes and impacts would be less than significant.

Under Alternative 1, no development would occur on the Project Site at this time that could result in increased demand on utilities or service systems; there is existing service for the existing uses. The implementation of Alternative 1 would have no impact compared to the Project's less than significant impacts.

5.8.20 Wildfire

The Project Site itself is not located within a State Responsibility Area or VHFHSZ, and does not include terrain with substantial slopes that would be susceptible to prevailing winds, nor does it include highly flammable materials such as brush or grassland habitats. Construction activities would occur within the boundaries of the Project Site, no lane closures would be required along Fairview Drive/Brea Cutoff Road or along other designated evacuation routes in the area. Project construction would not impair or physically interfere with adopted emergency response plans or emergency evacuation plans. Additionally, Mitigation Measure TR-3 would be implemented to further ensure that temporary construction activities would be appropriately coordinated so as not to result in impacts to emergency response or evacuation plans. Once operational, the proposed Project would result in additional permanent residents living in new residential developments on the site, which would increase the potential for accidental fire incidents. All new residential development would be constructed in accordance with the fire safety requirements and wildland-urban interface development standards included in Chapter 49 of the CFC and Chapter 7A of the CBC. Impacts related to wildfire emergency response plans, emergency evacuation plans or uncontrolled spread of a wildfire would be less than significant with implementation of Mitigation Measure TR-3.

With the implementation of Alternative 1, no development would occur on the Project Site at this time, and there would be no construction or operational activities that could lead to potential wildfire impacts. Therefore, no impacts would occur compared to the less than significant impact with mitigation of the proposed Project.

5.8.21 Conclusion

Alternative 1, No Project/No Development, would not result in the addition of any residential units or other development on the Project Site. Implementation of Alternative 1 would result in no environmental effects compared to the proposed Project's significant and unavoidable and less

than significant impacts after the implementation of mitigation measures. Although no environmental effects would occur, Alternative 1 would not meet any of the Project Objectives.

5.9 Environmental Analysis of the Mixed Use Alternative (Alternative 2):

5.9.1 Aesthetics

The Project Site's appearance would change from an existing golf course to a residential development that include single family residents, townhomes, commercial retail, and open space with a trail system. Alternative 2 would include a total of 324 units, consisting of 250 detached single-family residences and 74 townhouse units (in Planning Area 4) with open space and a trail system. This Alternative would not include any duplexes or triplexes. Alternative 2 would also include a 36,000 SF commercial retail component on Planning Area 3. Implementation of commercial retail in Planning Area 3 would introduce a new use and massing, as compared to the Project, but similar to the uses and massing that currently occur along the East Walnut Drive South corridor which includes commercial buildings. The proposed single-family residences, open space, private streets and walkways would be similar to the existing residential uses in the immediate vicinity of the Project Site. The townhomes would be similar to the facade of the single-family residences but would be slightly taller requiring a Conditional Use Permit (CUP) for heights exceeding 35 feet. The development of this Alternative would need to comply with the goals and policies of the Rowland Heights Community Plan, County General Plan and County codes. The County Zoning Ordinance defines the permitted land uses on a site, height restrictions, minimum lot size, maximum lot coverage, parking requirements and setbacks. In addition, light sources would be shielded and/or aimed downwards to minimize direct illumination and to preclude light pollution or trespass onto adjacent properties in compliance with PDF AES-1Neither the Project nor Alternative 2 would substantially alter any existing public scenic vistas or result in substantial increases in light and glare. Therefore, Alternative 2's impacts would be less than significant, similar to the Project.

5.9.2 Agriculture and Forestry Resources

The Project Site is located on portions of the existing Royal Vista Golf Club that is characterized as urban development. The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) classifies the entire Project site as "Urban and Build-Up Land" and none of the land in the Project Site has been designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Alternative 2 would be located within the same footprint as the proposed Project. As a result, both Alternative 2 and the proposed Project would result in the same no impacts related to agriculture and forestry resources.

5.9.3 Air Quality

Implementation of the proposed Project would result in increases in air emissions from construction and operational activities. Prior to the implementation of mitigation measures, significant increases in oxides of nitrogen (NOx) during construction activities would occur. With the implementation of Mitigation Measures AQ-1 and AQ-2, construction emissions would be

reduced to less than significant. Increases in operational emissions would be less than significant. In addition, the proposed Project would result in less than significant impacts related to toxic air contaminates and potential odors. Alternative 2 would develop a mix of single-family residences and commercial retail on the Project Site rather than single family residences, duplexes, triplexes and townhomes (Planning Areas 1, 2, 3, 4 and 5). The Project development of residential units associated with construction and operation emissions on Planning Areas 1, 2, and 5 would be similar to the proposed Project. The construction and operational emissions associated with Planning Area 4 would be increased as compared to the Project since Alternative 2 would include the development of Planning Area 4 with townhomes rather than open space. The implementation of the commercial retail on Planning Area 3 would encourage surrounding residents to walk or bike to retail rather than driving. However, this alternative does not reduce VMT since the commercial retail would be less than 50,000 SF (see discussion below, Section 5.9.17-*Trasnporation*). This Alternative would still be required to implement Mitigation Measures AQ-1 and AQ-2 to reduce construction emissions. Alternative 2 would result in increased construction emissions associated with the development of Planning Area 4.

5.9.4 Biological Resources

Alternative 2 would include 250 single family residential units, 74 townhomes, 36,000 SF of commercial retail, and open space and trail system. The construction of Alternative 2 could have significant effects on nesting birds and disturbance of jurisdictional features, similar to the Project. Mitigation Measure BIO-1 and BIO-2 would reduce potential significant effects to less than significant. Similar to the Project, Alternative 2 would result in less than significant impacts with regard to special-status species and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5.9.5 5.9.5 Cultural Resources

Alternative 2 would include additional construction activities on Planning Area 4 to accommodate 74 new townhomes. Alternative 2 would require the implementation of Mitigation Measures CUL-1 and CUL-2 to reduce potential impacts to unknown resources to less than significant. As with the proposed Project, this Alternative would be required to implement Mitigation Measure CUL-3 to reduce potential impact to unknown human burial areas. Overall, because more area would be developed, this Alternative would increase the impacts associated with grading and the potential to unearth unknown cultural resources compared to the proposed Project.

5.9.6 Energy

Under Alternative 2, Planning Areas 1, 2 and 5 would result in similar energy usage as the Project. However, additional construction activity and operational intensity would result since Planning Area 4 will include the construction of 74 townhomes rather than open space. In addition, Planning Area 3 would include commercial-retail rather than townhomes as proposed by the Project. As a result, while energy consumption would not be wasteful, Alternative 2 would

include more construction and the additional townhomes would contribute to an increase in energy usage as compared to the Project.

5.9.7 Geology and Soils

Under Alternative 2, additional construction activity and operational intensity would result, since Planning Area 4 will include the construction of 74 townhomes rather than open space. Similar to the Project, Alternative 2 would be located in close proximity of faults and there is a mapped landslide in the southeastern portion of Planning Area 5 that could result in significant impacts related to seismic ground shaking, ground failure such as liquefaction, landslides, soil erosion or topsoil loss, unstable geologic location, or expansive soils. The implementation of the Mitigation Measure GEO-1, requiring the preparation of a final geotechnical report, and the compliance with existing California Building Code and County regulations would reduce hazards from strong seismic ground shaking to less than significant levels. In addition, implementation of Alternative 2 would result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measures GEO-2 through GEO-5 would reduce impacts to less than significant. Overall, this Alternative would result in an increased impact to geology and soils as result of more excavation and grading as compared to the proposed Project.

5.9.8 Greenhouse Gas Emissions

Under Alternative 2, additional construction activity and operational intensity would result since Planning Area 4 will include the construction of 74 townhomes compared to the Project's designating Planning Area 4 as open space. In addition, Planning Area 3 would include commercial-retail rather than townhomes as proposed by the Project. The implementation of the commercial retail on Planning Area 3 would encourage surrounding residents to walk or bike to retail rather than driving. However, this Alternative does not significantly reduce VMT since the commercial retail would be less than 50,000 SF (see Section 5.9.17 *Transportation*, below). Alternative 2, like the proposed Project, would exceed the South County threshold of 10.0 VMT/capita resulting in a significant and unavoidable VMT impact. See section 5.9.17 *Transportation* below. Because Alternative 2, like the proposed Project, would generate net greenhouse gas emissions, it would exceed the net zero threshold. Like the Project, Alternative 2 would be consistent with the SCAG 2016-2040 RTP/SCS, 2020 Connect SoCal, the County General Plan and the County's Sustainability Plan, but would be inconsistent with certain VMT reduction key project attributes of the 2022 Scoping Plan and thus impacts to consistency with applicable GHG reduction plans and policies would be significant and unavoidable. Overall, this Alternative would result in similar significant and unavoidable GHG impacts compared to the proposed Project.

5.9.9 Hazards and Hazardous Materials

Under Alternative 2, additional construction activity and operational intensity would result since Planning Area 4 will include the construction of 74 townhomes. The excavation of soil in the vicinity of the maintenance facility building could encounter higher contaminant concentrations, which could expose workers, the public, and the environment to higher concentrations of contaminants, which would be a significant impact. However, the implementation of Mitigation

Measure HAZ-1 and the required compliance with numerous laws and regulations would limit the potential for creation of hazardous conditions due to the routine use or accidental release of hazardous materials. Therefore, environmental impacts related to the routine transport, use, or disposal or the accidental release of hazardous materials during construction of the Alternative would be less than significant with the compliance federal, state and local regulations and the implementation of Mitigation Measure HAZ-1, similar to the proposed Project. Further. Alternative 2 is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. All hazardous materials stored onsite would be required to comply with the California Fire Code safety measures for the safe storage and handling of hazardous materials. Finally, Alternative 2 would not expose people or structures to a significant risk involving wildland fires, and therefore, impacts would be less than significant. Overall, this Alternative would potentially result in an increased impact to hazards and hazardous materials as result of more excavation and the potential use and storage of hazardous materials as compared to the proposed Project.

5.9.10 Hydrology and Water Quality

Under Alternative 2, additional construction activity and operational intensity would result since Planning Area 4 will include the construction of 74 townhomes. Further, Alternative 2 would result in more impervious surfaces compared to the Project since Planning Area 4 would be developed into townhomes rather than open space. Excavation of soil in the vicinity of the maintenance facility building could encounter soil contaminant concentrations which could adversely affect the water quality of stormwater and/or surface water bodies, which would be a significant impact. To reduce the potential impact to less than significant, Alternative 2 would include Mitigation Measure HAZ-1. Alternative 2, similar to the Project, would include on-site infiltration systems that would allow stormflow to percolate into the groundwater basin. In addition, compliance with the NPDES Municipal Permits and its local MS4 permit development standards, LID practices, and all applicable BMPs (e.g., bioretention, rainfall storage, and/or biofiltration) pertaining to water quality standards would ensure that drainage patterns, erosion or siltation, stormwater drainage systems, or polluted runoff would be less than significant. Implementation of Alternative 2 would result in less than significant impacts related to groundwater recharge supplies, drainage patterns, and conflicts with groundwater management plan. Overall, this Alternative would potentially result in an increased impact to hydrology and water quality as result of more excavation and the development of Planning Area 4 as compared to the proposed Project.

5.9.11 Land Use and Planning

Under Alternative 2, additional construction activity and operational intensity would result since Planning Area 4 will include the construction of 74 townhomes rather than open space. In addition, Planning Area 3 would include commercial retail rather than townhomes as proposed by the Project. The size and scale of the buildings under Alternative 2 would be similar to the Project. The commercial retail would be located along East Walnut Drive South (Planning Area 3), which currently includes commercial development lining the north side of the roadway. Alternative 2, similar to the proposed Project, would require a zone change and General Plan and

Local Plan amendments. Further, Alternative 2 would be in compliance with all other land use policies related to setbacks, landscaping, lighting and specific uses and would be consistent with the applicable policies within the 2020-2045 RTP/SCS similar to the proposed Project. Overall, Alternative 2 would be consistent with applicable plans, policies, or regulations, similar to the proposed Project, and as a result, Alternative 2 would result in less than significant impacts, similar to the Project.

5.9.12 Mineral Resources

As discussed in Section 4.12, *Mineral Resources*, the proposed Project would be located on a site where there are no known mineral resources. In addition, the Project is not located within a Mineral Resource Zone (MRZ-2) designated by either the Los Angeles County General Plan or the Rowland Heights Community General Plan and there are no other known designated locally important mineral resources located on or near the site. Alternative 2 would be located on the same site as the Project. Therefore, Alternative 2 would not impact known locally important mineral resources, similar to the Project. Construction of Alternative 2 would require the use of mineral resources such as sand and gravel, as well as various refined forms of petroleum resources, such as gasoline and diesel fuels, similar to the proposed Project. However, based on the incremental demand that a typical construction project similar to Alternative 2 in size and intensity would create in relation to the overall regional supply and demand, the mineral construction material requirements for the alternatives are not expected to result in a substantial reduction in available supplies relative to demand. Similar to the proposed Project, Alternative 2 would result in a less than significant impact to mineral resources.

5.9.13 Noise

Under Alternative 2, Planning Areas 1, 2 and 5 would result in similar noise impacts as the Project since they would both include similar residential units. However, additional construction activity and operational intensity would result in Planning Area 4 due to the construction and operation of 74 townhomes rather than open space. In addition, Planning Area 3 would include commercial-retail rather than townhouse as proposed by the Project. The size and scale of the buildings under Alternative 2 would be similar to the Project; however, Alternative 2 would include additional construction on Planning Area 4 and would expose additional sensitive receptors to construction and operational noise in the areas surrounding Planning Area 4. The Project construction activity would result in increases of ambient noise levels greater than 10 dBA at all of the sensitive receptors. Alternative 2 would grade and construct housing on all of the same Planning Areas as analyzed for the Project, in addition Alternative 2 would develop Planning Area 4. As such, environmental impacts related to the temporary or periodic increase in ambient noise levels and during temporary construction of Alternative 2 would remain significant and unavoidable after implementation of all feasible mitigation measures and project design features, such as limiting construction hours between 7:00 a.m. and 7:00 p.m. Mondays through Saturdays and no construction on Sundays. The Mitigation Measure NOI-1 would require a free-standing noise barrier that blocks the line-of-sight between the noise source and the receiver, which by blocking the direct line-of-sight would provide a minimum of 10 dBA in noise reduction. With higher barrier heights, noise attenuation will increase accordingly. Since some construction equipment would have noise sources such as engine or exhaust that is above ground

level, a minimum of 10 feet in height for the noise barrier would be required to block the line-of-sight from the receiver standing on the residential property. The noise barrier with a height sufficient to block the direct line-of-sight between the residents and the construction equipment would reduce the noise exposure at the off-site receptors by 12 dBA. Mitigation Measure NOI-2 would require equipping construction equipment with properly operating and maintained muffler exhaust systems capable of reducing equipment noise levels by 3 dBA and locating noise equipment as far as possible from noise sensitive receptors. Mitigation Measure NOI-3 would require use of a temporary mobile noise barrier to shield the body of the crane from the surrounding residential receptors. Alternative 2 like the Project would require grading close to existing sensitive receptors and would potentially have a vibration impact. Similar to the proposed Project, Alternative 2 would result in an offsite construction noise impacts that with mitigation would still result in increases of ambient noise levels greater than 10 dBA at sensitive receptors. Operation of Alternative 2 would not expose off-site sensitive receptors to significant increases in ambient noise, similar to the Project. In addition, Alternative 2 would result in less than significant impacts related to vibration with mitigation. The Alternative would be required to implement Mitigation Measure NOI-4 requiring that the vibratory pile driver and vibratory roller should not be used within 75 feet of adjacent residential buildings. Nevertheless, Alternative 2 would have greater temporary construction noise impacts as a result of developing Planning Area 4 with townhomes adjacent to sensitive receptors as compared to the Project.

5.9.14 Population and Housing

Under Alternative 2, Planning Areas 1, 2 and 5 would result in similar construction activity and operational intensity as the Project since they would both include similar residential units. However, additional construction activity and operational intensity would result since Planning Area 4 will include the construction of 74 townhomes rather than open space. In addition, Planning Area 3 would include commercial retail rather than townhouse as proposed by the Project. The size and scale of the buildings under Alternative 2 would be similar to the Project with the exception of commercial retail on Planning Area 3. The estimated residential population was calculated based on the SCAG's 2020-2045 RTP/SCS, which is largely based on demographics data from the United States Census, and which identifies an average household size of 3.5[1]. Alternative 2 would result in a lower level of population generation (1,134 versus 1,260); however, like the Project, the Alternative would be an infill project that would rely on existing services and would not induce substantial population growth indirectly through the extension of roads or other infrastructure into undeveloped areas. Alternative 2 would not have an indirect effects on growth through such mechanisms as the extension of roads and infrastructure, similar to the Project. Alternative 2 would represent infill development and would utilize the existing transportation and utility infrastructure to serve the Alternative. As a result, Alternative 2 would not induce substantial population growth in the area, either directly or indirectly that cannot be reasonably accommodated, and would be within the growth projections for population, housing and employment growth. Therefore, less than significant impacts related to potential growth impacts would occur, similar to the proposed Project.

[1] SCAG, Profile of Unincorporated Los Angeles County, May 2019 https://scag.ca.gov/sites/main/files/file-attachments/unincarealosangelescounty.pdf?1604708602 Accessed March 10, 2023.

5.9.15 Public Services

Under Alternative 2, Planning Areas 1, 2 and 5 would result in similar construction activity and operational intensity as the Project since they would both include similar residential units. However, additional construction activity and operational intensity would result since Planning Area 4 will include the construction of 74 townhomes rather than open space and Planning Area 3 would include commercial-retail rather than townhouse as proposed by the Project. The size and scale of the buildings under Alternative 2 would be similar to the Project with the exception commercial retail on Planning Area 3. Construction would include 36 fewer residential units as compared to the Project. As a result, Alternative 2 would result in a lower level of population generation (1,134 versus 1,260) however, like the Project, the alternative would not result in the need for additional fire services, police services, schools, parks, or libraries. Since Alternative 2 is an infill development, the Alternative would utilize the existing utility infrastructure and would be within the existing service areas of fire and sheriff services. The Project would be subject to payment of the Development Impact Fees at the rate in effect at the time building permits are issued. The Development Impact Fees are one-time charges levied by local governments on new development. They are charged to developers to help municipalities recover growth-related infrastructure and public service costs. Therefore, less than significant impacts related to public services and facilities would occur with payment of the Development Impact Fees. Impacts would be reduced compared to the proposed Project due to the development of 36 fewer residential units.

5.9.16 Recreation

Under Alternative 2, Planning Areas 1, 2 and 5 would result in similar construction activity and operational intensity as the Project since they would both include similar residential units. However, additional construction activity and operational intensity would result since Planning Area 4 will include the construction of 74 townhomes rather than open space. In addition, Planning Area 3 would include commercial retail rather than townhouse as proposed by the Project. The size and scale of the buildings under Alternative 2 would be similar to the Project with the exception of commercial retail on Planning Area 3. Alternative 2 would result in a lower level of population generation (1,134 versus 1,260), however; like the Project, the alternative would include a trail system and would not result in substantial deterioration or adverse effects to existing parks or facilities. Therefore, less than significant impacts related to recreational facilities would occur, similar to the proposed Project.

5.9.17 Transportation and Traffic

The Mixed-Use Alternative consists of both a commercial retail component and a residential component. A total of 324 dwelling units, consisting of 250 single-family and 74 multi-family (i.e., condominium) are planned to be provided in Planning Areas 1, 2, 4 and 5. In Planning Area 3, a total of 36,000 SF will be utilized for commercial retail uses. Planning Area 6 will provide open space only.

The traffic volumes expected to be generated by the Mixed-Use Alternative were forecast for a typical weekday over a 24-hour period (i.e., daily). A forecast of the weekday AM and PM peak

hour trips was also prepared for informational purposes. Trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual[2] per dwelling unit, per acre, and per 1,000 SF were utilized to forecast project traffic generation for the project alternative. Trip generation rates for ITE Land Use Code 210: Single-Family Detached Housing and Land Use Code 220: Multi-Family Housing (Low Rise) were used to forecast the traffic volumes associated with the residential component of the project alternative, while trip generation rates for ITE Land Use 411: Public Park and ITE Land Use 822: Strip Retail Plaza (<40k) were used to forecast the traffic volumes generated by the open space and retail component, respectively.

A trip generation forecast was also prepared for the existing Royal Vista Golf Course land uses which would be demolished in order to accommodate the project alternative. ITE Land Use Code 430: Golf Course and ITE Land Use Code 432: Golf Driving Range trip generation average rates were used to forecast the existing trips generated at the Project Site. Consistent with the trip generation forecast prepared for the Proposed Project (as presented in the Transportation Impact Analysis provided in Appendix M), the existing trips were applied as a credit toward the Alternative's trip generation forecast.

The trip generation forecast for the Mixed-Use Alternative is summarized in Table C-1 Project Trip Generation Forecast located in Appendix N of this Draft EIR. As presented in Table C-1, the Alternative is forecast to result in a net increase of 4,053 daily trip ends during a typical weekday (2,027 net new inbound trips and 2,026 net new outbound trips).

Pursuant to Los Angeles County's adopted Transportation Impact Analysis Guidelines, four screening criteria may be applied to screen proposed Projects out of detailed VMT analysis. These criteria are based on a development project's number of daily vehicle trips, classification as a local serving retail use, proximity to high-quality transit, or inclusion of affordable housing. Projects are not required to satisfy all of the screening criteria in order to screen out of quantitative VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Projects, or project components, which are screened out of detailed VMT assessment based on these criteria are presumed to have less than significant transportation impacts. Projects or project components which are not screened out would be required to conduct a formal quantitative VMT analysis in order to determine the significance of project impacts.

The 36,000 SF commercial retail component of the Mixed-Use Alternative satisfies the County's Retail Project screening criteria, which states: "If the answer to the following question is no, a less than significant determination can be made for the portion of the project that contains retail uses.

- Does the project contain retail uses that exceed 50,000 square feet of gross floor area?

However, if the retail project is part of a mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the other screening criteria in [the County Guidelines]."

[2] Institute of Transportation Engineers *Trip Generation Manual*, 11th Edition, Washington, D.C., 2021.

The commercial component of the Mixed-Use Alternative is less than 50,000 SF; therefore, the screening criteria is satisfied. Through satisfaction of one of the County's adopted screening criteria, it is determined that the commercial retail component would have a less than significant VMT impact.

The remaining residential component does not satisfy any of the remaining screening criteria (i.e., the residential component generates more than the daily trip screening threshold, is not located in close proximity to high-quality transit, and does not set aside 100 percent of the units for low-income households), and therefore is required to provide a quantitative VMT analysis.

The VMT analysis for the residential component of the Mixed-Use Alternative was prepared utilizing the Los Angeles County Public Works VMT Tool (Version 1.0). It should be noted that the VMT Tool was developed to analyze projects which are situated within a single Transportation Analysis Zone (TAZ). The project site, however, falls into two separate TAZs, with Planning Areas 1 through 4 located in a TAZ situated north of Colima Road (TAZ-1) and Planning Areas 5 and 6 located in a TAZ situated south of Colima Road (TAZ-2). Consistent with the VMT analysis prepared for the Proposed Project (as presented in the Transportation Impact Analysis provided in Appendix M), the Mixed-Use Alternative was evaluated in two parts, with the residential development in Planning Areas 1, 2, and 4 evaluated together and the residential development in Planning Area 5 evaluated separately. Planning Area 6 is planned to provide open space only.

The residential component of the Mixed-Use Alternative is forecast to generate 18.7 VMT/capita for Planning Areas 1, 2 and 4 (TAZ-1) and 21.6 VMT/capita for Planning Area 5 (TAZ -2) without mitigation. See Appendix N of this Draft EIR for the County of Los Angeles VMT Tool Worksheets. Consistent with the VMT analysis prepared for the Proposed Project, VMT reductions due to project design features such as increases to the residential density within the TAZ were applied to the forecast provided by the County's VMT Tool. After application of VMT reductions due to project design features, the Mixed-Use Alternative is expected to generate 16.4 VMT/capita for Planning Areas 1, 2 and 4 and 21.2 VMT/capita for Planning Area 5 without mitigation. The VMT/capita forecast for both Planning Areas 1, 2, and 4 and Planning Area 5 exceed the South County residential VMT threshold of 10.0 VMT/capita, therefore the Mixed-Use Alternative would result in a significant VMT impact due to the residential component. See **Table 5-4** *Summary of Miles Traveled (VMT) Analysis Mixed Use Alternative*.

As presented in Section 4.17, *Transportation* of this Draft EIR, the Proposed Project would result in significant VMT/capita impacts. The proposed Project was forecast to generate 16.3 VMT/capita for Planning Areas 1, 2, and 3 (TAZ-1), and was forecast to generate 21.1 VMT/capita for Planning Area 5 (TAZ-2) with mitigation. Thus, the proposed Project was determined to exceed the County's threshold of 10.0 VMT/capita by 6.3 VMT/capita and 11.1 VMT/capita, respectively. In comparison, the Mixed-Use Alternative residential component was found to exceed the threshold by 6.4 VMT/capita and 11.2 VMT/capita with mitigation, respectively, which represents a greater VMT impact than the proposed Project. The Mixed-Use Alternative therefore results in significant VMT impacts greater than the impact generated by the proposed Project. Further, as the degree of impact is greater than that of the proposed Project, the significant VMT impact generated by the Mixed-Use Alternative would remain significant and unavoidable after application of mitigation measures.

In addition, similar to the Project, for this alternative SCAG 2020 Connect SoCal, impacts would be less than significant related to consistency with applicable transportation plans and policies, geometric design of roadway facilities, and less than significant with mitigation for emergency access.

TABLE 5-4
SUMMARY OF MILES TRAVELED (VMT) ANALYSIS MIXED USE ALTERNATIVE [1]

	Proposed Project	Proposed Project	Alternative 2	Alternative 2
VMT Analysis Conditions	**Planning Areas 1, 2, and 3 (TAZ-1)**	**Planning Area 5 (TAZ-2)**	**Planning Areas 1, 2, and 4 (TAZ-1)**	**Planning Area 5 (TAZ-2)**
Baseline VMT per Capita Forecast From VMT Tool [2]	18.8	21.6	18.7	21.6
Project-Generated VMT per Capita after Adjustments [3]	16.3	21.1	16.4	21.2
South County residential VMT threshold per capita	10	10	10	10
Significant Impact? (Yes/No) [4]	YES	YES	YES	YES

[1] The VMT reduction calculations are presented in Appendix N of this Draft EIR.
[2] LA County Public Works VMT Tool Version 1.0 Worksheets are provided in Appendix N of this Draft EIR.
[3] Measure T-1: Increase Residential Density has been applied as a project design feature.
[4] A significant impact occurs when the project-generated VMT per Capita exceeds the South County threshold of 10.0 VMT per Capita.

5.9.18 Tribal Cultural Resources

Similar to the proposed Project, this Alternative would not result in impacts to listed tribal cultural resources. In addition, similar to the Project, this Alternative could result in significant impacts to non-listed tribal cultural resources. Similar to the Project, the Kizh Nation would request that a Native American monitor be present to monitor all grading activities within the Project Site. As a result, Alternative 2 would include the implementation of Mitigation Measure TCR-1 and TCR-2 which would reduce impacts to less than significant levels. Therefore, impacts associated with this Alternative would be the same as the proposed Project.

5.9.19 Utilities and Service Systems

Under Alternative 2, additional construction activity and operational intensity would result since Planning Area 4 will include the construction of 74 townhomes. In addition, Planning Area 3 would include commercial retail rather than townhouse as proposed by the Project. The size and scale of the buildings under Alternative 2 would be similar to the Project with the exception commercial retail on Planning Area 3. Alternative 2 would result in a lower level of population generation (1,134 versus 1,260), however; like the Project, the alternative would not result in the need for new or expanded utility facilities, water supplies, wastewater treatment capacity, or landfill capacity. Alternative 2 would result in fewer residential units being constructed, which would result in a reduction in water, wastewater and solid waste demand. As a result, Alternative 2 would reduce the demand for utility services as compared to the Project.

5.9.20 Wildfire

Similar to the proposed Project, the Alternative itself is not located within a State Responsibility Area or VHFHSZ, and does not include terrain with substantial slopes that would be susceptible to prevailing winds, nor does it include highly flammable materials such as brush or grassland habitats. Construction activities would occur within the boundaries of the alternative site, no lane closures would be required along Fairview Drive/Brea Cutoff Road or along other designated evacuation routes in the area. Any closure of a travel lane along the Project's frontage would be temporary and would be expected to occur outside the weekday AM and PM commute hours so as to maintain roadway capacity when the street system is typically most heavily constrained. Project construction would not impair or physically interfere with adopted emergency response plans or emergency evacuation plans. Additionally, Mitigation Measure TR-3 would be implemented to further ensure that temporary construction activities would be appropriately coordinated so as not to result in impacts to emergency response or evacuation plans. Once operational, Alternative 2 would result in additional permanent residents living in new residential developments the site, which would increase the potential for accidental fire incidents. All new residential developments would be constructed in accordance with the fire safety requirements and wildland-urban interface development standards included in Chapter 49 of the CFC and Chapter 7A of the CBC, similar to the proposed Project. As a result, impacts would be similar to the Project related to wildfire emergency response plans, emergency evacuation plans or uncontrolled spread of a wildfire would be less than significant with implementation of Mitigation Measure TR-3.

5.9.21 Conclusion

Under Alternative 2, similar environmental impacts would occur to aesthetics, agriculture and forestry resources, biological resources, GHG, land use, mineral resources, population and housing, recreation, transportation, tribal cultural resources and wildfire. As compared to the Project, Alternative 2 would have increased impacts to air quality, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, noise and would reduce impacts to public services and utilities and services. This Alternative would not reduce the significant and unavoidable impacts for GHG, construction noise, or transportation to less than significant. Overall, more environmental impacts would occur with this Alternative compared to the Project. Alternative 2 would meet all of the Project objectives except for Objective "Provide a Diverse Variety of Housing Types and Affordability." This Alternative would not provide affordable housing evenly distributed throughout the site plan. The proposed affordable housing would only be located in Planning Area 4.

5.10 Environmental Analysis of Existing Zoning Alternative (Alternative 3)

5.10.1 Aesthetics

The Project Site's appearance would change from an existing golf course to a residential development that includes 71 single family residential units on one acre lots and 26 townhouse units (middle and moderate income households) on approximately 4 acres. The size and scale of

the proposed buildings under Alternative 3 would include larger footprints since the lots are larger and the overall development would be less dense as compared to the surrounding housing and the Project. As a result, the residential units under this Alternative would differ from the size and density of the surrounding residential areas. However, the private streets and walkways would be required to comply with County code for street and sidewalk, similar to the existing residential uses in the immediate vicinity of the Project Site. Further, the development of the Alternative would need to comply with the goals and policies of the Rowland Height Community Plan, County General Plan and County codes. The County Zoning Ordinance defines the permitted land uses on a site, height restrictions, minimum lot size, maximum lot coverage, parking requirements and setbacks. In addition, light sources would be shielded and/or aimed downwards to minimize direct illumination and to preclude light pollution or trespass onto adjacent properties in compliance with PDF AES-1. This Alternative is anticipated to result in reduced new sources of light and glare since less residences would be built in the same area as proposed by the Project. Thus, while this Alternative would have some elements that differ from surrounding uses, it would not substantially degrade the visual quality of the area and would not conflict with zoning governing scenic quality. Overall, this Alternative would result in reduced aesthetic impacts compared to the proposed Project due to fewer residential units being constructed.

5.10.2 Agriculture and Forestry Resources

Similar to the proposed Project, Alternative 3 is located on portions of the existing Royal Vista Golf Club that is characterized as urban development. The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) classifies the entire Project site as "Urban and Build-Up Land" and none of the land in the Project Site has been designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Alternative 3 would be located within the same footprint as the proposed Project. As a result, both Alternative 3 and the proposed Project would result in no impacts related to agriculture and forestry resources.

5.10.3 Air Quality

Implementation of the proposed Project would result in increases in air emissions from construction and operational activities. Prior to the implementation of mitigation measures, significant increases in NOx during construction activities would occur. With the implementation of Mitigation Measures AQ-1, AQ-2 construction emissions would be reduced to less than significant. Increases in operational emissions would be less than significant. In addition, the proposed Project would result in less than significant impacts related to toxic air contaminates and potential odors. Implementation of Alternative 3 would result in less soil excavation compared to the Project since fewer pads, and less total area, would need to be excavated and graded for the housing. Less construction would result in a lower amount of NOx emissions compared to the Project. The implementation of Mitigation Measures AQ-1, AQ-2, is expected to further reduce construction air emissions by requiring construction equipment to meet CARB tier 4 emission standards, resulting in a less than significant impact. Alternative 3 would result in less than significant impacts related to toxic air contaminates and potential odors. Overall, this Alternative is anticipated to result in reduced air quality impacts compared to the Project.

5.10.4 Biological Resources

The construction of Alternative 3 could have significant effects on nesting birds and jurisdictional features as result of grading, similar to the Project. Mitigation Measure BIO-1 and BIO-2 would reduce potential significant effects to less than significant. Similar to the Project, Alternative 3 would result in less than significant impacts with regard to special-status species and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. This Alternative would have similar impacts on nesting birds and jurisdictional features as the proposed Project.

5.10.5 Cultural Resources

Alternative 3 would include similar surface grading but would require less excavation activities as compared to the proposed Project since only a portion of each lot would require excavation in order to construct the foundation of the residences. Nevertheless, like the proposed Project, excavation activities would have the potential to unearth unknown cultural resources. Therefore, Alternative 3 would require the implementation of Mitigation Measures CUL-1 and CUL-2 to reduce potential impacts to unknown resources to less than significant. In addition, this Alternative would be required to implement Mitigation Measure CUL-3 to reduce potential impact to unknown human burial areas. Overall, this Alternative would result in reduced impacts to cultural resources and unknown resources as compared to the proposed Project due to less excavation activities associated with the construction of the 97 units, 263 fewer units than the proposed Project.

5.10.6 Energy

Alternative 3 would involve a lower level of construction activity and operational intensity as compared to Project. Alternative 3 would include less residential units and fewer residents, requiring a lower demand on energy than the Project. Therefore, while Alternative 3 would not result in the wasteful, inefficient, or unnecessary consumption of energy or conflict with state or local plans for renewable energy and energy efficiency, it would require less energy usage and thus would result in reduced impacts.

5.10.7 Geology and Soils

Under Alternative 3, a lower level of construction activity and operational intensity would result. Similar to the Project, Alternative 3 would be located in close proximity of faults and there is a mapped landslide in the southeastern portion of Planning Area 5 that could result in a significant impacts related to seismic ground shaking, ground failure such as liquefaction, landslides, soil erosion or topsoil loss, unstable geologic location, or expansive soils. The implementation of the Mitigation Measure GEO-1, requiring the preparation of a final geotechnical report, and the compliance with existing California Building Code and County regulations would reduce hazards from strong seismic ground shaking to less than significant levels, similar to the proposed Project. In addition, implementation of Alternative 3 would result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measures GEO-2 through GEO-5 would

reduce impacts to less than significant. This Alternative would have reduced impacts on geology and soils, and paleontological resources as the proposed Project, since the Alternative would require reduced construction activities.

5.10.8 Greenhouse Gas Emissions

The implementation of Alternative 3 would include 71 single family residential units and 26 affordable townhouse units for a total of 97 residential units, 263 fewer units than the proposed Project. Construction activities associated with this Alternative are anticipated to result in less excavation and grading as compared to the Project. Less excavation and grading would result in reduced emission being produced during construction. This reduction in excavation would result in a reduction greenhouse gas emissions during construction compared to the Project. Further, the Existing Zoning Alternative satisfies the County's Non-Retail Project Trip Generation screening criteria through satisfaction of one of the County's adopted screening criteria. The Existing Zoning Alternative is forecasted to generate a net increase of 26 daily vehicle trips, which is less than the VMT screening criteria of 110 net new daily vehicle trips (see 5.10.17 *Transportation*, below), therefore the screening criteria is satisfied, and the Existing Zoning Alternative would have a less than significant VMT impact. However, because Alternative 3, like the proposed Project, would generate net greenhouse gas emissions, it would exceed the net zero threshold and have a significant and unavoidable GHG impact.

Like the Project, Alternative 3 would be consistent with the SCAG 2016-2040 RTP/SCS, 2020 Connect SoCal, the County General Plan and the County's Sustainability Plan, but would be inconsistent with certain VMT reduction key project attributes of the 2022 Scoping Plan and thus, like the Project, impacts to consistency with applicable GHG reduction plans and policies would be significant and unavoidable.

. Overall, this Alternative would result in similar significant and unavoidable GHG impacts as compared to the proposed Project.

5.10.9 Hazards and Hazardous Materials

Excavation of soil in the vicinity of the maintenance facility building could encounter contaminant concentrations, which could expose workers, the public, and the environment to higher concentrations of contaminants, which would be a significant impact, similar to the Project. However, the implementation of Mitigation Measure HAZ-1 and the required compliance with numerous laws and regulations would limit the potential for creation of hazardous conditions due to the routine use or accidental release of hazardous materials. Therefore, environmental impacts related to the routine transport, use, or disposal or the accidental release of hazardous materials during construction of the Alternative would be less than significant with the compliance federal, state and local regulations and the implementation of Mitigation Measure HAZ-1, similar to the proposed Project. Further. Alternative 3 is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Finally, Alternative 3 would not expose people or structures to a significant risk involving wildland fires, and therefore, impacts would be

less than significant. Overall, this Alternative would potentially result in reduced impacts to hazards and hazardous materials as result of reduced excavation and the reduction of the use and storage of hazardous materials during construction as compared to the proposed Project.

5.10.10 Hydrology and Water Quality

The implementation of Alternative 3 would include 71 single family residential units and 26 affordable townhouse units for a total of 97 residential units, 263 fewer units than the proposed Project, resulting in less site coverage and therefore less impervious surfaces compared to the Project. The reduction of impervious surfaces would result in a reduced impacts on drainage patterns compared to the Project since the stormwater would percolate into the ground rather than flow into the storm drain system. Alternative 3, similar to the Project, would include on-site infiltration systems (i.e., stormwater basins) that would allow stormflow to percolate into the groundwater basin. However, the stormwater basins within the site would be designed with less capacity since the Alternative has less impervious surfaces as compared to the Project to meet the drainage requirements. In addition, compliance with the NPDES Municipal Permits and its local MS4 permit development standards, LID practices, and all applicable BMPs (e.g., bioretention, rainfall storage, and/or biofiltration) pertaining to water quality standards would ensure that drainage patterns, erosion or siltation, stormwater drainage systems, or polluted runoff would be less than significant. Overall, this Alternative would result in reduced hydrology and water quality impacts as compared to the proposed Project due to reduced impervious surfaces.

5.10.11 Land Use and Planning

Alternative 3 would not require a Zone Change from the current A-1-1 and A-1-10,000 (Light Agricultural) to RPD-5000 (Residential Planned Development) for the proposed single-family homes or for the affordable housing component (townhomes). However, the Project would require a CUP for the townhomes in the A-1 zone. In addition, the Alternative would require the amendment to the Rowland Height Community Plan and Los Angeles County General Plan land use designation from the current Open Space (OS) land use designation to Urban (U) and the townhomes require a CUP for heights exceeding 35 feet. Further, all other land use policies related to setbacks, landscaping, lighting and specific uses as well as applicable policies within the 2020-2045 RTP/SCS would result in the same less than significant impacts as the proposed Project. Overall, the implementation of this Alternative would be similar to the Project with the exception of not requiring a Zone Change for the Planning Areas. Alternative 3 would result in reduced impacts to land use policies compared to the proposed Project since the Alternative would not require a zone change for any of the Planning Areas. Similar to the Project, impacts would be less than significant related to consistency with applicable land use plans and policies.

5.10.12 Mineral Resources

Similar to the proposed Project, Alternative 3 is not located within a known mineral resource area, and no mineral resources are known to exist on site. Alternative 3 is not located within a Mineral Resource Zone (MRZ-2) designated by either the Los Angeles County General Plan or the Rowland Heights Community General Plan and there are no other known designated locally-important mineral resources located on or near the site. Construction of Alternative 3 would

require the use of mineral resources such as sand and gravel, as well as various refined forms of petroleum resources, such as gasoline and diesel fuels. However, Alternative 3 would build fewer homes, resulting in fewer mineral resources being used during construction activities. Alternative 3 would result in similar impacts to mineral resources as compared to the proposed Project.

5.10.13 Noise

The implementation of Alternative 3 would include 71 single family residential units and 26 affordable townhouse units for a total of 97 residential units, 263 fewer units than the proposed Project, resulting in less construction noise from equipment and fewer homes being developed in a shorter period of time as compared to the Project. Because this Alternative would require a shorter construction schedule to develop fewer units, the Alternative would also result in less excavation and grading activities, fewer number of haul trucks would be required and therefore, a reduced amount of construction noise would be generated. Nevertheless, like the Project, Alternative 3 would be an infill project and would require grading up to the property boundary potentially impacting existing sensitive receptors. Like the Project, Alternative 3 would incorporate project design features limiting construction hours between 7:00 a.m. and 7:00 p.m. Mondays through Saturdays and no construction on Sundays, and would require mitigation measures. Mitigation Measure NOI-1 would require a free-standing noise barrier that blocks the line-of-sight between the noise source and the receiver, which by blocking the direct line-of-sight would provide a minimum of 10 dBA in noise reduction. With higher barrier heights, noise attenuation will increase accordingly. Since some construction equipment would have noise sources such as engine or exhaust that is above ground level, a minimum of 10 feet in height for the noise barrier would be required to block the line-of-sight from the receiver standing on the residential property. The noise barrier with a height sufficient to block the direct line-of-sight between the residents and the construction equipment would reduce the noise exposure at the off-site receptors by 12 dBA. Mitigation Measure NOI-2 would require equipping construction equipment with properly operating and maintained muffler exhaust systems capable of reducing equipment noise levels by 3 dBA and locating noise equipment as far as possible from noise sensitive receptors. Mitigation Measure NOI-3 would require use of a temporary mobile noise barrier to shield the body of the crane from the surrounding residential receptors. Alternative 3 like the Project would require grading close to existing sensitive receptors and would potentially have a vibration impact. Similar to proposed Project, Alternative 3 would result in an offsite construction noise impacts that with mitigation would still result in increases of ambient noise levels greater than 10 dBA the sensitive receptors since the construction activities would use similar equipment would occur in the same locations (Planning Areas) as the Projects resulting in the same noise impacts to sensitive receptors. The operation of Alternative 3 would not expose off-site sensitive receptors to significant increases in ambient noise, similar to the Project. In addition, Alternative 3 would result in less than significant impacts related to vibration with mitigation. The Alternative would be required to implement Mitigation Measure NOI-4 requiring that the vibratory pile driver and vibratory roller should not be used within 75 feet of adjacent residential buildings. Overall, the implementation of this Alternative would result in reduced impacts to noise compared to the proposed Project; however, due to the fact the Alternative is an infill project, and that construction would be adjacent to existing sensitive receptors, temporary construction impacts would be significant and unavoidable, similar to the Project.

5.10.14 Population and Housing

Under Alternative 3, 263 fewer residential units would be constructed resulting in reduced population generation as compared to the proposed Project (340 versus 1,260). Alternative 3 would not induce substantial unplanned growth. The Project's 340 residents would comprise approximately 0.01 percent of the unincorporated County's estimated growth at buildout in 2027. The Project's residents would comprise only 0.001 percent of SCAG's longer-term projected population increase for the unincorporated County in 2045. The Project's 97 units would comprise approximately 0.004 percent of the unincorporated County's estimated growth at buildout in 2027 and only 0.0001 percent of SCAG's longer-term projected housing increase for the unincorporated County in 2045. Alternative 3's increase in population and housing would be within SCAG's projections for the unincorporated County for both the near-term buildout year (2027) and for SCAG's projection horizon year (2045), and thus the Alternative would not induce unplanned substantial population growth in the area directly through the development of new housing. Therefore, less than significant impacts related to potential growth impacts would occur, similar to the proposed Project.

5.10.15 Public Services

Under Alternative 3, 263 fewer residential units would be constructed resulting in a lower demand on fire services, police services, schools, park, and libraries. Therefore, less than significant impacts related to increased demand for public services would occur. Overall, the implementation of this Alternative would result in reduced impacts to public services compared to the proposed Project.

5.10.16 Recreation

Under Alternative 3, 263 fewer residential units would be constructed resulting in a lower demand on recreational facilities, although the Alternative would not provide open space and trails like the Project would. Alternative 3 would result in the lower level of population generation (340 versus 1,260) and, like the Project, would not result in substantial deterioration or adverse effects to existing parks or facilities. However, the Alternative would not provide new open space and trails like the Project would. Therefore, less than significant impacts related to recreational facilities would occur. Overall, the implementation of this Alternative would result in reduced impacts to recreational facilities compared to the proposed Project.

5.10.17 Transportation and Traffic

The Existing Zoning Alternative consists of 71 single-family and 26 multi-family (i.e., townhomes) dwelling units located in Planning Areas 1 through 6.

The traffic volumes expected to be generated by the Existing Zoning Alternative were forecast for a typical weekday over a 24-hour period (i.e., daily). A forecast of the weekday AM and PM peak hour trips was also prepared for informational purposes. Trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual[3] per dwelling unit were

[3] Institute of Transportation Engineers *Trip Generation Manual*, 11th Edition, Washington, D.C., 2021.

utilized to forecast Project traffic generation for the Alternative. Trip generation rates for ITE Land Use Code 210: Single-Family Detached Housing and Land Use Code 220: Multi-Family Housing (Low Rise) were used to forecast the traffic volumes expected to be generated by the Alternative.

A trip generation forecast was also prepared for the existing Royal Vista Golf Course land uses which would be demolished in order to accommodate the Alternative. ITE Land Use Code 430: Golf Course and ITE Land Use Code 432: Golf Driving Range trip generation average rates were used to forecast the existing trips generated at the Project Site. Consistent with the trip generation forecast prepared for the proposed Project (as presented in the Transportation Impact Analysis provided in Appendix M), the existing trips were applied as a credit toward the Alternative's trip generation forecast.

The trip generation forecast for the Existing Zoning Alternative is forecasted to result in a net increase of 80 daily trip ends during a typical weekday (40 net new inbound trips and 40 net new outbound trips).

Pursuant to Los Angeles County's adopted Transportation Impact Analysis Guidelines[4], four screening criteria may be applied to screen proposed projects out of detailed VMT analysis. These criteria are based on a development project's number of daily vehicle trips, classification as a local serving retail use, proximity to high-quality transit, or inclusion of affordable housing. Projects are not required to satisfy all of the screening criteria in order to screen out of quantitative VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Projects, or project components, which are screened out of detailed VMT assessment based on these criteria are presumed to have less than significant VMT impacts. Projects or project components which are not screened out would be required to conduct a formal quantitative VMT analysis in order to determine the significance of project impacts.

The Existing Zoning Alternative satisfies the County's Non-Retail Project Trip Generation screening criteria, which states "If the answer is no to the question below, further analysis is not required, and a less than significant determination can be made.

- Does the development project generate a net increase of 110 or more daily vehicle trips?"

The Existing Zoning Alternative is forecasted to generate a net increase of 26 daily vehicle trips, which is less than 110 net new daily vehicle trips, therefore the screening criteria is satisfied. Through satisfaction of one of the County's adopted screening criteria, it is determined that the Existing Zoning Alternative would have a less than significant VMT impact.

As presented in Section 4.17, *Transportation* of this Draft EIR, the proposed Project would result in a significant and unavoidable VMT impact. In comparison, the Existing Zoning Alternative would result in a less than significant VMT impact due to satisfaction of one of the County's adopted VMT screening criteria. Similar to the Project, impacts would be less than significant

[4] Los Angeles County Public Works Transportation Impact Analysis Guidelines, July 23, 2020.

related to consistency with applicable transportation plans and policies, geometric design of roadway facilities, and less than significant with mitigation for emergency access.

5.10.18 Tribal Cultural Resources

Similar to the proposed Project, this Alternative would not result in impacts to listed tribal cultural resources. In addition, similar to the Project, this Alternative could result in significant impacts to non-listed tribal cultural resources. Similar to the Project, the Kizh Nation would request that a Native American monitor be present to monitor all grading activities within the Project Site. As a result, Alternative 3 would include the implementation of Mitigation Measure TCR-1 and TCR-2 which would reduce impacts to less than significant levels. Therefore, impacts associated with this Alternative would be the same as the proposed Project.

5.10.19 Utilities and Service Systems

Under Alternative 3, 263 fewer residential units would be constructed resulting in a lower demand on utilities and service systems. Alternative 3 would result in a lower level of population generation (340 versus 1,260) and, like the Project, would not result in the need for new or expanded utility facilities, water supplies, wastewater treatment capacity, or landfill capacity. Alternative 3 would result in fewer residential units being constructed, which would result in less water and wastewater demand. Therefore, less than significant impacts related to increased demand for utility services would occur. Overall, the implementation of this Alternative would result in reduced impacts to utilities and service systems compared to the proposed Project.

5.10.20 Wildfire

Similar to the proposed Project, the alternative itself is not located within a State Responsibility Area or VHFHSZ, and does not include terrain with substantial slopes that would be susceptible to prevailing winds, nor does it include highly flammable materials such as brush or grassland habitats. Construction activities would occur within the boundaries of the alternative site, no lane closures would be required along Fairview Drive/Brea Cutoff Road or along other designated evacuation routes in the area. Any closure of a travel lane along the Project's frontage would be temporary and would be expected to occur outside the weekday AM and PM commute hours so as to maintain roadway capacity when the street system is typically most heavily constrained. Project construction would not impair or physically interfere with adopted emergency response plans or emergency evacuation plans. Additionally, Mitigation Measure TR-3 would be implemented to further ensure that temporary construction activities would be appropriately coordinated so as not to result in impacts to emergency response or evacuation plans. Once operational, Alternative 3 would result in permanent residents living in new residential developments the site, which would increase the potential for accidental fire incidents. However, Alternative 3 would build fewer homes as compared to the proposed Project. Nevertheless, all new residential development would be constructed in accordance with the fire safety requirements and wildland-urban interface development standards included in Chapter 49 of the CFC and Chapter 7A of the CBC, similar to the proposed Project. As a result, Alternative 3 impacts related to wildfire emergency response plans, emergency evacuation plans or uncontrolled spread of a wildfire would result in similar impacts as the proposed Project.

5.10.21 Conclusion

Under Alternative 3, reduced impacts to aesthetics, air quality, cultural resources, energy, GHG, hazards and hazardous materials, hydrology and water quality, land use, noise, public services, recreation, transportation, and utilities impacts would occur compared to the Project. The same impacts to agriculture and forestry resources, biological resources, mineral resources, population and housing, tribal cultural resources, and wildfire would occur with this Alternative as with the proposed Project. This Alternative would not reduce the significant and unavoidable impacts for GHG or construction noise. Overall, this Alternative would result in reduced environmental impacts compared to the proposed Project. However, this Alternative would not meet all of the Project Objectives since the Alternative would not include open space or a trail system to encourage outside recreation or provide affordable housing evenly distributed throughout the site plan. The proposed affordable housing would be entirely located in Planning Area 3. The Alternative would be consistent with the remaining Project Objectives, but as compared to the Project it would provide less housing overall and less diversity of housing types to encourage a range of affordable housing options.

5.11 Environmental Analysis of 322 Residential Units Alternative (Alternative 4)

5.11.1 Aesthetics

The existing golf course appearance would be altered in a similar manner as the proposed Project. Alternative 4 would include 250 single family residential units and 72 affordable townhomes with approximately 28 acres of open space and a trail system. The proposed single-family residences, open space, private streets and walkways would be similar to the existing residential uses in the immediate vicinity of the Project Site. Alternative 4 would not include the duplexes or triplexes mixed throughout the Planning Area reducing the overall density of development as compared to the Project. The Project would need to comply with the goals and policies of the Rowland Height Community Plan, County General Plan and County codes. The County Zoning Ordinance defines the permitted land uses on a site, height restrictions, minimum lot size, maximum lot coverage, parking requirements and setbacks. In addition, light sources would be shielded and/or aimed downwards to minimize direct illumination and to preclude light pollution or trespass onto adjacent properties in compliance with PDF AES-1. Neither the Project nor Alternative 4 would substantially alter any existing public scenic vistas or result in substantial increases in light and glare. Alternative 4 would not substantially degrade the visual quality or conflict with zoning governing scenic quality, and impacts would be less than significant and would result in reduced impacts as compared to the proposed Project since the Alternative's overall density would be reduced as compared to the Project.

5.11.2 Agriculture and Forestry Resources

As with the proposed Project, Alternative 4 is located on portions of the existing Royal Vista Golf Club that is characterized as urban development. The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) classifies the entire Project site as "Urban and Build-Up Land" and none of the land in the Project Site has been designated as Prime

Farmland, Unique Farmland, or Farmland of Statewide Importance. Alternative 4 would be located within the same footprint as the proposed Project. As a result, both Alternative 4 and the proposed Project would result in the same less than significant impacts related to agriculture and forestry resources.

5.11.3 Air Quality

Implementation of the proposed Project would result in air emissions from construction and operational activities. Prior to the implementation of mitigation measures, significant increases in NOx during construction activities would occur. The Alternative would include PDF-AQ-1, and with the implementation of Mitigation Measures AQ-1, AQ-2 construction emissions would be reduced to less than significant. Increases in operational emissions from the Project would be less than significant. In addition, the proposed Project would result in less than significant impacts related to toxic air contaminates and potential odors. Implementation of Alternative 4 would result in less soil excavation and grading compared to the Project since the Alternative would reduce the amount of residential pads and thus the total area to be graded prior to building the units. Further, by constructing fewer residential units, the construction duration would be shorter and the amount of construction supplies would be reduced resulting in fewer truck trips during construction. Reduced construction schedule and intensity would result in a lower amount of NOx emissions compared to the proposed Project. Similar to the Project, the Alternative would include PDF AQ-1 and the implementation of Mitigation Measures AQ-1 and AQ-2 is expected to further reduce construction air emissions and would result in a less than significant impact. Alternative 4 would result in less than significant impacts related to toxic air contaminates and potential odors. Overall, this Alternative is anticipated to result in reduced air quality impacts compared to the proposed Project due to the reduced number of units being constructed.

5.11.4 Biological Resources

The construction of Alternative 4 could have significant effects on nesting birds and jurisdictional features as result of grading, similar to the proposed Project. Mitigation Measure BIO-1 and BIO-2 would reduce potential significant effects to less than significant. Similar to the Project, Alternative 4 would result in less than significant impacts with regard to special-status species and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. This Alternative would have similar impacts on nesting birds and jurisdictional features as the proposed Project.

5.11.5 Cultural Resources

Alternative 4 would include a reduction in excavation and grading activities as compared to the proposed Project. Like the proposed Project, Alternative 4 would require the implementation of Mitigation Measures CUL-1 and CUL-2 to reduce potential impacts to unknown resources to less than significant. In addition, this Alternative would be required to implement Mitigation Measure CUL-3 to reduce potential impact to unknown human burial areas. Overall, this Alternative would result in similar impacts to cultural resources as the Project due to the potential of unearthing unknown resources during excavation activities.

5.11.6 Energy

Under Alternative 4, a lower level of construction activity and operational intensity would result since the Alternative would construct 38 fewer units. The reduction of units from 360 to 322 would result in a reduction in diesel for construction equipment and once the units are built a reduction in overall electricity usage. Therefore, Alternative 4 would not result in wasteful, inefficient, and unnecessary consumption of energy or conflict with state or local plans for renewable energy and energy efficiency and would result in less than significant impacts and a slightly reduce energy consumption as compared to the proposed Project since fewer residential units would be constructed.

5.11.7 Geology and Soils

Under Alternative 4, a lower level of construction activity would result since the Alternative would construct 38 fewer units. As with the Project, Alternative 4 would be located in close proximity of faults and a mapped landslide in the southeastern are of Planning Area 5 that could result in a significant impacts related to seismic ground shaking, ground failure such as liquefaction, landslides, soil erosion or topsoil loss, unstable geologic location, or expansive soils. The implementation of the Mitigation Measure GEO-1, requiring the preparation of a final geotechnical report, and the compliance with existing California Building Code and County regulations would reduce hazards from strong seismic ground shaking to less than significant levels, similar to the proposed Project. In addition, implementation of Alternative 4 would result in potentially significant impacts to paleontological resources. Implementation of Mitigation Measures GEO-2 through GEO-5 would reduce impacts to less than significant. This Alternative would have similar impacts on geology and soils, and paleontological resources as the proposed Project.

5.11.8 Greenhouse Gas Emissions

The implementation of Alternative 4 would include 322 residential units, 38 fewer than the proposed Project. Construction activities associated with this Alternative are anticipated to result in less excavation and grading compared to the Project. This incremental reduction in excavation would result in reduced greenhouse gas emissions during construction compared to the proposed Project. However, Alternative 4, like the proposed Project would exceed the South County threshold of 10.0 VMT/capita by 5.4 for Planning Area 1, 2 and 4 (TAZ-1) and 9.8 for Planning Area 5 (TAZ-2), resulting in significant and unavoidable impact with mitigation. See section 5.11.17 Transportation, below. In addition, because Alternative 4, like the proposed Project, would generate net greenhouse gas emissions it would exceed the net zero threshold and would have a significant and unavoidable GHG impact. Like the Project, Alternative 4 would be consistent with the SCAG 2016-2040 RTP/SCS, 2020 Connect SoCal, the County General Plan and the County's Sustainability Plan, but would be inconsistent with certain VMT reduction key project attributes of the 2022 Scoping Plan and thus impacts to consistency with applicable GHG reduction plans and policies would be significant and unavoidable. Overall, this Alternative would result in similar significant and unavoidable GHG impacts compared to the proposed Project.

5.11.9 Hazards and Hazardous Materials

Excavation of soil in the vicinity of the maintenance facility building could encounter contaminant concentrations, which could expose workers, the public, and the environment to concentrations of contaminants, which would be a significant impact, similar to the proposed Project. However, the implementation of Mitigation Measure HAZ-1 and the required compliance with numerous laws and regulations would limit the potential for creation of hazardous conditions due to the routine use or accidental release of hazardous materials. Therefore, environmental impacts related to the routine transport, use, or disposal or the accidental release of hazardous materials during construction of the Alternative would be less than significant with the compliance with federal, state and local regulations and the implementation of Mitigation Measure HAZ-1, similar to the proposed Project. Further. Alternative 4 is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Finally, Alternative 4 would not expose people or structures to a significant risk involving wildland fires, and therefore, impacts would be less than significant. Overall, this Alternative would result in similar impacts as the proposed Project.

5.11.10 Hydrology and Water Quality

The implementation of Alternative 4 would include 322 residential units, 38 fewer than the proposed Project, resulting in less impervious surfaces compared to the Project since fewer residential units would be built. The reduction of impervious surfaces would result in a reduced impacts on drainage patterns compared to the Project since the stormwater would percolate into the ground rather than flow into the storm drain system. Alternative 4, similar to the Project, would include on-site infiltration systems (i.e., stormwater basins) that would allow stormflow to percolate into the groundwater basin. However, the stormwater basins within the site would be designed with less capacity and smaller in size (footprint) since the Alternative has less impervious surfaces as compared to the Project to meet the drainage requirements. In addition, compliance with the NPDES Municipal Permits and its local MS4 permit development standards, LID practices, and all applicable BMPs (e.g., bioretention, rainfall storage, and/or biofiltration) pertaining to water quality standards would ensure that drainage patterns, erosion or siltation, stormwater drainage systems, or polluted runoff would be less than significant. Overall, this Alternative would result in slightly reduced hydrology and water quality impacts as compared to the proposed Project.

5.11.11 Land Use and Planning

Alternative 4, would construct 38 fewer units as compared to the Project. The size and scale of the buildings under Alternative 4 would be the similar to the proposed Project with the exception that Alternative 4 would not include duplexes and triplexes throughout the Planning Areas. The Alternative would require a zoning change and the amendment to the Rowland Height Community Plan and Los Angeles County General Plan land use designation from the current Open Space land use designation to Urban. Alternative 4, like the Project, would be required to comply with land use policies related to setbacks, landscaping, lighting and specific uses. Alternative 4 would also result in less than significant impacts, similar to the proposed Project, regarding consistency with applicable land use plans as shown in Draft EIR Tables 4.11-1 through Table 4.11-4.

5.11.12 Mineral Resources

As with the proposed Project, Alternative 4 is not located within a known mineral resource area, and no mineral resources are known to exist on site. Alternative 4 is not located within a Mineral Resource Zone (MRZ-2) designated by either the Los Angeles County General Plan or the Rowland Heights Community General Plan and there are no other known designated locally-important mineral resources located on or near the site. Construction of Alternative 4 would require the use of mineral resources such as sand and gravel, as well as various refined forms of petroleum resources, such as gasoline and diesel fuels. However, Alternative 4 would build fewer homes, resulting in fewer mineral resources being used during construction activities. Alternative 4 would result in similar impacts to mineral resources as compared to the proposed Project.

5.11.13 Noise

The implementation of Alternative 4 would include 322 residential units, 38 fewer units than the proposed Project, resulting in less construction noise from equipment and fewer homes being developed in a shorter period of time as compared to the Project. Because this Alternative would require a shorter construction schedule to develop fewer units, the Alternative would also result in less excavation and grading activities, fewer number of haul trucks would be required and therefore, a reduced amount of construction noise would be generated. Nevertheless, Like the Project, Alternative 4 would be an infill project and would potentially impact existing sensitive receptors during grading of the site. Like the Project, Alternative 4 would include PDF NOI-1 and would require Mitigation Measure NOI-1 through NOI-3 to reduce temporary construction noise. Alternative 4 would result in an offsite construction noise impacts that with mitigation would still result in increases of ambient noise levels greater than 10 dBA at sensitive receptors since the construction activities would use similar equipment in the same locations (Planning Areas) as the Projects resulting in the same noise impacts to sensitive receptors. Nevertheless, like the Project, the temporary construction would continue to be significant and unavoidable based on the proximity of the existing sensitive receptors. Operation of Alternative 4 would not expose off-site sensitive receptors to significant increases in ambient noise, similar to the Project. In addition, Alternative 4 would result in less than significant impacts related to vibration with mitigation. The Alternative would be required to implement Mitigation Measure NOI-4 requiring that the vibratory pile driver and vibratory roller should not be used within 75 feet of adjacent residential buildings. Overall, the implementation of this Alternative would result in reduced impacts to noise compared to the proposed Project but would still result in a significant and unavoidable temporary construction noise impact based on the proximity of the existing sensitive receptors adjacent to the Project Site.

5.11.14 Population and Housing

The size and scale of the buildings under Alternative 4 would be similar to the proposed Project with the exception that Alternative 4 does not include duplexes and triplexes throughout the Planning Areas. The estimated residential population was calculated based on the SCAG's 2020-2045 RTP/SCS, which is largely based on demographics data from the United States Census, and which identifies an average household size of 3.5. Alternative 4 would result in a reduction of population generation (1,127 versus 1,260) and, like the proposed Project would not induce

substantial unplanned growth due to the substantial increase in housing units. Alternative 4 would not have an indirect effect on growth through such mechanisms as the extension of roads and infrastructure, similar to the Project, Alternative 4 would represent infill development and would utilize the existing transportation and utility infrastructure to serve the Alternative. As a result, Alternative 4 would not induce substantial population growth in the area, either directly or indirectly, that cannot be reasonably accommodated, and would be within the growth projections for population, housing and employment growth. Therefore, less than significant impacts related to potential growth impacts would occur, similar to the proposed Project. However, the Alternative would not provide as much additional housing to the housing market as the proposed Project would and would not provide the range of housing types to support diversity and affordability provided by the Project.

5.11.15 Public Services

Under Alternative 4, 38 fewer residential units would be constructed resulting in a lower demand on fire services, police services, schools, park, and libraries. Therefore, less than significant impacts related to increased demand for public services would occur. Overall, the implementation of this Alternative would result in reduced impacts to public services compared to the proposed Project.

5.11.16 Recreation

Under Alternative 4, 38 fewer residential units would be constructed resulting in a lower demand on recreational facilities. Like the Project, Alternative 4 would provide open space and a trail system. Alternative 4 would result in a lower level of population generation (1,127 versus 1,260) and, like the Project, would not result in substantial deterioration or adverse effects to those existing parks or facilities. Therefore, less than significant impacts related to recreational facilities would occur, similar to the proposed Project.

5.11.17 Transportation and Traffic

The 322 Unit Alternative consists of 250 single-family and 72 multi-family (i.e., townhomes) dwelling units located in Planning Areas 1, 2, 3 and 5. Planning Areas 4 and 6 will provide open space only.

The traffic volumes expected to be generated by the 322 Unit Alternative were forecast for a typical weekday over a 24-hour period (i.e., daily). A forecast of the weekday AM and PM peak hour trips was also prepared for informational purposes. Trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual[5] per dwelling unit and per acre were utilized to forecast project traffic generation for the Project alternative. Trip generation rates for ITE Land Use Code 210: Single-Family Detached Housing and Land Use Code 220: Multi-Family Housing (Low Rise) were used to forecast the traffic volumes associated with the residential component of the Alternative.

A trip generation forecast was also prepared for the existing Royal Vista Golf Course land uses which would be demolished in order to accommodate the project alternative. ITE Land Use Code

[5] Institute of Transportation Engineers *Trip Generation Manual*, 11th Edition, Washington, D.C., 2021.

430: Golf Course and ITE Land Use Code 432: Golf Driving Range trip generation average rates were used to forecast the existing trips generated at the Project Site. Consistent with the trip generation forecast prepared for the proposed Project (as presented in the Transportation Impact Analysis provided in Appendix M), the existing trips were applied as a credit toward the Alternative's trip generation forecast.

The trip generation forecast for the 322 Unit Alternative is summarized in Table B-1 Project Trip Generation Forecast located in Appendix N of this Draft EIR. As presented in Table B-1, the Alternative is forecast to result in a net increase of 2,082 daily trip ends during a typical weekday (1,041 net new inbound trips and 1,041 net new outbound trips).

Pursuant to Los Angeles County's adopted Transportation Impact Analysis Guidelines, four screening criteria may be applied to screen proposed projects out of detailed VMT analysis. These criteria are based on a development project's number of daily vehicle trips, classification as a local serving retail use, proximity to high-quality transit, or inclusion of affordable housing. Projects are not required to satisfy all of the screening criteria in order to screen out of quantitative VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Projects, or project components, which are screened out of detailed VMT assessment based on these criteria are presumed to have less than significant transportation impacts. Projects or project components which are not screened out would be required to conduct a formal quantitative VMT analysis in order to determine the significance of Project impacts.

The 322 Unit Alternative does not satisfy any of the screening criteria (i.e., the alternative generates more than the daily trip screening threshold, does not include local serving retail uses, is not located in close proximity to high-quality transit, and does not set aside 100 percent of the units for low-income households). Since the project alternative is not screened out, a quantitative VMT analysis is required.

The VMT analysis for the 322 Unit Alternative was prepared utilizing the Los Angeles County Public Works VMT Tool (Version 1.0). The VMT Tool was developed to analyze projects which are situated within a single Transportation Analysis Zone (TAZ). The Project Site, however, falls into two separate TAZs, with Planning Areas 1 through 4 located in a TAZ situated north of Colima Road (TAZ-1) and Planning Areas 5 and 6 located in a TAZ situated south of Colima Road (TAZ-2). Consistent with the VMT analysis prepared for the proposed Project (as presented in the Transportation Impact Analysis provided in Appendix M), the 322 Unit Alternative was evaluated in two parts, with the residential development in Planning Areas 1, 2, and 3 evaluated together and the residential development in Planning Area 5 evaluated separately. Planning Areas 4 and 6 are planned to provide open space only and not trips are associated with Planning Area 4 and 6.

The 322 Unit Alternative is forecast to generate 18.7 VMT/capita for Planning Areas 1, 2 and 3 (TAZ-1) and 21.6 VMT/capita for Planning Area 5 (TAZ-2) without mitigation. See Appendix N of this Draft EIR for the County of Los Angeles VMT Tool Worksheets. Consistent with the VMT analysis prepared for the proposed Project, VMT reductions project design features such as increases to the residential density within the TAZ were applied to the forecast provided by the County's VMT Tool. After application of VMT reductions project design features, the 322 Unit Alternative is

expected to generate 16.5 VMT/capita for Planning Areas 1, 2 and 3 and 21.2 VMT/capita for Planning Area 5 without mitigation. The VMT/capita forecast for both Planning Areas 1, 2, and 3 and Planning Area 5 exceed the South County residential VMT threshold of 10.0 VMT/capita, therefore the 322 Unit Alternative would result in a significant VMT impact due to the residential component. See **Table 5-5**: *Summary of Miles Traveled (VMT) Analysis 322 Unit Alternative*.

As presented in Section 4.17, *Transportation* of this Draft EIR, the proposed Project would result in significant VMT/capita impacts. The proposed Project was forecast to generate 16.3 VMT/capita for Planning Areas 1, 2, and 3 (TAZ-1), and was forecast to generate 21.1 VMT/capita for Planning Area 5 (TAZ-2) with mitigation. Thus, the Proposed Project was determined to exceed the County's threshold of 10.0 VMT/capita by 6.3 VMT/capita and 11.1 VMT/capita, respectively. In comparison, the 322 Unit Alternative residential component was found to exceed the threshold by 6.5 VMT/capita and 11.2 VMT/capita with mitigation, respectively, which represents a greater VMT impact than the Proposed Project. The 322 Unit Alternative, therefore, results in significant VMT impacts greater than the impact generated by the proposed Project. Further, as the degree of impact is greater than that of the proposed Project, the significant VMT impact generated by the 322 Unit Alternative would remain significant and unavoidable after application of mitigation measures.

Less than significant impacts related to consistency with applicable transportation plans and policies, geometric design of roadway facilities, and emergency access would occur, similar to the proposed Project.

TABLE 5-5
SUMMARY OF MILES TRAVELED (VMT) ANALYSIS 322 UNIT ALTERNATIVE[1]

VMT Analysis Conditions	Proposed Project Planning Areas 1, 2, and 3	Proposed Project Planning Area 5	Alternative 4 Planning Areas 1, 2, And 4	Alternative 4 Planning Area 5
Baseline VMT per Capita Forecast From VMT Tool [2]	18.8	21.6	18.7	21.6
Project-Generated VMT per Capita after Adjustments [3]	16.3	21.1	16.5	21.2
South County residential VMT threshold per capita	10	10	10	10
Significant Impact? (Yes/No) [4]	YES	YES	YES	YES

[1] The VMT reduction calculations are presented in Appendix N of this Draft EIR.
[2] LA County Public Works VMT Tool Version 1.0 Worksheets are provided in Appendix N of this Draft EIR.
[3] Measure T-1: Increase Residential Density has been applied as a project design feature.
[4] A significant impact occurs when the project-generated VMT per Capita exceeds the South County threshold of 10.0 VMT per Capita.

5.11.18 Tribal Cultural Resources

Similar to the proposed Project, this Alternative would not result in impacts to listed tribal cultural resources. In addition, similar to the Project, this Alternative could result in significant impacts to non-listed tribal cultural resources. Similar to the Project, the Kizh Nation would request that a

Native American monitor be present to monitor all grading activities within the Project Site. As a result, Alternative 4 would include the implementation of Mitigation Measure TCR-1 and TCR-2 which would reduce impacts to less than significant levels. Therefore, impacts associated with this Alternative would be the same as the proposed Project.

5.11.19 Utilities and Service Systems

Under Alternative 4, 38 fewer residential units would be constructed resulting in a lower demand for utilities and service systems. Further, Alternative 4 would not include the higher density development of duplexes and triplexes throughout the Planning Areas. Alternative 4 would result in a lower level of population generation (1,127 versus 1,260) and, like the Project, would not result in the need for new or expanded utility facilities, water supplies, wastewater treatment capacity, or landfill capacity. Alternative 4 would result in fewer residential units being constructed, which would result in less water and wastewater demand. Therefore, less than significant impacts related to increased demand for utility services would occur. Overall, the implementation of this Alternative would result in a reduction of impacts to utilities and service systems compared to the proposed Project since the Alternative would include fewer units.

5.11.20 Wildfire

Similar to the proposed Project, the alternative itself is not located within a State Responsibility Area or VHFHSZ, and does not include terrain with substantial slopes that would be susceptible to prevailing winds, nor does it include highly flammable materials such as brush or grassland habitats. Construction activities would occur within the boundaries of the alternative site, no lane closures would be required along Fairview Drive/Brea Cutoff Road or along other designated evacuation routes in the area. Any closure of a travel lane along the Project's frontage would be temporary and would be expected to occur outside the weekday AM and PM commute hours so as to maintain roadway capacity when the street system is typically most heavily constrained. Project construction would not impair or physically interfere with adopted emergency response plans or emergency evacuation plans. Additionally, Mitigation Measure TR-3 would be implemented to further ensure that temporary construction activities would be appropriately coordinated so as not to result in impacts to emergency response or evacuation plans. Once operational, Alternative 4 would result in permanent residents living in new residential developments the site, which would increase the potential for accidental fire incidents. However, Alternative 4 would build fewer homes as compared to the proposed Project. Nevertheless, all new residential development would be constructed in accordance with the fire safety requirements and wildland-urban interface development standards included in Chapter 49 of the CFC and Chapter 7A of the CBC, similar to the proposed Project. As a result, Alternative 4 impacts related to wildfire emergency response plans, emergency evacuation plans or uncontrolled spread of a wildfire would result in similar impacts as the proposed Project.

5.11.21 Conclusion

Under Alternative 4, reduced impacts to aesthetics, air quality, energy, hydrology and water quality noise, public services, and utilities would occur under this Alternative compared to the Project. The same impacts to biological resources, cultural resources, geology and soils, GHG,

hazards and hazardous materials, land use, mineral resources, population and housing, transportation, tribal cultural resources, and wildfire would occur with this Alternative as with the proposed Project. This Alternative would not reduce the significant and unavoidable impacts for GHG, noise, or transportation. Overall, this Alternative would result in reduced environmental impacts compared to the proposed Project. Alternative 4 would meet all of the Project Objectives, but to a lesser degree than the Project with the exception that Alternative 4 would not provide affordable housing evenly distributed throughout the site plan. The proposed affordable housing would be located entirely within Planning Area 3..

5.12 Environmentally Superior Alternative

As required by State CEQA Guidelines Section 15126.6, one of the alternatives must be identified as an Environmental Superior Alternative. The Environmentally Superior Alternative is the one that would result in the fewest or least significant environmental impacts. Table 5-3 *Summary of Impacts of Alternatives Compared to the Proposed Program* provides a summary comparison, by individual issue area, for the proposed Project and for each alternative to the proposed Project. The No Project Alternative would avoid all construction and operational impacts but would not meet the primary Project Objectives. As required by State CEQA Guidelines Section 15126.6, because the Environmental Superior Alternative is the No Project Alternative (No Project/No Development), an Environmentally Superior Alternative must be selected from the remaining alternatives. The remaining alternatives are discussed below:

Alternative 2-Mixed Use would have similar uses on Planning Areas 1, 2 and 5 as the proposed Project and Alternative 4. However, this Alternative would include greater construction and operational intensity impacts as compared to the Project, Alternative 3 and Alternative 4 since Planning Area 4 would include the construction of 74 affordable townhouse rather than being retained as opens space. The Project and Alternative 4 would include open space on Planning Area 4. In addition, under Alternative 2, Planning Area 3 would include commercial retail rather than townhouse units as proposed by the Project, Alternative 3 and Alternative 4. Overall, Alternative 2 would include the most residential units (324) of the alternatives and would develop Planning Area 4, increasing the site density and removing open space as compared to the Project and other Alternatives. Alternative 2, like Alternative 3 and 4 would meet all of the Project Objectives, with the exception that it would not provide affordable housing evenly distributed throughout the site plan, and it would meet the other objectives to a lesser degree than the Project because it would provide less housing and would provide a more narrow range of housing types and affordability options. **Alternative 3-Existing Zoning** would result in the least amount of construction and operation impacts since it has an overall unit count of 97, consisting of 71 single family detached units and 26 affordable townhomes. As a result, the overall impacts for the construction and operation of Alternative 3 would be reduced as compared to the Project (360 units), Alternative 2 (324 units) and Alternative 4 (322 units). Further, Alternative 3 would reduce the significant and unavoidable VMT impact to less than significant. Alternative 3 would not meet all of the Project Objectives since the Alternative would not include open space or a trail system to encourage outside recreation, or provide affordable housing evenly distributed throughout the site plan. The proposed affordable housing would be entirely located in Planning Area 3. The Alternative would be consistent with the remaining Project Objectives; However, the

Project would provide fewer new residential units and fewer housing types, resulting in less diversity and affordability options.

Alternative 4- 322 Residential Units would have similar uses on Planning Areas 1, 2 and 5 as the proposed Project and Alternative 3. This Alternative would reduce impacts to construction and operations compared to the Project and Alternative 2 since Alternative 4 would include fewer residential units. Alternative 4 would include greater construction and operational impacts as compared to Alternative 3, as discussed above. Alternative 4 like Alternative 2 and 3 would meet all of the Project Objectives with the exception that it would not provide affordable housing evenly distributed throughout the site plan. The proposed affordable housing would be entirely located in Planning Area 3. In addition, Alternative 4 would provide less housing and would provide a more narrow range of housing types and affordability options..

Overall, Alternative 3 would reduce the significant and unavoidable VMT impact but would continue to have significant and unavoidable impacts associated with GHG and temporary construction noise. Alternatives 2 and 4 would have significant and unavoidable impacts for GHG, noise, and transportation. Alternative 3 would not meet all of the Project Objectives since the Alternative would not include open space or a trail system to encourage outside recreation or provide affordable housing evenly distributed throughout the site plan. Alternatives 2 and 4 would meet all the Project Objectives, although to a lesser extent than the Project with the exception that neither of these alternatives would provide affordable housing evenly distributed throughout the site plan. Nevertheless, due to the avoidance of the significant and unavoidable VMT impact, Alternative 3, Existing Zoning, is considered the environmentally superior alternative as shown in Table 5-3, *Summary of Impacts of Alternatives Compared to the Proposed Program* above.

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CHAPTER 6
Other CEQA Considerations

6.1 Unavoidable Significant Impacts

Section 15126.2(c) of the State California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less-than-significant level. The following is a summary of the impacts associated with the Project that were concluded to be significant and unavoidable. These impacts are also described in detail in Chapter 4, *Environmental Analysis*, of this Draft EIR.

Greenhouse Gas Emissions: As stated in Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR, the Project would have a significant and unavoidable VMT Impact (see Transportation below) and would generate greenhouse gas emissions that would exceed the net zero threshold. The Project would be consistent with the goals and policies of SCAG 2020 Connect SoCal, the General Plan and the County's Sustainability Plan but would be inconsistent with some VMT related key project attributes under the 2022 Scoping Plan and thus is concluded to be inconsistent with applicable GHG reduction plans and policies. Mitigation Measures TR-1, TR-2, PDF GHG 1, and PDF GHG-2 would reduce emissions, but GHG impacts would remain significant and unavoidable.

Noise: As stated in Section 4.13, *Noise*, of this Draft EIR, construction activity would result in increases of ambient noise levels greater than 10 dBA at all of the sensitive receptor locations analyzed in the Project vicinity. Mitigation Measures NOI-1 and NOI-2 would reduce increases in ambient noise levels but the temporary or periodic increase in ambient noise levels during temporary construction of the proposed Project would exceed 10 dBA at five of the six sensitive receptor locations analyzed and construction noise impacts would remain significant and unavoidable.

Transportation: As stated in Section 4.17, *Transportation*, of this Draft EIR, the Project would conflict or be inconsistent with State CEQA Guidelines Section 15064.3 (b), resulting in a significant and unavoidable VMT impact. When comparing the Project's VMT to the applicable County VMT threshold of significance, the Project's VMT generation is above the threshold limit resulting in impacts that would be significant and unavoidable. With implementation of Mitigation Measures TR-1 and TR-2, VMT impacts would be reduced but would still remain significant and unavoidable.

6.2 Significant Irreversible Environmental Changes

Pursuant to Sections 15126(c) and 15126.2(d) of the State CEQA Guidelines, an EIR is required to address any significant irreversible environmental changes that would occur should a proposed project be implemented.

The Project would consume a limited amount of slowly renewable and non-renewable resources. This consumption would occur during the construction phase of the Project and would continue throughout its operational lifetime. Project development would require a commitment of resources that would include (1) building materials, (2) water, and (3) energy resources, including those associated with the transportation of goods and people to and from the Project Site. Project construction would require the consumption of resources that are non-replenishable or may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt such as sand, gravel and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Furthermore, nonrenewable fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the Project Site.

Project operation would continue to expend non-renewable resources that are currently consumed within the County. These include energy resources such as electricity generated with non-renewable resources, petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the Project, and the existing, finite supplies of these natural resources would be incrementally reduced.

The Project's continued use of non-renewable resources would be on a relatively small scale and consistent with regional and local growth forecasts in the area, as well as State and local goals for reductions in the consumption of such resources. The Project Site contains no energy resources that would be precluded from future use through Project implementation. The Project provides a diverse range of new housing while reducing reliance on non-renewable resources by eliminating natural gas usage, providing all-electric residences and providing access to 100 percent renewable energy service (see Section 4.8, *Greenhouse Gas Emissions*). Thus, the Project's irreversible changes to the environment related to the consumption of non-renewable resources would not be significant.

6.3 Growth Inducement

State CEQA Guidelines Section 15126.2(e) requires an EIR discuss the potential growth-inducing impacts of a proposed project. The State CEQA Guidelines provide the following guidance for such discussion:

> *Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a*

> *wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also, discuss the characteristic of some projects, which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

A project can have direct and/or indirect growth-inducement potential. Direct growth inducement would result if a project involved construction of new housing. A project can have indirect growth-inducement potential if it would establish substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a substantial construction effort with substantial short-term employment opportunities and indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, under CEQA, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. Under CEQA, growth is not considered necessarily detrimental or beneficial.

Based on the CEQA definition above, assessing the growth-inducement potential of the proposed Project involves answering the question:

> *"Would implementation of the proposed project directly or indirectly support economic expansion, population growth, or residential construction?"*

Community development is one of the chief public services needed to support growth. While residential development plays a role in supporting additional growth, it is not the single determinant of such growth. Other factors, including General Plan policies, land use plans, and zoning, public schools, transportation services, and other important public infrastructure, also influence business and residential population growth. Economic factors, in particular, greatly affect development rates and locations.

6.3.1 Methodology

This section evaluates how the proposed Project could affect population growth in the region. The growth anticipated in the region has been identified in regional transportation plans such as the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and local General Plans prepared by local land use agencies and municipalities.

As noted, growth inducement itself is not necessarily an adverse impact. It is the potential consequences of growth, the secondary effects of growth, which may result in environmental impacts. Potential secondary effects of growth could include increased demand on other public services; increased traffic and noise; degradation of air quality; loss of plant and animal habitats; and the conversion of agriculture and open space to developed uses. Growth inducement may result in adverse impacts if the growth is not consistent with the land use plans and growth management plans and policies for the area, as "disorderly" growth could indirectly result in additional adverse

environmental impacts. Thus, it is important to assess the degree to which the growth accommodated by a project would or would not be consistent with applicable land use plans.

To determine direct growth-inducement potential, the proposed Project was evaluated to verify whether an increase in population or employment, or the construction of new housing would occur as a direct or indirect result of the proposed Project. If either of these scenarios occurred, the proposed Project could result in direct growth-inducement within the region.

6.3.2 Growth Inducement Potential

Direct Growth

Implementation of the proposed Project would result in an increase in population within the unincorporated County. As previously mentioned in Chapter 2 of this Draft EIR, the proposed Project would include the development of 360 residential units and would retain some open space areas. As previously described in Section 4.14, *Population and Housing*, of this Draft EIR, the proposed Project would result in approximately 1,260 people. The Project's estimated residential population was calculated based on the SCAG projections, which is largely based on demographics data from the United States Census, and which identifies an average household size of 3.5.[1] As the Project would not provide any commercial uses, the Project would not generate any potential employment opportunities.

The Project's 1,260 residents would comprise approximately 5.7 percent of the unincorporated County's estimated growth at buildout in 2027. The Project's residents would comprise only 0.7 percent of SCAG's longer-term projected population increase for the unincorporated County in the SCAG 2045 Horizon Year. The Project's 360 units would comprise approximately 2.81 percent of the unincorporated County's estimated growth at buildout in 2027 and only 0.4 percent of SCAG's longer-term projected housing increase for the unincorporated County in the SCAG 2045 Horizon Year. The Project's increases in population and housing would be within SCAG's projections for the unincorporated County for both the near-term buildout year (2027) and for SCAG's projection horizon year (2045). Therefore, the implementation of the proposed Project would not result in substantial direct growth-inducement.

The remaining properties of the Royal Vista Golf Club are not part of the Project and are expected to retain the existing 14 holes and the clubhouse on 8 separate parcels, both north and south of Colima Road, and comprising about 80 acres. Like the proposed Project, these properties are designated as Open Space for land use and zoned A-1-1, and A-1-10,000, with the clubhouse property zoned as C-R-DP, Commercial Recreation, Planned Development. The C-R zoning limits the permitted uses primarily to amusement parks, campgrounds, tennis courts, and golf courses. Golf course uses could continue operation with the 14 holes, or this property could be redesigned as an executive 9-hole golf course. These properties are not owned or controlled by the Project Applicant, and it would be speculative to attempt to predict the future use of these properties beyond their current use. There is no current application pending before the County for any change of use on the Royal Vista Golf Club properties not included in the proposed Project.

[1] SCAG, Profile of Unincorporated Los Angeles County, May 2019 https://scag.ca.gov/sites/main/files/file-attachments/unincarealosangelescounty.pdf?1604708602 Accessed March 10, 2023.

Development of these properties would require a General Plan amendment or a zone change, or both, depending on the proposed use. Such application would require a legislative decision by the Board of Supervisors, providing the County with discretion for any land use change to residential or commercial uses. Any change of use of the C-R-DP zoned clubhouse property would also need a discretionary conditional use permit approval. Consequently, there is no known growth inducing action for the remaining golf course parcels that would result from the approval of the proposed Project, as such determination would be speculative, and development of the Project would not materially increase the likelihood or capacity of potential redevelopment of the remainder of the Royal Vista Golf Club.

Secondary Effects of Growth

Population growth can result in secondary environmental effects that could be significant. The environmental impact analysis conducted for cumulative development within the Project vicinity identified that there would be no significant environmental impacts associated with known project growth (i.e., the identified cumulative projects). Secondary effects of growth typically found to be significant and unavoidable include air quality degradation, hydrology and water quality modification and degradation, traffic congestion, transportation demand increase, increased noise, and increased demand on utilities.

The proposed Project would include new infrastructure such as water distribution lines and sewer lines, serving just the Project Site. These facilities would support the demand of the proposed Project and would not create additional capacity available to the region or area. As such, the proposed Project would not increase the County's infrastructure beyond that which is necessary to serve the proposed Project, and the proposed Project would not induce unplanned growth.

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CHAPTER 7
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CHAPTER 8
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