1941 White Avenue Mixed-Use Project

Categorical Exemption Report

LEAD AGENCY: CITY OF LA VERNE
3660 D Street
La Verne, California 91750
Contact: Candice Bowcock
cbowcock@cityoflaverne.org
(909) 596-8706

PREPARED BY: DE NOVO PLANNING GROUP
180 E. Main Street, Suite 108
Tustin, California 92780
Contact: Starla Barker, AICP
sbarker@denovoplanning.com
(949) 396-8193

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1.0 INTRODUCTION

1.1 Background

The proposed 1941 White Avenue Mixed-Use Project (Project) site (APNs 8377-028-010 and 8377-028-011) is located within the Old Town La Verne Specific Plan (OTLVSP) area. The OTLVSP (SP-13SP) was adopted and the OTLVSP Final Environmental Impact Report (FEIR) SCH# 2011111021 (13-13EIR), Findings of Fact and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (MMRP) were certified by the La Verne City Council in March 2013.

The OTLVSP area consists of an approximately 107-acre area that is roughly bounded by B Street to the west, the Los Angeles County Fairplex to the south (a portion of the Fairplex is within the area), Bonita Avenue to the north, and White Avenue to the east. The Specific Plan divides the area into four sectors; the Project site, located at the northwest corner of White Avenue and Arrow Highway, is located within the Arrow Corridor/Transit-Oriented Development sector. The OTLVSP describes this sector as a new transit-oriented development sector located between E Street and White Avenue. Land uses include residential, office, retail, hotel, and cultural/institutional uses. New land use districts would include the Mixed-Use 1 District, which would allow a maximum residential unit density of 60 DU/acre, and Mixed-Use 2 District, which would have a maximum residential unit density of 70 DU/acre. The Project site is within the Mixed-Use 1 land use district, which is described as providing for transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Metro A (Gold) Line Station. This district also allows surface parking lots or parking structures and open space to implement the Land Use plan.

1.2 CEQA Compliance

Government Code Section 65457, Public Resources Code Section 21155.4, and CEQA Guidelines Section 15182, *Projects Pursuant to a Specific Plan*, provide exemptions from CEQA for certain residential, commercial and mixed-use projects that are consistent with a specific plan adopted pursuant to Title 7, Division 1, Chapter 3, Article 8 of the Government Code.

Government Code Section 65457 states:

(a) Any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code. However, if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental impact report for the specific plan is prepared and certified in accordance with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code. After a supplemental

environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan.

(b) An action or proceeding alleging that a public agency has approved a project pursuant to a specific plan without having previously certified a supplemental environmental impact report for the specific plan, where required by subdivision (a), shall be commenced within 30 days of the public agency's decision to carry out or approve the project.

California Environmental Quality Act, California Public Resources Code, Division 13, Environmental Quality Statute, Chapter 4.2, *Implementation of the Sustainable Communities Strategy*, Section 21155.4 states:

(a) Except as provided in subdivision (b), a residential, employment center, as defined in paragraph (1) of subdivision (a) of Section 21099, or mixed-use development project, including any subdivision, or any zoning, change that meets all of the following criteria is exempt from the requirements of this division:

(1) The project is proposed within a transit priority area, as defined in subdivision (a) of Section 21099.

(2) The project is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.

(3) The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emissions reduction targets.

(b) Further environmental review shall be conducted only if any of the events specified in Section 21166 have occurred.

California Environmental Quality Act, California Public Resources Code, Division 13, Environmental Quality Statute, Chapter 6, *Limitations*, Section 21166, Subsequent or Supplemental Impact Report; Conditions states:

When an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

California Code of Regulations Title 14. Natural Resources Division 6. Resources Agency Chapter 3: Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) establish the regulations to be followed by all state and local agencies in California in the implementation of the California Environmental Quality Act (CEQA). The State CEQA Guidelines reflect the requirements set forth in the Public Resources Code, as well as court decisions interpreting the statute and practical planning considerations.

State CEQA Guidelines Section 15182, *Projects Pursuant to a Specific Plan*, references Public Resources Code Section 21155.4 and Government Code 65457, discussed above.

Section 15182(b), *Projects Proximate to Transit*, states a residential or mixed-use project, or a project with a floor area ratio of at least 0.75 on commercially-zoned property, including any required subdivision or zoning approvals, is exempt if the project satisfies the following criteria:

(a) It is located within a transit priority area as defined in Public Resources Code section 21099(a)(7);

(b) It is consistent with a specific plan for which an environmental impact report was certified; and

(c) It is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board has accepted the determination that the sustainable communities strategy or the alternative planning strategy would achieve the applicable greenhouse gas emissions reduction targets.

Section 15182(c), Residential Projects Implementing Specific Plans, states where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments.

Both Section 15182(b)(2) and Section 15182(c) includes a limitation to the exemption whereby, if after the adoption of the specific plan, an event described in Section 15162 of the CEQA Guidelines should occur. CEQA Guidelines Section 15162, *Subsequent EIRs and Negative Declarations*, references Public Resources Code Section 21166 and states:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on

the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 3.2 of this report includes an environmental checklist to explore the considerations raised by CEQA Guidelines Section 15162 for the proposed 1941 White Avenue Mixed-Use Project, described in Section 2.0, Project Description. This document relies on previous environmental documents for the approved OTLVSP, as well as supplemental analyses prepared to more specifically address the potential effects or impacts associated with the proposed Project.

Additionally, CEQA Guidelines Section 15300, *Categorical Exemptions*, states Section 21804 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. As a result, several classes of projects have

been identified and declared to be categorically exempt from the requirement for the preparation of environmental documents. CEQA Guidelines Section 15332, *In-fill Development Projects*, states Class 32 consists of projects characterized as in-fill development meeting the following conditions:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

This report serves as the technical documentation and analysis for the proposed 1941 White Avenue Mixed-Use Project (Project) in the City of La Verne. The analysis is intended to document whether the Project is eligible for an exemption from further environmental review pursuant to Public Resources Code Section 21155.4(a), CEQA Guidelines Section 15182(b), *Projects Proximate to Transit*, CEQA Guidelines Section 15182(c), *Residential Projects Implementing Specific Plans*, and CEQA Guidelines Section 15332, *In-fill Development Projects*, based upon the findings documented in Section 3.0 and Section 4.0 of this report.

Subsequent to preparation of the technical studies, minor revisions to the site plan have been made to respond to comments received from the La Verne Fire Department related to fire safety. These revisions include the addition of a third stairway centrally located on the north side of the parking structure; relocated parking stalls to allow access to the third stairway; curved walls on the parking structure ramp to allow additional room for fire access; the addition of four wet standpipes on the north site of the structure for fire hose pull; revisions to three hour rated passageways into courtyards; and addition of a fire pump room. The site plan modifications are incorporated within Section 2.0, Project Description, and do not result in any changes to the number of proposed residential units or non-residential square footage; the unit mix was modified slightly to include one additional studio and one less one-bedroom unit. The minor revisions do not change the analysis or conclusions provided herein.

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2.0 PROJECT DESCRIPTION

2.1 Project Location

The 1941 White Avenue Mixed-Use Project (Project) site is located in the City of La Verne (City) within the County of Los Angeles; refer to Exhibit 1, *Regional Vicinity*. The Project site is located at 1941 White Avenue in the southeastern portion of the City. The site is comprised of two parcels (APNs 8377-028-010 and 8377-028-011) totaling approximately 4.8 acres located at the northwest corner of Arrow Highway and White Avenue; refer to Exhibit 2, *Project Location*. The site is bounded by White Avenue to the east, Arrow Highway to the south-southwest, and railroad tracks to the north-northwest.

Regional access to the site is provided via Interstate 10 (I-10), located to the south, and Interstate 210 (I-210), located to the north. Local access to the site is provided directly from Arrow Highway and White Avenue.

2.2 Existing Setting

On-Site Land Uses

The Project site is a relatively flat irregularly shaped property located approximately 1,050 feet above mean sea level. The site has most recently been occupied by a paper mill manufacturing paper products, disposable absorbents, and packaging material. The site is currently developed with four interconnected industrial and warehouse buildings totaling approximately 106,000 square feet situated along the northern and eastern perimeter of the site. The buildings wrap around a centrally located outdoor wastewater treatment plant, natural gas-fired furnace, industrial steam boiler, stock preparation area, and non-hazardous waste storage area. The remaining portions of the Project site consist primarily of pavement and surface parking with landscaping, consisting primarily of ground cover, shrubs, and trees, located along the frontage of the eastern and southern-southwestern property boundaries and with trees and groundcover also distributed within the northeastern and western parking areas. Thirteen living deodar cedars are located within the southern-southwestern boundary of the site, which qualify as Significant Trees pursuant to the La Verne Municipal Code.

A total of five driveways provide access to the Project site. Two driveways on White Avenue provide access to parking areas along the western boundary of the site. Three driveways on Arrow Highway provide access to shipping and receiving areas and a parking lot along the southern-southwestern boundary of the site. An iron fence extends along the southern-southwestern boundary to the eastern-most driveway along Arrow Highway. An iron fence encloses the northeastern parking lot and connects to a gate along the northern driveway along North White Avenue. A historic plaque is located along the frontage of the eastern property boundary along White Avenue.

General Plan and Zoning

According to the City of La Verne General Plan, the Project site is designated Commercial/Business Park. The Commercial/Business Park land use designation allows for retail commercial, office, light manufacturing, industrial, and mixed uses. Such uses can either be in individual buildings or in low intensity suburban centers. A maximum lot coverage of 50 percent is permitted.

It is noted that the City is currently in the process of a comprehensive General Plan Update. As part of the General Plan Update, the Project site's land use designation is proposed to be changed to Specific Plan Mixed Use (SP-MU). The Specific Plan-Mixed Use land use designation refers to areas implemented with Specific Plans, such as the Old Town La Verne Specific Plan (OTLVSP), which allow for a mix of land uses within that area, including residential, commercial/business park, industrial, community facilities, and/or open space. The maximum density and intensity of each use will be identified in the applicable Specific Plan.

According to the City's Zoning Map, the Project site is zoned Old Town La Verne Specific Plan (OTLVSP). The OTLVSP identifies the Project site as being located within the Mixed-Use 1 District (Figure 9.1 of the OTLVSP), which provides for transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Metro A (Gold) Line Station. This District allows for a mix of commercial and residential as principally permitted uses, including the following specified uses: "Flats and lofts: Ground level," "Flats and lofts: Upper level," and "Retail sales: 10,000 sf or less (neighborhood-serving)." This District also allows surface parking lots or parking structures and Open Space to implement the OTLVSP land use plan.

Surrounding Uses

Uses surrounding the Project site include:

- North: Directly north of the Project site is the San Bernardino Subdivision Metrolink railway. North of the Metrolink railway is a former industrial lot undergoing construction for the "La Verne Station" of the Metro A (Gold) Line anticipated to be completed by 2025. North of the former industrial lot is a freight railway and planned Foothill Gold Line. Further north is a variety of commercial and residential uses. Uses to the north are zoned OTLVSP.

- East: The Project site is bounded on the east by White Avenue. East of White Avenue are (from north to south) an antique store, a single-family residence, and a gas station. The antique store is zoned ACSP (Arrow Corridor Specific Plan), the single-family residence is zoned PR-4.5D (4.5 dwelling unit per acre detached), and the gas station is zoned CPD (Commercial/Professional District).

- South and West: Immediately south-southwest of the site is Arrow Highway. To the south-southwest of Arrow Highway are auto repair uses and the Fairplex (formerly, Los Angeles County Fairgrounds) parking lot. Areas to the south-southwest of Arrow Highway are zoned OTLVSP.

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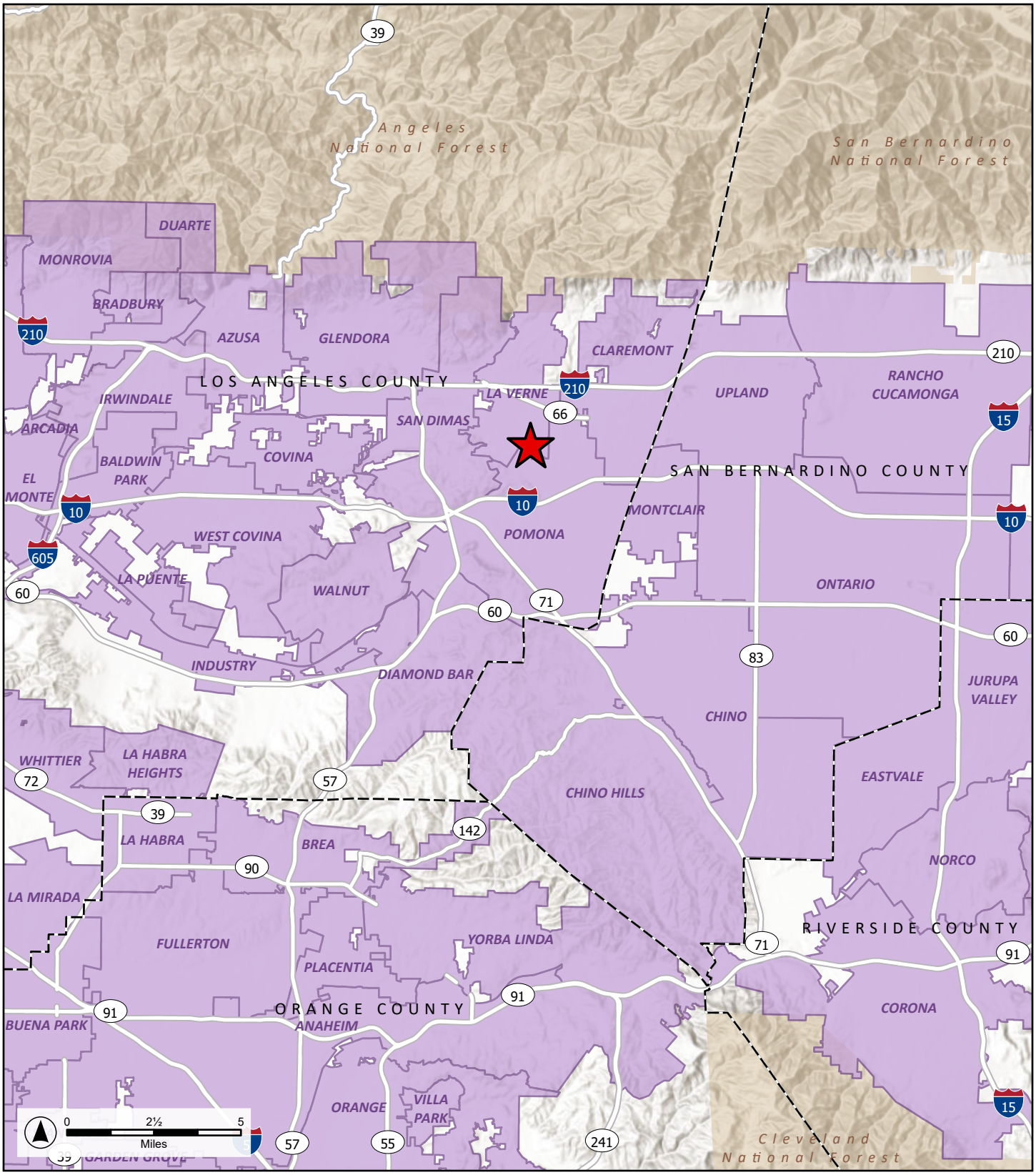

Legend

- Project Location
- Incorporated Area
- County Area
- National Forest

1941 WHITE AVENUE MIXED-USE PROJECT

Exhibit 1: Regional Vicinity

Sources: California State Geoportal; USDA Forest Service. Map date: October 16, 2023.

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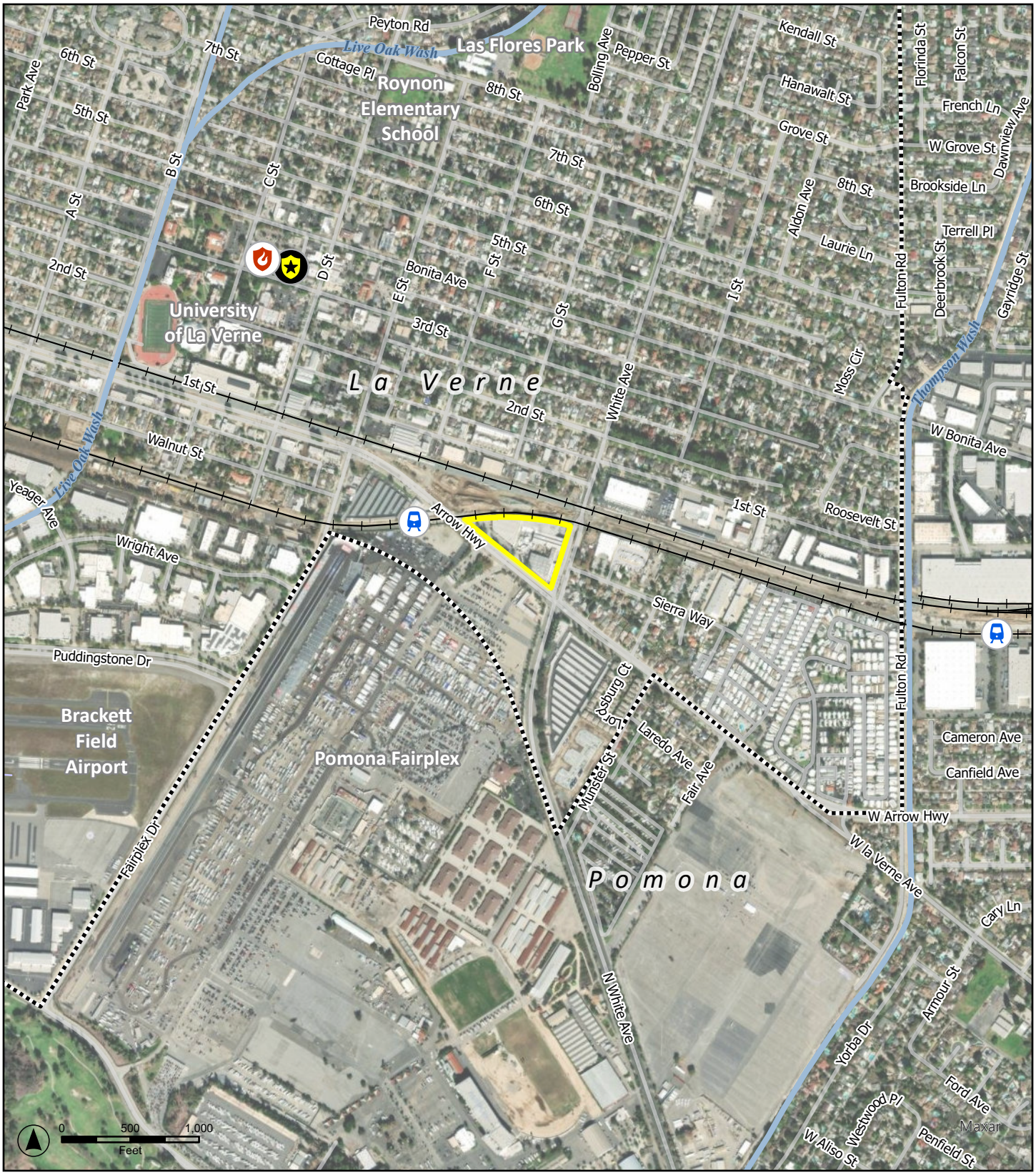
A Land Use Planning, Design, and Environmental Firm



Legend

- Project Boundary
- City Boundary
- La Verne Police Department
- City of La Verne Fire Station 1
- Metrolink Station

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Exhibit 2: Project Location

Sources: Los Angeles County Enterprise GIS; USGS Roads Database; ArcGIS Online World Imagery Map Service. Map date: October 16, 2023.

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2.3 Project Characteristics

The Project proposes to remove all on-site improvements, including trees and landscaping, and construct a mixed-use development with a lot coverage of 125,350 square feet consisting of up to 367 residential units and approximately 1,588 square feet of ground floor retail within a five-story building partially surrounding a six-level parking structure, located within the northern portion of the site; refer to Exhibit 3a, *Proposed Level One Floor Plan* and Exhibit 3b, *Proposed Level Two Floor Plan*, Exhibit 3c, *Proposed Levels Three-Five Floor Plan*, and Exhibit 3d, *Proposed Level Six/Roof Plan*.

The 367 residential units would be located within levels one through five of the proposed building. Of the 367 residential units, 44 would be deed restricted affordable units for lower income households, including 18 units restricted to very low-income households. The units would be comprised of 58 studio units, 182 one-bedroom units, 119 two-bedroom units and 8 three-bedroom units ranging in size from approximately 591 square feet to approximately 1,336 square feet.

As shown on Exhibit 3a, and described further below, the proposed building would surround two interior courtyards, including a pool/courtyard in the central portion of the site. A third courtyard would also be located in the southern portion of the site, adjacent to Arrow Highway. An entry and public plaza within the western portion of the site would provide vehicular and pedestrian access from Arrow Highway to the leasing office/lobby and ground floor retail space. A dog park and walkway with outdoor seating would be located along the northern property boundary.

Open Space, Landscaping, and Amenities

Common open space areas (63,848 square feet) would be located on the ground floor and include the following; refer to Exhibit 4a, *Proposed Open Space Plan*.

- Pool Courtyard: A pool and courtyard area (13,720 square feet) would be located within the center of the site surrounded by residential units and adjacent to the fitness center. In addition to a pool and spa, a fire pit and various seating options would be provided, including lounge chairs, day beds and cabanas. A portion of the courtyard would also include a built-in barbeque and banquette seating. Adjacent to the fitness center, additional seating, a fire pit, communal dining table, and built-in barbeque would be provided. A five-foot-high glass pool enclosure would surround the pool area with two five-foot-high gates providing access to the pool.

- Eastern Courtyard: Within the eastern portion of the site, a courtyard (8,398 square feet) surrounded by residential units would include built-in barbeques, shade structure, communal dining tables, and various seating options. A 36-inch-high masonry accent wall would be provided within the southern portion of the courtyard.

- Southern (Arrow Highway) Courtyard: A southern courtyard (10,112 square feet), adjacent to Arrow Highway and surrounded by residential units on the north and east would consist of passive open space area with turf lawn, a mix of trees and shrubs, and pedestrian pathway. Five-foot-high perimeter tubular steel fencing and six-foot-high perimeter masonry walls with two five-foot-high tubular steel gates would be located along the western and southern portions of the courtyard.

- Entry Courtyard: An entry courtyard (3,858 square feet) located in the western portion of the site along Arrow Highway would provide enhanced vehicular paving, concrete pedestrian crosswalks, and accent trees. The courtyard would provide access to the parking garage and to retail and leasing parking spaces located adjacent to Arrow Highway.

- Public Plaza: A public plaza (9,237 square feet) would be located in the western corner of the site, adjacent to the ground floor retail and co-work residential amenity. The plaza would include a shade tree grove, enhanced paving, decomposed granite, picnic tables, lounge seating, and decorative boulders. A six-foot-high perimeter masonry wall would extend along the entire northern property line. Five-foot-high tubular steel fencing and steel gates would be provided adjacent to the residential amenity within the public plaza and at the entrance to the open space area in the northeastern portion of the site.

- Dog Park: A dog park (4,146 square feet) with synthetic turf and seating would be located along the northern property boundary in the western portion of the site, adjacent to the parking structure.

- Additional Open Space: West of the dog park would be a walkway that extends east along the northern property boundary surrounded by open space with an outdoor seating area (6,921 square feet). Three side yards (6,124 square feet in total) would be provided along the eastern boundary fronting North White Avenue. A gateway area (1,332 square feet) would be located at the southeastern corner of the site.

In addition to three enclosed residential amenity spaces, the Project would provide a leasing office/lobby area, pet spa, a mail/parcel area, and bike storage area on the ground floor within the western portion of the site. A move-in staging area would be provided within the eastern portion of the site.

Landscaping would be provided along the perimeter of the Project site and within common open space areas; refer to Exhibit 4b, *Proposed Landscape Plan*. The landscaping would include trees, groundcover, and shrubs within the landscaped setback adjacent to Arrow Highway and White Avenue. Additional landscaping would be provided within the proposed courtyards and public plaza areas, and along the northern property boundary from the central to eastern portion of the site. A 42-inch monument sign would be located in the western portion of the site along Arrow

Highway. The existing historical plaque would be relocated to the southern corner of the Project site.

Various types of exterior lighting would be used within the Project site. Lighting would include pole lights throughout the site, bollards along pedestrian pathways, overhead festival lighting within the dog park, downlights within overhead trellises, tree uplights for accent trees and sign lights for signs.

Access and Parking

Vehicular access to the Project site would occur from two driveways; refer to Exhibit 3a. A right-in, right-out only driveway at the northeastern portion of the site would provide access for Project residents via White Avenue and a right and left-turn in and right-out only driveway at the northwestern portion of the site would provide access via Arrow Highway. The proposed parking structure would be accessible from both driveways. The existing driveways along White Avenue and Arrow Highway would be closed and new curbs and sidewalks would be constructed.

The Project proposes a total of 511 parking spaces in accordance with applicable City parking requirements. The proposed parking structure would include 502 residential parking spaces across levels one through six, including 11 ADA accessible spaces and 201 EV spaces. Nine surface parking spaces, including four retail spaces, four leasing spaces, and one USPS parking space, would be provided on the ground floor within the entry courtyard adjacent to the northwestern driveway along Arrow Highway. Two of the surface parking spaces would be ADA accessible. An on-site loading area for resident move in would be provided south of and adjacent to the driveway along White Avenue.

A bicycle storage area would be provided on the ground floor within the western portion of the site, providing long term storage for 40 bicycles.

Pedestrian access to the site would be provided via White Avenue and Arrow Highway. The residential uses would be accessed from ground floor entrances along White Avenue and Arrow Highway, as well as the proposed parking structure. The retail use would be accessed from an entrance within the entry courtyard adjacent to the driveway along Arrow Highway.

Architecture

The proposed Project would have a maximum height of approximately 69 feet to the elevator tower; refer to Exhibit 5a, *Proposed Building Elevation – East and South* and Exhibit 5b, *Proposed Building Elevation – West and North*. The proposed mixed-use structure would incorporate a variety of materials (such as painted stucco and stone veneer in shades of white, beige, and grey) and decorative elements (such as trim bands, metal trim, metal canopies, and corbels); refer to Exhibit 6, *Proposed Rendering*. Balconies would include black metal guardrails and back vinyl window and door frames would be used throughout the site.

Utilities

The Project would connect to existing utilities within the Project area. Dry utilities, including electricity, natural gas, and telephone lines currently serve the Project site and surrounding area. As part of the Project, the necessary infrastructure would be installed on-site to serve the proposed development, which would connect to existing infrastructure for service. White Avenue and Arrow Highway, adjacent to the Project site, are within Underground Utility District No. 8 (UUD No. 8). As part of the Project, the utilities currently located on White Avenue and Arrow Highway, adjacent to the Project site would be placed underground.

Domestic water and fire water service lines would be installed within the Project site. A six-inch domestic water line and backflow preventer would connect to the existing 10-inch domestic water line within Arrow Highway. A six-inch fire water line and double check detector assembly would connect to the existing 10-inch domestic water line within Arrow Highway. Two existing fire hydrants adjacent to White Avenue would be protected in place. A total of four fire hydrants, including the two existing fire hydrants, would serve the proposed Project.

There are two proposed connections for sanitary sewer. An eight-inch sewer lateral would be installed in the northern portion of the site to connect to the existing 10-inch sewer line located within White Avenue. An eight-inch sewer lateral would also be installed in the southern portion of the site to serve the proposed Project, which would connect to the existing sewer line located within Arrow Highway.

A series of catch basins, roof drains, and area drains would be installed to convey stormwater into a pretreatment proprietary CDS hydrodynamic separator best management practice (BMP) and convey pre-treated flows into a proposed underground dual purpose detention and infiltration chambers. The underground chambers would connect to the existing storm drain system within Arrow Highway for overflow.

Project Construction and Phasing

The Project is proposed to be constructed in a single phase with construction anticipated to begin in Q4 2024 and end in Q4 2027. Construction of the Project would include demolition, grading, building construction, painting/architectural coating, and paving activities. The Project proposes to and would use construction equipment with Tier 4 Interim engines, or equivalent or better emission reduction technology, for all diesel-powered engines with 50 horsepower (hp) or greater.

Entitlements and Approvals

The Project is consistent with the current and proposed General Plan land use and zoning designations for the site and would require the following entitlements and discretionary approvals:

- CEQA Environmental Clearance;
- Precise Plan Review;
- Housing Agreement (Density Bonus);
- Parcel Merger; and
- Tree Removal Permit.

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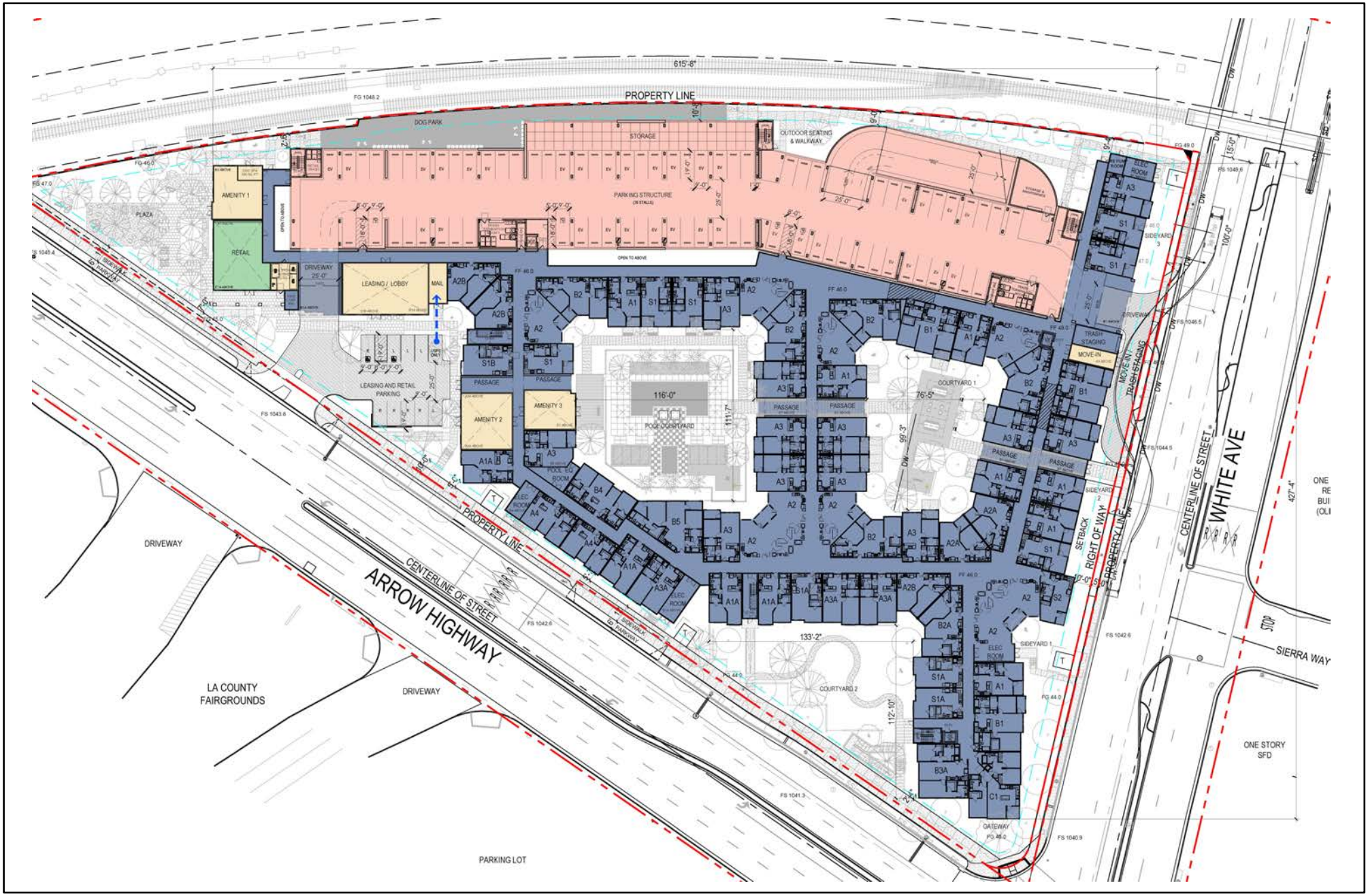

Legend

- Residential (5 Levels)
- Ground Floor Residential Amenity
- Structured Parking (6 Levels)
- Retail (Ground Level)
- USPS Designated Path of Travel

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Exhibit 3a: Proposed Level One Floor Plan

Sources: AO Architects, 4-15-2024. Map date: April 30, 2024.

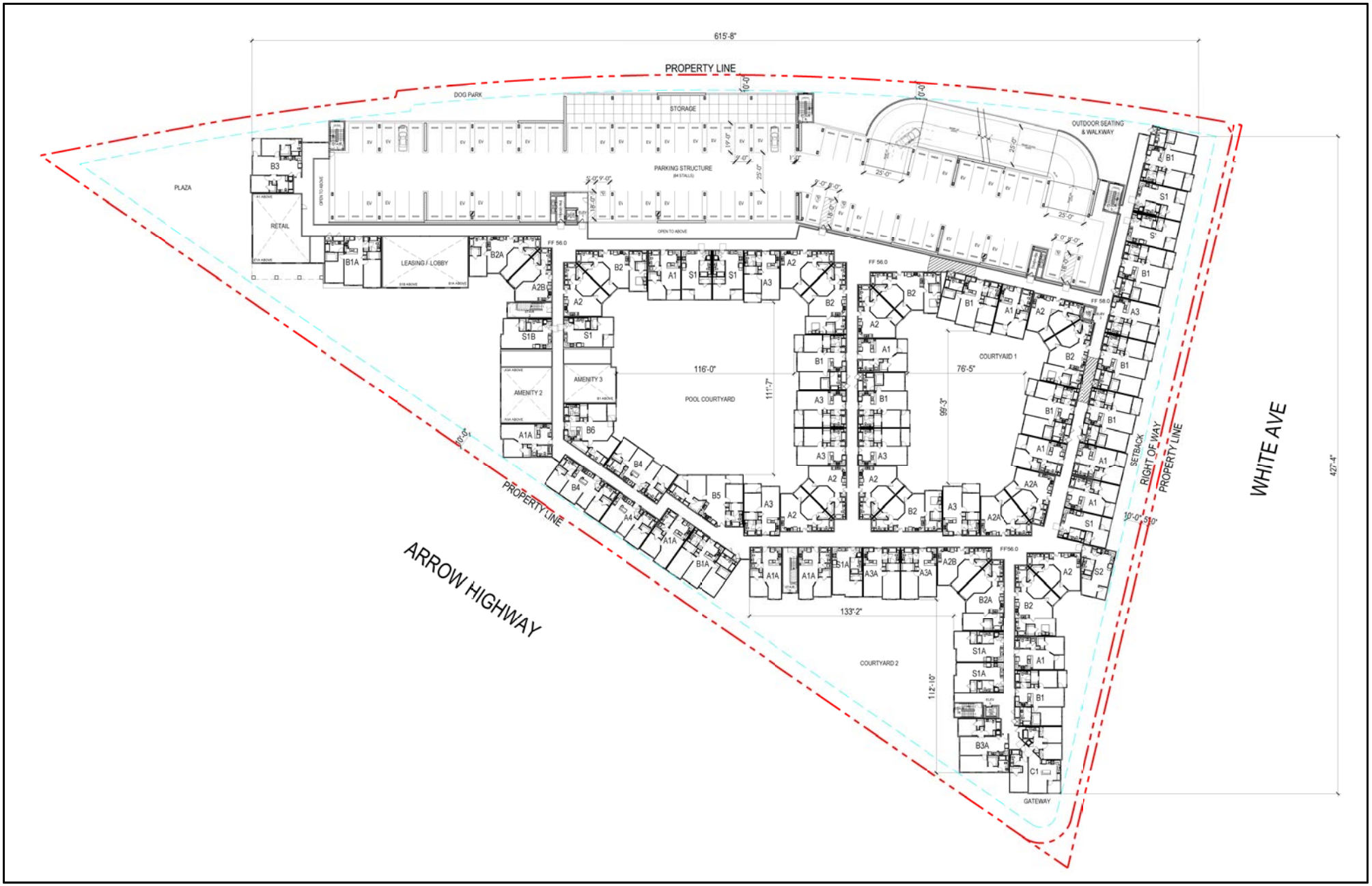

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Exhibit 3b: Proposed Level Two Floor Plan

Sources: AO Architects, 4-15-2024. Map date: April 30, 2024.

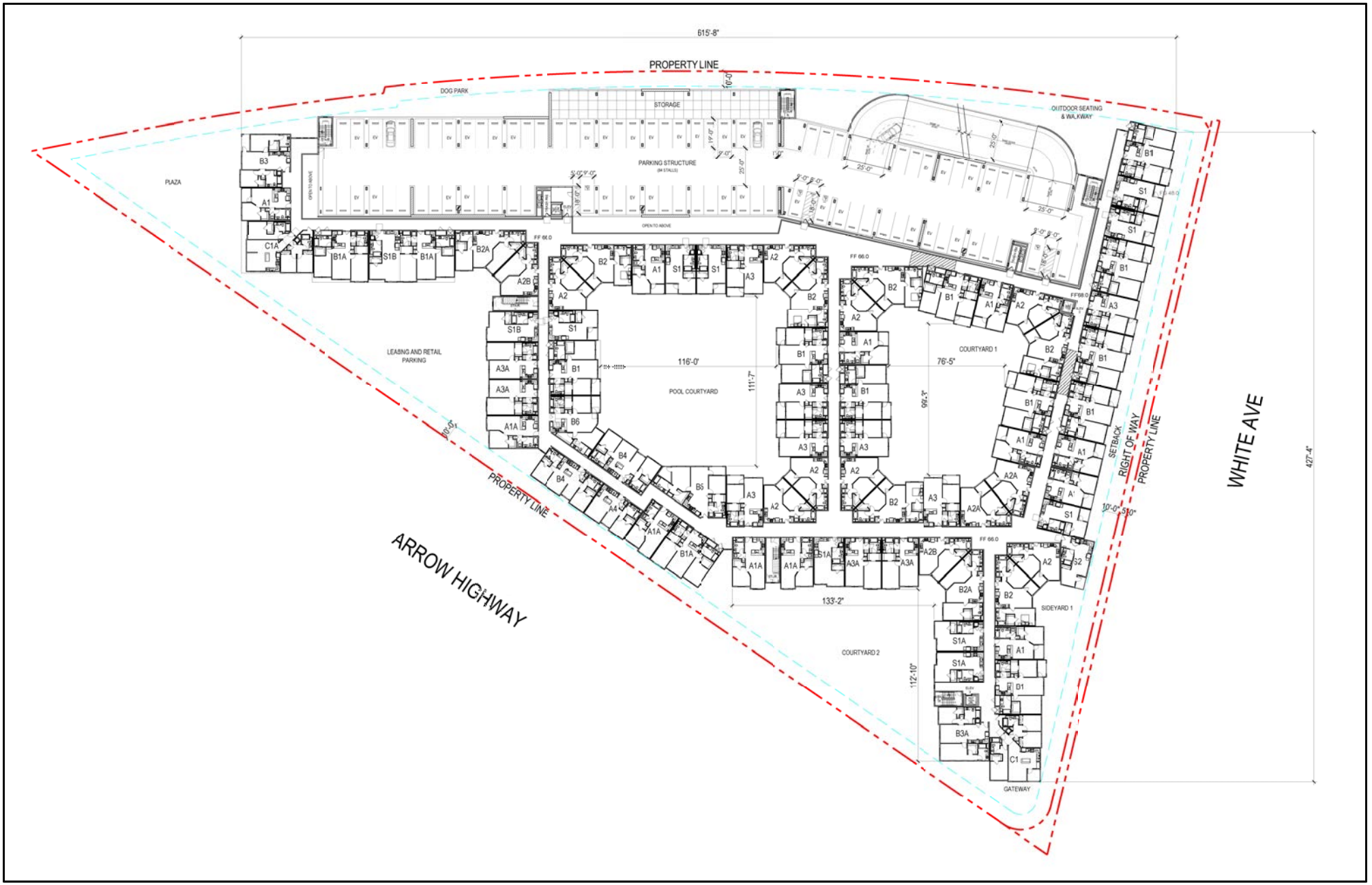

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Exhibit 3c: Proposed Levels Three-Five Floor Plan

Sources: AO Architects, 4-15-2024. Map date: April 30, 2024.

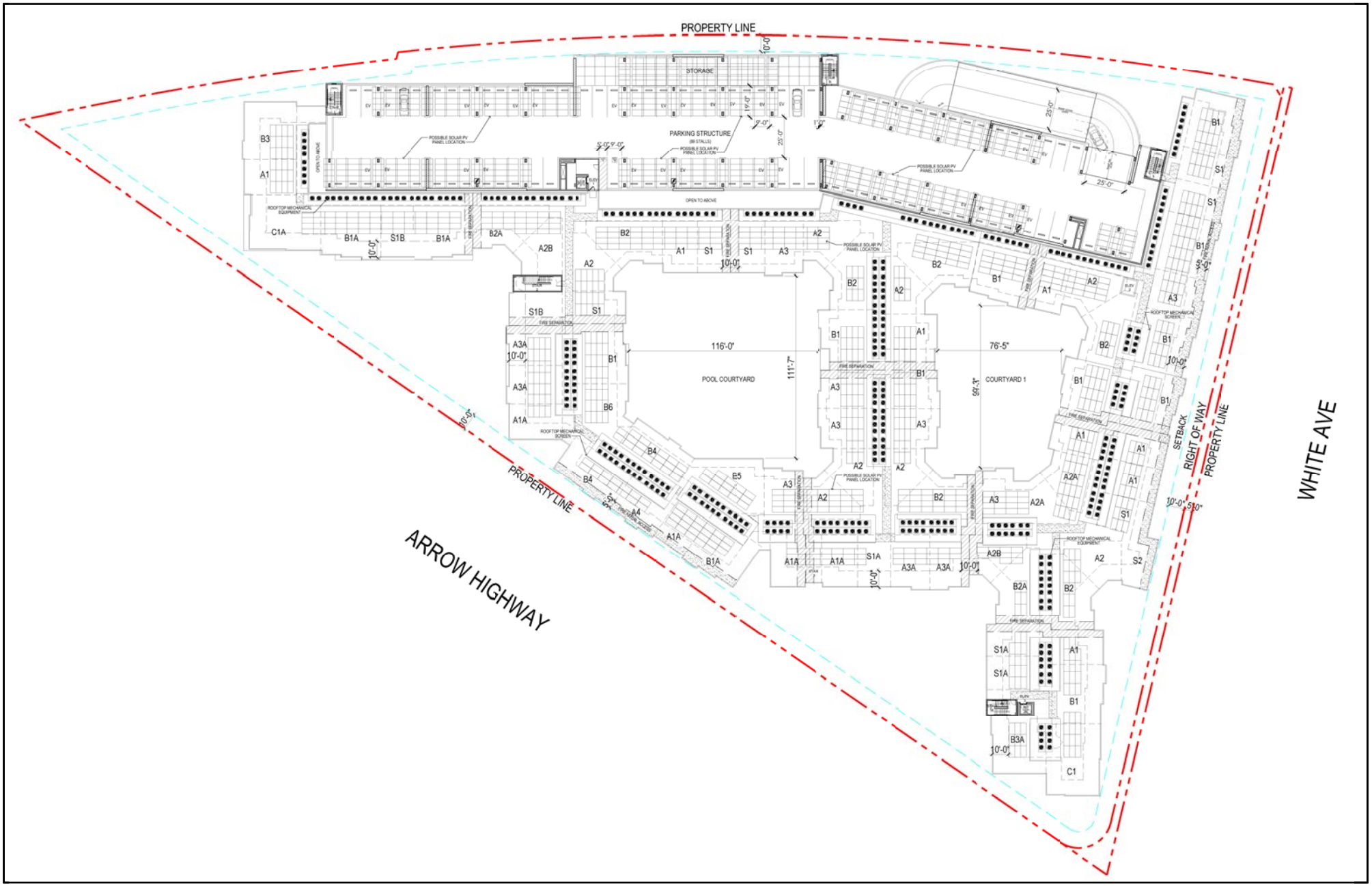

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Exhibit 3d: Proposed Level Six/Roof Plan

Sources: AO Architects, 4-15-2024. Map date: April 30, 2024.

Legend

- Common Outdoor Open Space
- Enclosed Amenity Space
- Private Open Space (Patio and Balcony)

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Exhibit 4a: Proposed Open Space Plan

Sources: AO Architects, 4-15-2024. Map date: May 1, 2024.

A - Dog Park (vestibule, synthetic turf, lounge furnishings, festival lighting)
B - Retail Public Plaza
C - Entry Motor Court
D - Courtyard
E - Pool Courtyard
F - Arrow Highway Courtyard & Gateway
G - Relocated Historic Plaque

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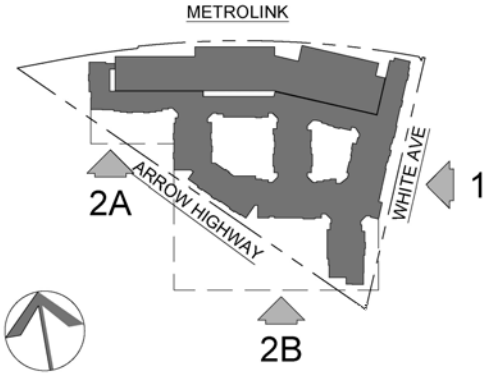
Exhibit 4b: Proposed Landscape Plan

Sources: MJS Landscape Architecture, 4-15-2024. Map date: May 1, 2024.



1 - Painted Stucco
2 - Stone Veneer
3 - Concrete Parking Structure - Stucco Finish
4 - Trim Band
5 - Window Trim Surround
6 - Metal Trim
7 - Decorative Corbels
8 - Vinyl Windows and Doors
9 - Aluminum Storefront System
10 - Metal Railing
11 - Metal Canopy
12 - Metal Screen

A - SW 7035 Aesthetic White
B - SW 7036 Accessible Beige
C - SW 7019 Gauntlet Gray
D - SW 7020 Black Fox

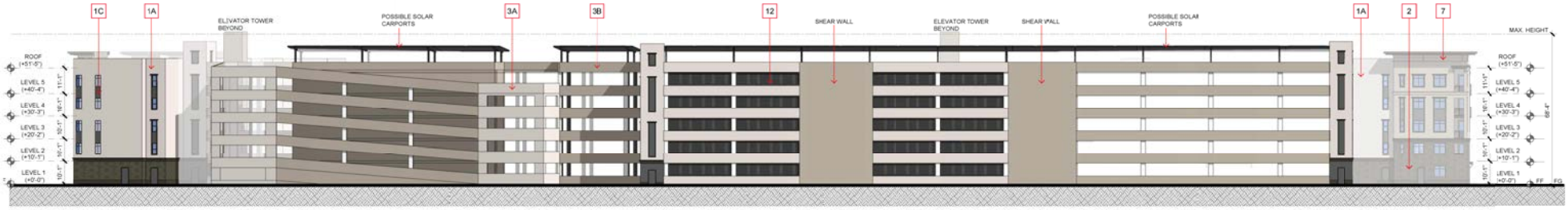
1941 WHITE AVENUE MIXED-USE PROJECT

Exhibit 5a: Proposed Building Elevation - East and South

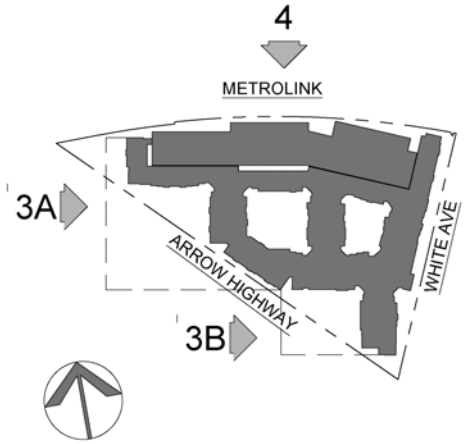
Sources: AO Architecture, 4-15-2024. Map date: May 1, 2024.

WEST ELEVATION 3A

WEST ELEVATION 3B



NORTH ELEVATION 4



1 - Painted Stucco
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12 - Metal Screen

A - SW 7035 Aesthetic White
B - SW 7036 Accessible Beige
C - SW 7019 Gauntlet Gray
D - SW 7020 Black Fox

1941 WHITE AVENUE MIXED-USE PROJECT

Exhibit 5b: Proposed Building Elevation - West and North

Sources: AO Architecture, 4-15-2024. Map date: May 1, 2024.

1941 WHITE AVENUE MIXED-USE PROJECT

Exhibit 6: Proposed Rendering

Sources: AO Architecture, 9-29-2023. Map date: October 16, 2023.

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3.0 CEQA GUIDELINES SECTION 15182 PROJECTS PURSUANT TO A SPECIFIC PLAN

3.1 15182(b) Projects Proximate to Transit

Section 15182(b)(1) Eligibility

CEQA Guidelines Section 15182(b)(1) establishes the following eligibility criteria for projects proximate to transit to be exempt. As demonstrated below, the proposed Project meets the eligibility criteria.

Criterion (A) *The project is located within a transit priority area as defined in Public Resources Code section 21099(a)(7).*

As discussed in the Transportation Impact Study (Appendix J), the Project site is located within a Transit Priority Area (TPA). According to Public Resources Code (PRC) Section 21099(a)(7), a TPA is defined as the area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon. The Project site is located less than one-half mile from the currently under construction Metro A (Gold) Line La Verne Station, which will be located northeast of the E Street-Fairplex Drive/Arrow Highway intersection, and is scheduled to be completed and tested by the end of 2025[1]. As discussed in Section 2.3, the Project is proposed to be constructed in a single phase with construction anticipated to begin in Q4 2024 and end in Q4 2027. Therefore, the Project satisfies this criterion.

Criterion (B) *The project is consistent with a specific plan for which an environmental impact report was certified.*

The proposed 1941 White Avenue Mixed-Use Project is comprised of two parcels (APNs 8377-028-010 and 8377-028-011) located at the northwest corner of Arrow Highway and White Avenue within the OTLVSP. As previously discussed, the OTLVSP (SP-13SP) was adopted and the OTLVSP Final Environmental Impact Report (FEIR) SCH# 2011111021 (13-13EIR), Findings of Fact and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (MMRP) were certified by the La Verne City Council in March 2013.

The Project site is zoned OTLVSP. The OTLVSP identifies the Project site as being located within the Mixed-Use 1 District (Figure 9.1 of the OTLVSP), which provides for transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Metro A (Gold) Line Station. This District allows for a mix of commercial and residential as principally permitted uses, including the following specified uses: “Flats and lofts:

[1] Foothill Gold Line, *Foothill Gold Line Glendora to Pomona Construction News*, 1st Quarter 2024, Quarter1_Newsletter_Winter2024_ONLINE.pdf (foothillgoldline.org), accessed February 27, 2024.

Ground level," "Flats and lofts: Upper level," and "Retail sales: 10,000 sf or less (neighborhood-serving)." This District also allows surface parking lots or parking structures and Open Space to implement the OTLVSP land use plan.

The Project proposes to construct a mixed-use development consisting of up to 367 residential units and approximately 1,588 square feet of ground floor retail within a five-story building partially surrounding a six-level parking structure, which would be consistent with the land uses intended for the Mixed-Use District by the OTLVSP. As demonstrated in the *Environmental Checklist* discussion in Section 3.2, the proposed Project would be consistent with the OTLVSP's development standards and policies. Therefore, the Project satisfies this criterion.

Criterion (C) *The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board has accepted the determination that the sustainable communities strategy or the alternative planning strategy would achieve the applicable greenhouse gas emissions reduction targets.*

Connect SoCal, the Southern California Association of Government's (SCAG's) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) contains regional growth projections and strategies for accommodating projected population, household and employment growth in the SCAG region by 2045, and provides a regional perspective towards transportation planning. 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 strategies encourage growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, support implementation of sustainability policies, and promote a green region.

As a Land Use Tool, the 2020-2045 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region that follow the principles of center focused placemaking and are locations where 2020-2045 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, TPAs, High Quality Transit Areas (HQTAs), Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. Although the PGAs account for only 4 percent of region's total land area, implementation of SCAG's growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2020 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

Chapter 3 of the 2020-2045 RTP/SCS identifies PGAs on Exhibits 3.4 through 3.10. The Project site is located within PGAs. More specifically, the Project site is located within the boundaries of an TPA and HQTA, as described below. The Project site is also located near Job Centers within

Glendora and Pomona and approximately 0.25-mile from a Livable Corridor and NMA; the Project site is not located within a Sphere of Influence.

- TPAs: Areas within one-half mile of a major transit stop that is existing or planned. According to the 2020-2045 RTP/SCS, focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports strategies outlined in the 2020-2045 RTP/SCS for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.
- HQTAs: Areas within one-half mile from major transit stops and high quality transit corridors. New developments should be context-sensitive, responding to the existing physical conditions of the surrounding area. Sensitively designed Transit Oriented Developments (TODs) can preserve existing development patterns and neighborhood character while providing a balance of housing choices.
- Job Centers: Areas with denser employment than their surroundings. The 2020-2045 RTP/SCS prioritizes employment growth and residential growth in existing Job Centers in order to leverage existing density and infrastructure. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced.
- NMAs: Areas that focus on creating, improving, restoring and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs have robust residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. NMAs support the principles of center focused placemaking. Fundamental to neighborhood scale mobility in urban, suburban and rural settings is encouraging “walkability,” active transportation and short, shared vehicular trips on a connected network through increased density, mixed land uses, neighborhood design, enhanced destination accessibility and reduced distance to transit. Targeting future growth in these areas has inherent benefits to Southern California residents – providing access to “walkable” and destination-rich neighborhoods to more people in the future.
- Livable Corridors: Livable Corridor land-use strategies include development of mixed use retail centers at key nodes along corridors, increasing neighborhood oriented retail at more intersections, applying a “Complete Streets” approach to roadway improvements and zoning that allows for the replacement of underperforming auto- oriented strip retail between nodes with higher density residential and employment. Livable Corridors also encourage increased density at nodes along key corridors, and redevelopment of single-

story, under-performing retail with well-designed, higher density housing and employment centers.

The Project would be consistent with intent of the PGAs and therefore consistent with the general use designation, density, and building intensity set forth in the 2020-2045 RTP/SCS in that the Project includes development of 367 multi-family housing units, 44 of which would be deed restricted affordable units for lower income households, and 1,588 square feet of ground floor neighborhood-serving retail on an infill site located near transit, sources of employment, and other retail opportunities within urbanized communities, leveraging existing density and infrastructure and reducing the length of vehicle trips for residents and employees.

Consistent with the land use policies for TPAs, the Project would constitute compact, focused infill development in an established community with access to high-quality transportation, alleviating development pressure in sensitive resource areas. Given the urban nature of the Project area and the Project site's location near the Metro A (Gold) Line Station and Foothill Transit public bus transit routes, Project residents would be able to utilize transit, walk, and bike to work and to shop, reducing dependence on automobile travel. Further, the Project would provide 40 long-term storage spaces for bicycles, which would encourage bicycling as a form of transportation.

Consistent with the land use policies for HQTAs, the Project would also be context-sensitive and respond to the existing physical conditions of the surrounding area. The Project site is bounded by White Avenue to the east, Arrow Highway to the south-southwest, and railroad tracks to the north-northwest. To the south-southwest of Arrow Highway are auto repair uses and the Fairplex (formerly, Los Angeles County Fairgrounds) parking lot. Further east of White Avenue are residential uses. The Project would redevelop a former industrial/manufacturing site. Development of the Project site would provide for preservation and extension of existing development patterns and neighborhood character, providing additional housing options for future residents, as well as new sidewalks and enhanced landscaping and open space areas adjacent to Arrow Highway and White Avenue, providing for an improved pedestrian experience.

This type of transit-oriented residential development helps to reduce dependence on automobile travel and to reduce associated mobile-source GHG emissions. Thus, the Project is consistent with SCAG's land use strategies related to reducing GHG emissions by encouraging growth near destinations and mobility options. As such, the Project would be consistent with the land use, density, and intensity of development specified in the 2020-2045 RTP/SCS for projects near in TPAs and HQTAs.

Further, as discussed in Table 1, *2020-2045 RTP/SCS Goals and Guiding Principles Consistency Analysis*, the Project would be consistent with the applicable goals and policies of the 2020-2045 RTP/SCS.

Table 1
RTP/SCS Goals and Guiding Principles Consistency Analysis

Goals and Guiding Principles	Consistency Analysis
Goal 1 Encourage regional economic prosperity and global competitiveness.	Not Applicable/Consistent. This goal is specific to SCAG, other jurisdictions, and the City and does not apply to the Project. However, the Project would construct housing near sources of employment and shopping in an existing urban area, supporting the regional economic prosperity and global competitiveness of southern California.
Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. The Project site is located in an urbanized area served by existing Foothill Transit bus lines and the future A Line, currently under construction. As defined by SCAG, the Project site is located with an TPA and HQTA. These areas support transit opportunities and promote walkable and bikeable environments with reduced automobile dependance. The Project proposes to remove former industrial/manufacturing buildings and develop 367 multi-family housing units, 44 of which would be deed restricted affordable units for lower income households, and 1,588 square feet of ground floor neighborhood-serving retail on an infill site located near transit, sources of employment, and other retail opportunities. The Project would also provide 40 long-term storage spaces for bicycles, which would encourage bicycling as a form of transportation. As part of the Project some of the existing driveways would be removed and new sidewalks would be constructed, improving walkability and pedestrian safety within the area. Additionally, the Project would provide for enhanced landscaping adjacent to Arrow Highway and White Avenue, providing for an improved pedestrian experience.

Table 1 (continued)
RTP/SCS Goals and Guiding Principles Consistency Analysis

Goals and Guiding Principles	Consistency Analysis
	Various agencies with jurisdiction over the adjacent railroad right-of-way and at-grade rail crossings, including the California Public Utilities Commission, Southern California Regional Rail Authority (Metrolink), LA Metro, and the Gold Line Foothill Extension Construction Authority, reviewed and provided preliminary input on the proposed Project site plan and proposed access scheme. The Project site driveways have been located at a distance from the nearest at-grade rail crossings to comply with the guidance of Metrolink and the Project proposes improvements to ensure that Project-related queues would not extend into the at-grade rail crossings in order to provide for travel safety.
Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.	Not Applicable. This goal is specific to SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system, and does not apply to the Project.
Goal 4 Increase person and goods movement and travel choices within the transportation system.	Consistent. The Project proposes to develop mixed-use residential and retail uses within an urbanized area, served by existing bus lines and in proximity to the Metro A (Gold) Line La Verne Station currently under construction. In addition to transit opportunities, the Project provides for improved pedestrian amenities and bicycle parking, providing travel choices within the transportation system and access to existing good and services.

Table 1 (continued)
RTP/SCS Goals and Guiding Principles Consistency Analysis

Goals and Guiding Principles	Consistency Analysis
Goal 5 Reduce greenhouse gas emissions and improve air quality.	Consistent. The Project is an infill development that would remove former industrial/manufacturing uses and provide new housing and retail opportunities in proximity to existing bus transit, the Metro A (Gold) Line La Verne Station currently under construction, and goods and services within the surrounding area. By siting housing in a transit-rich area, the Project would contribute to an overall reduction in VMT and associated GHG emissions.
Goal 6 Support healthy and equitable communities.	Consistent. The Project proposes to remove former industrial/manufacturing buildings and develop 367 multi-family housing units, 44 of which would be deed restricted affordable units for lower income households, and 1,588 square feet of ground floor neighborhood-serving retail on an infill site located near transit, sources of employment, and other retail opportunities. The Project would also provide 40 long-term storage spaces for bicycles, which would encourage bicycling as a form of transportation. By developing new affordable housing and providing access to travel choices that reduce the dependence upon the automobile, the Project would support healthy and equitable communities.

Table 1 (continued)
RTP/SCS Goals and Guiding Principles Consistency Analysis

Goals and Guiding Principles	Consistency Analysis
Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. The Project proposes to develop 367 multi-family housing units, 44 of which would be deed restricted affordable units for lower income households, and 1,588 square feet of ground floor neighborhood-serving retail on an infill site located near transit, sources of employment, and other retail opportunities. The Project would also provide 40 long-term storage spaces for bicycles, which would encourage bicycling as a form of transportation. This type of transit-oriented development supports an integrated regional development pattern and transportation network, helping to reduce automobile dependence and mobile-source GHG emissions.
Goal 8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable. This goal is specific to SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system, and does not apply to the Project.
Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. The Project proposes to develop 367 multi-family housing units, 44 of which would be deed restricted affordable units for lower income households. The units would be comprised of 58 studio units, 182 one-bedroom units, 119 two-bedroom units and 8 three-bedroom units ranging in size from approximately 591 square feet to approximately 1,336 square feet, providing a variety of options. The Project site is served by existing bus lines and is located in proximity to the Metro A (Gold) Line La Verne Station currently under construction, providing multiple transportation options. In addition to transit opportunities, the Project provides for improved pedestrian amenities and bicycle parking, providing travel choices within the transportation system.

Table 1 (continued)
RTP/SCS Goals and Guiding Principles Consistency Analysis

Goals and Guiding Principles	Consistency Analysis
Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The Project site has historically been developed and is located within an urbanized area. There are no natural or agricultural lands within the Project site or surrounding area. The Project is an infill development and would not impact natural and agricultural lands or restoration of habitats.
Guiding Principle 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	Not Applicable. This principle is specific to SCAG and other jurisdictions and agencies that are responsible for developing, maintaining, and improving the regional transportation system, and does not apply to the Project.
Guiding Principle 2 Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	Not Applicable. This principle is specific to SCAG and other jurisdictions and agencies that are responsible for developing, maintaining, and improving the regional transportation system, and does not apply to the Project.
Guiding Principle 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	Not Applicable. This principle is specific to SCAG and other jurisdictions and agencies that are responsible for developing, maintaining, and improving the regional transportation system, and does not apply to the Project.
Guiding Principle 4 Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	Not Applicable. This principle is specific to SCAG and other jurisdictions and agencies that are responsible for developing, maintaining, and improving the regional transportation system, and does not apply to the Project.
Guiding Principle 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	Not Applicable. This principle is specific to SCAG and other jurisdictions and agencies that are responsible for developing, maintaining, and improving the regional transportation system, and does not apply to the Project.

Table 1 (continued)
RTP/SCS Goals and Guiding Principles Consistency Analysis

Goals and Guiding Principles	Consistency Analysis
Guiding Principle 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	Not Applicable. This principle is specific to SCAG and other jurisdictions and agencies that are responsible for developing, maintaining, and improving the regional transportation system, and does not apply to the Project.
Guiding Principle 7 Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	Not Applicable. This principle is specific to SCAG and other jurisdictions and agencies that are responsible for developing, maintaining, and improving the regional transportation system, and does not apply to the Project.
Source: Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Adopted September 3, 2020.	

3.2 15182(c) Residential Projects Implementing Specific Plans

Section 15182(c)(1) Eligibility

CEQA Guidelines Section 15182(c)(1) establishes the following eligibility criteria for residential projects implementing specific plans to be exempt. As demonstrated below, the proposed Project meets the eligibility criteria.

> *Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments.*

The proposed Project site (APNs 8377-028-010 and 8377-028-011) is located within the Old Town La Verne Specific Plan (OTLVSP) area. The OTLVSP (SP-13SP) was adopted and the OTLVSP Final Environmental Impact Report (FEIR) SCH# 2011111021 (13-13EIR), Findings of Fact and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (MMRP) were certified by the La Verne City Council in March 2013.

As stated, the Project site is zoned OTLVSP. The OTLVSP identifies the Project site as being located within the Mixed-Use 1 District (Figure 9.1 of the OTLVSP), which provides for transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Metro A (Gold) Line Station. This District allows for a mix of commercial and residential as principally permitted uses, including the following specified uses: “Flats and lofts:

Ground level," "Flats and lofts: Upper level," and "Retail sales: 10,000 sf or less (neighborhood-serving)." This District also allows surface parking lots or parking structures and Open Space to implement the OTLVSP land use plan.

The Project proposes to construct a mixed-use development with a lot coverage of 125,350 square feet consisting of up to 367 residential units and approximately 1,588 square feet of ground floor retail within a five-story building partially surrounding a six-level parking structure, which would be consistent with the OTLVSP Mixed-Use District 1. Further, as demonstrated throughout this report, the proposed Project would be consistent with and in conformity to the OTLVSP and OTLVSP FEIR, which was prepared after January 1, 1980. Therefore, the Project satisfies the eligibility criteria.

Section 15182(b)(2) and Section 15182(c)(2) Limitation

CEQA Guidelines Section 15182(b)(2) establishes the following limitation for projects proximate to transit to be exempt.

> *Additional environmental review shall not be required for a project described in this subdivision unless one of the events in section 15162 occurs with respect to that project.*

CEQA Guidelines Section 15182(c)(2) establishes the following limitation for residential projects implementing specific plans to be exempt.

> *If after the adoption of the specific plan, an event described in Section 15162 occurs, the exemption in this subdivision shall not apply until the city or county which adopted the specific plan completes a subsequent EIR or a supplement to an EIR on the specific plan. The exemption provided by this section shall again be available to residential projects after the Lead Agency has filed a Notice of Determination on the specific plan as reconsidered by the subsequent EIR or supplement to the EIR.*

Environmental Checklist

As described in Section 1.2, above, this analysis has been prepared to determine whether the proposed Project would result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts in the OTLVSP FEIR.

The scope of the City's review of the proposed Project is limited by provisions set forth in CEQA and the State CEQA Guidelines. This review is limited to evaluating whether the proposed Project would require further environmental analysis beyond the OTLVSP FEIR. This analysis also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the OTLVSP FEIR was certified. This evaluation includes a determination as to whether the proposed Project would result in any new significant impacts or a substantial increase in a previously identified significant impact meeting the criteria for preparing a subsequent or supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines Section 15162.

This analysis is based on the CEQA Guidelines Appendix G Checklist and provides a summary of impacts in the OTLVSP FEIR and the potential impacts associated with the proposed Project. This comparative analysis provides the City with the factual basis for determining whether the Project would require additional environmental review or preparation of a Subsequent EIR or Supplemental EIR.

Aesthetics

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Except as provided in Public Resources Code Section 21099, would the project:					
a. Have a substantial adverse effect on a scenic vista?				X	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X	
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X	

OTLVSP FEIR Conclusions

The OTLVSP FEIR concludes that the OTLVSP project is not identified as a viewshed, is not located in the sightline of a viewshed, and is not within the viewshed of a State Scenic Highway and therefore impacts would be less than significant specific to scenic vistas and viewsheds.

As discussed in the OTLVSP FEIR, the OTLVSP project could substantially degrade the existing visual character or quality of the site and its surroundings. However, design standards contained in the OTLVSP would reduce the existing disjointed visual character of the OTLVSP area, encourage a more cohesive development pattern, and enhance the visual quality of the area

through consistent use of complimentary landscaping and architectural features. Further, while the OTLVSP project would allow for taller buildings within the southern portion of the OTLVSP area, pedestrian views of the San Gabriel Mountains would continue to be available, particularly at roadway corridors and at intersections, when looking north. As such, the OTLVSP concludes that impacts would be less than significant in this regard.

The OTLVSP FEIR states development within the OTLVSP could create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area. However, development within the OTLVSP area would be subject to the light pollution reduction measures of the OTLVSP and the lighting standards contained in Municipal Code Section 18.98.110. Additionally, new development would not use highly reflective surfaces because the use of highly reflective surfaces is inconsistent with the design goals of the OTLVSP. As such, the OTLVSP concludes that impacts would be less than significant in this regard.

Discussion of Project

a. Have a substantial adverse effect on a scenic vista?

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The Project proposes to remove the existing industrial/warehouse buildings and associated improvements and develop a new mixed-use development within a five-story building partially surrounding a six-level parking structure. The Project is located within the southeast portion of the OTLVSP area and, as indicated in the OTLVSP FEIR, is not located within an identified viewshed, within the sightline of a viewshed, or within the viewshed of a State Scenic Highway. Thus, the proposed Project would not have a substantial adverse effect on a scenic vista or substantially damage scenic resources within a State Scenic Highway. Project implementation would remain consistent with the impact determination of the OTLVSP FEIR. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to scenic vistas and scenic resources, and no mitigation would be required.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Project design is consistent with applicable City standards governing scenic quality, including the General Plan Land Use Element, design standards contained within the OTLVSP, and the Zoning Ordinance. Further, while the Project proposes to redevelop the Project site with taller buildings than currently exist, pedestrian views of the San Gabriel Mountains would continue to be available, particularly at roadway corridors and at intersections, when looking north.

Therefore, the Project would not conflict with applicable zoning or other regulations governing scenic quality. Project implementation would remain consistent with the impact determination of the OTLVSP FEIR. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to visual character and scenic quality, and no mitigation would be required.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The Project site is developed with an existing industrial facility and therefore, currently experiences lighting and glare typical of a developed and urbanized area (security and landscape lighting, automobile headlights, glare from glass surfaces, etc.). While the proposed mixed-use Project would not introduce lighting or glare at a site where none previously existed, the Project would result in a higher density/intensity over existing conditions with a greater potential for adverse effects related to light or glare. The Project would be required to comply with applicable City standards related to light and glare, including light pollution reduction measures of the OTLVSP and the lighting standards contained in La Verne Municipal Code, thereby reducing the potential for glare effects, light spillover onto adjacent properties, or conflicts with adjacent land uses. Therefore, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Project implementation would remain consistent with the impact determination of the OTLVSP FEIR. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to light or glare, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater aesthetic impacts beyond those identified in the OTLVSP FEIR. Following compliance with the existing regulatory environment, there would be no new significant impacts or a substantial increase in the severity of previously identified impacts relative to aesthetics. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

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Agriculture and Forestry Resources

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?					X
c. Result in the loss of forest land or conversion of forest land to non-forest use?					X
d. 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?					X

OTLVSP FEIR Conclusions

The OTLVSP FEIR does not include specific thresholds relative to the topic of Forestry Resources. The City certified the EIR before Appendix G of the State CEQA Guidelines was revised to include thresholds specific to a project's impacts relating to forestry resources.[2]

[2] New legal enactments, such as changes to the State CEQA Guidelines, do not in and of themselves constitute "new information" triggering Public Resources Code Section 21166(c). (*Olen Properties Corp. v. City of Newport*

The OTLVSP FEIR concluded no impacts would occur to agricultural resources.

Discussion of Project

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c. Result in the loss of forest land or conversion of forest land to non-forest use?

d. 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?

The Project site is currently developed with industrial/warehouse buildings and associated improvements. The Project site and surrounding area are developed with urban uses and are not intended for agricultural or forestry production, nor does the Project site and surrounding area support any Farmland of Local Importance, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] Thus, the Project would not involve the conversion of farmland to a non-agricultural use or conflict with existing zoning for agricultural use or a Williamson Act contract. No forest land, timberland, or timberland zoned Timberland Production occurs within the City. Thus, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. Project implementation would remain consistent with the impact determination of the OTLVSP FEIR. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to agriculture and forestry resources, and no mitigation would be required.

Conclusion

The proposed Project would not result in new significant agricultural or forestry resource impacts or a substantial increase in the severity of previously identified significant impacts as these resources do not occur within the Project site or surrounding area. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

Beach (2023) 93 Cal.App.5th 270, 281; *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318–1320.)

[3] California Department of Conservation, *DOC Maps Data Viewer*, https://maps.conservation.ca.gov/agriculture/DataViewer/index.html, accessed January 15, 2024.

Air Quality

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?				X	
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?				X	
c. Expose sensitive receptors to substantial pollutant concentrations?				X	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?					X

OTLVSP FEIR Conclusions

As discussed in the OTLVSP FEIR, the OTLVSP project could conflict with or obstruct implementation of the applicable air quality plan. The OTLVSP project would encourage mixed-use development within the Specific Plan area in proximity to nearby commercial, employment, and transit opportunities, which would be consistent with SCAG goals to reduce the prominence of the suburban development patterns that exist in the SCAG region. The OTLVSP project would also be consistent with the City's General Plan goal of encouraging infill development in the City to reduce dependence on the automobile. However, by amending the City's General Plan land use designations to allow for greater development density within the OTLVSP area, the resulting population and housing growth associated with the OTLVSP project would exceed growth projections in SCAG's 2007 AQMP. Operational emissions associated with the OTLVSP project also exceed SCAQMD's regional thresholds. As such, the OTLVSP FEIR concludes that impacts would be significant and unavoidable in this regard.

The OTLVSP project along with other reasonably foreseeable future projects within the SCAB could violate an air quality standard or contribute to an existing or projected air quality violation. The worst-case daily construction emissions associated with the OTLVSP project would exceed SCAQMD's construction thresholds for ROG and NOx, while the OTLVSP project's operational emissions would exceed SCAQMD's thresholds for ROG, NOx, CO, and PM_{10}. Implementation of Mitigation Measures 3.2-2 through 3.2-6 would reduce construction emissions of ROG and NOx associated with the worst-case construction scenario analyzed for the OTLVSP project; however, impacts after mitigation would remain significant after mitigation is implemented. The design features of the OTLVSP, including its mixed-use nature and availability of public transit options near residential and commercial uses, would reduce the operational emissions associated with the OTLVSP project; however, despite these design features, impacts associated with the project's operational emission would remain significant. Therefore, the OTLVSP FEIR concludes that pollutant emissions in conjunction with cumulative projects would be cumulatively considerable and cumulative impacts would be significant and unavoidable.

Construction and operation activities associated with the OTLVSP project could potentially expose sensitive receptors located within and adjacent to the OTLVSP area boundaries to CO hotspots, localized air quality impacts from criteria pollutants, and Toxic Air Contaminants (TACs) from on-site sources during project construction as well as TACs from operational sources. With regards to CO hotspots, OTLVSP project-generated local mobile-source CO emissions would not result in or substantially contribute to concentrations that exceed the 1-hour or 8-hour ambient air quality standards for CO; air quality impacts of the OTLVSP associated with CO hotspots would be less than significant. With regards to localized construction air quality impacts from criteria pollutants, SCAQMD has indicated that Localized Significance Thresholds (LSTs) are only applicable to projects at the project-specific level, and are not intended for plan-level analysis or applicable to regional projects such as the OTLVSP. Each project would be evaluated on a case-by-case basis to determine whether the project would result in localized air quality impacts on nearby sensitive receptors during construction. Depending on the size and scale of a particular new development, and the intensity of the construction effort that would be required, the construction emissions generated by a new development could potentially cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards at the existing sensitive uses located in the vicinity of that development. Applicable projects would be required to implement OTLVSP FEIR Mitigation Measure 3.2-2 or prepare a project-level LST analysis to demonstrate that the construction emissions of a project would not exceed SCAQMD's LSTs. With regards to localized construction air quality impacts from TACs, because of the short-term nature of individual construction projects, and because the highly dispersive properties of diesel PM would result in further reductions in exhaust emissions, the construction activities associated with individual development projects in the OTLVSP area would not expose sensitive receptors to substantial emissions of TACs. With regards to operational sources of TACs, the types of new land uses resulting from OTLVSP implementation are not anticipated to emit TAC emissions in appreciable quantities. In addition, any commercial use that would be a

stationary source of TAC emissions would be subject to the rules and regulations of SCAQMD. In addition, the OTLVSP project would remove industrial land uses which generally emit greater amounts of TACs than residential or commercial uses. The removal of these industrial uses would result in a reduction in the amount of existing TAC emissions in the OTLVSP area. Further, based on the criteria in the California Air Resource Board (CARB) guidance document, it can be ascertained that the OTLVSP project would not have the potential to expose sensitive receptors to TACs from mobile sources to an extent that health risks could result. The OTLVSP FEIR concludes that impacts would be less than significant in this regard.

As discussed in the OTLVSP FEIR, the OTLVSP does not include any land uses identified by the SCAQMD as being associated with odors. Odors associated with construction activities would be a temporary source of nuisance to adjacent uses, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact. Therefore, the OTLVSP FEIR concludes that impacts associated with objectionable odors would be less than significant.

Discussion of Project

The following analysis is based on the *Air Quality and Greenhouse Gas Emissions Technical Study: 1941 North White Avenue Mixed Development Project* (Air Quality and GHG Study), dated November 2023, prepared by PlaceWorks and peer reviewed by De Novo Planning, and included in its entirety as Appendix A, Air Quality and GHG Study.

South Coast Air Quality Management District (SCAQMD) Thresholds

SCAQMD has established thresholds of significance for air quality for construction activities and project operation in the SCAB, as shown in Table 2, *South Coast Air Quality Management District Thresholds*. Table 1 lists thresholds that are applicable for all projects uniformly, regardless of size or scope.

Table 2
South Coast Air Quality Management District Emissions Thresholds

Phase	Air Pollutant (lbs per day)				
	ROG	NO_x	CO	SO_x	PM_{10}
Construction	75	100	550	150	150
Operational	55	55	550	150	150
Source: Placeworks, *Air Quality and Greenhouse Gas Emissions Technical Study: 1941 North White Avenue Mixed Development Project*, November 2023.					
Notes: ROG = reactive organic gases; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfer oxides; PM_{10} = particulate matter up to 10 microns					

SCAQMD identifies localized significance thresholds (LST), shown in Table 3, *SCAQMD Localized Significance Thresholds*. Emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. Off-site mobile-source emissions are not included in the LST analysis as the LST screening criteria recommended by SCAQMD for project specific analysis apply only to on-site emissions. A project would generate a significant impact if it generates emissions that, when added to the local background concentrations, violate the ambient air quality standards (AAQS).

SCAQMD developed screening-level LSTs to back-calculate the mass amount (pounds per day) of emissions generated on-site that would trigger the levels shown in Table 3, for projects under five acres. These screening-level LST tables are the LSTs for all projects of five acres and less, such as the proposed Project, and are based on emissions over an 8-hour period; however, they can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required.

Table 3
SCAQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO_2 Standard (CAAQS)	0.18 ppm
Annual NO_2 Standard (CAAQS)	0.03 ppm
24-Hour PM_{10} Standard – Construction (SCAQMD)[1]	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (SCAQMD)[1]	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (SCAQMD)[1]	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (SCAQMD)[1]	2.5 µg/m^3
Annual Average PM_{10} Standard (SCAQMD)[1]	1.0 µg/m^3
Source: Placeworks, *Air Quality and Greenhouse Gas Emissions Technical Study: 1941 North White Avenue Mixed Development Project*, November 2023.	
Notes: ppm – parts per million; µg/m3 – micrograms per cubic meter. [1]Threshold is based on SCAQMD Rule 403. Since the SCAB is in nonattainment for PM_{10} and $PM_{2.5}$, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.	

The construction screening-level LSTs in SRA 10 are shown in Table 4, *Screening-Level Localized Significance Thresholds for Construction and Operation*. For construction activities, LSTs are based on the acreage disturbed per day associated with the equipment used, up to a project site's maximum disturbed acreage. The different types of construction activities would require different equipment mixes, resulting in multiple LSTs. The screening-level LSTs reflect the thresholds for sensitive receptors, which include nearby single-family residences east of the Project site across White Avenue, within 82 feet (25 meters) for all pollutants.

Table 4
Screening-Level Localized Significance Thresholds for Construction and Operation

Acreage Disturbed	Threshold (lbs./day)			
	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
5 Acres (Construction)	236	1,566	12	7
5 Acres (Operation)	236	1,566	3	2
Source: Placeworks, *Air Quality and Greenhouse Gas Emissions Technical Study: 1941 North White Avenue Mixed Development Project*, November 2023.				
Notes: The screening-level LSTs are based on receptors within 82 feet (25 meters) for SRA 10.				

Sensitive Receptors

Some land uses are considered more sensitive to air pollution (i.e., TACs) than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent because the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

Nearby off-site receptors include the single-family residences and workers for the antique store and Shell station to the east along White Avenue; a single-family residence, workers for the convenience store, demolition contractor, and flooring store to the north along 1st Street; and workers for the auto repair shop to the south along Arrow Highway.

a. Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

The SCAQMD adopted the 2022 AQMP on December 2, 2022. Regional growth projections are used by SCAQMD to forecast future emission levels in the SCAB. For southern California, these regional growth projections are provided by SCAG and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect regional growth projections. Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in SCAQMD's AQMP. These demographic trends are incorporated into Connect SoCal, SCAG's 2020–2045 RTP/SCS, to determine priority transportation projects and vehicle miles traveled in the SCAG region. Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in SCAQMD's AQMP.

The two principal criteria for conformance with an AQMP are:

- Whether the project would exceed the assumptions in the AQMP.
- Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

Criterion 1

The regional emissions inventory for the SCAB is compiled by SCAQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based, in part, on cities' general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. Additionally, demographic trends are incorporated into SCAG's RTP/SCS to determine priority transportation projects and vehicle miles traveled in the SCAG region. Because the AQMP strategy is based on projections from local general plans and SCAG's regional growth forecasts, projects that are consistent with the local general plan are considered consistent with the air-quality-related regional plan.

The Project proposes development of a mixed-use development with residential uses, retail uses, and residential amenities and landscaped areas on the Project site, which is consistent with the land use designation of the OTLVSP (Mixed-Use 1 District). Thus, implementation of the proposed Project would not substantially affect demographic projections beyond what is accounted for in the current 2022 AQMP. Overall, the proposed Project would not substantially affect housing, employment, or population projections within the region. Therefore, the proposed Project would be consistent with this AQMP consistency criterion.

Criterion 2

As discussed in greater detail below, the long-term emissions generated by the proposed Project would not produce criteria air pollutants that exceed SCAQMD's operational significance thresholds. SCAQMD's significance thresholds identify whether a project has the potential to cumulatively contribute to the South Coast Air Basin's (SCAB's) nonattainment designations. Therefore, the proposed Project would be consistent with this AQMP consistency criterion.

Conclusion

The proposed Project would not result in a conflict with SCAQMD's AQMP because the proposed Project would be consistent with the site's land use designations and the subsequent growth is accounted for in the SCAQMD's current AQMP. Moreover, the proposed Project would be within the buildout envisioned by and analyzed in the OTLVSP FEIR. As such, the proposed Project is within the scope of the OTLVSP FEIR and would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to AQMP consistency, and no mitigation would be required. OTLVSP FEIR Mitigation Measure 3.2-1 would not apply to the proposed Project as the measure requires the City to provide SCAQMD with its updated growth projections, which is not the responsibility of any individual development project.

b. Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard?

Regional Short-Term Construction Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of volatile organic compounds (VOCs) from paints and asphalt. Construction emissions modeling conducted as part of the Air Quality and GHG Study are shown in Table 5, *Maximum Daily Regional Construction Emissions*. As shown, maximum daily emissions for VOC, NOx, CO, SO_2, PM_{10}, and $PM_{2.5}$ from construction-related activities would be less than their respective SCAQMD regional significance threshold values. Projects that do not exceed the SCAQMD regional significance thresholds would not result in an incremental increase in health impacts in the SCAB from project-related increases in criteria air pollutants. Therefore, air quality impacts from project-related construction activities would be less than significant and would not be cumulatively considerable.

Table 5
Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lbs./day)[1,2,3]					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2024						
Demolition	0.92	12.33	19.92	0.05	2.57	0.60
Site Preparedness	0.75	15.53	29.80	0.06	8.69	4.20
Grading	0.63	14.95	20.63	0.06	4.46	1.83
Year 2025						
Grading	0.16	14.77	20.51	0.06	4.46	1.83
Building Construction	1.20	12.85	25.59	0.04	2.56	0.72
Year 2026						
Building Construction	1.11	12.62	24.86	0.04	2.56	0.71
Year 2027						
Building Construction	1.08	12.44	24.18	0.04	2.53	0.70
Building Construction, Paving, and Architectural Coating.	59.23	19.64	37.42	0.06	3.25	0.95
Maximum Daily Construction Emissions						
Maximum Daily Emissions	59.23	19.64	37.42	0.06	8.69	4.20
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Placeworks, *Air Quality and Greenhouse Gas Emissions Technical Study: 1941 North White Avenue Mixed Development Project*, November 2023.

Notes:

1. Based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment.
2. Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.
3. Modeling includes the use of Tier 4 Interim engines for all diesel-fueled construction equipment exceeding 50 horsepower. Maximum daily construction emissions are based on the worst-case day scenario in which the modeling retains its default hours per day of equipment operation.

Long-Term Operational-Related Air Quality Impacts

Operation of the proposed Project would generate criteria air pollutant emissions from area sources (e.g., landscaping equipment, architectural coating) and energy use (i.e., natural gas used for heating and cooking), and mobile sources (i.e., on-road vehicles). The primary source of long-term criteria air pollutant emissions generated by the proposed project would be mobile and area source emissions from project-generated vehicle trips and area sources, such as hearths, consumer products, and the reapplication of architectural coatings.

Table 6, *Regional Operation Emissions*, shows the criteria pollutant emissions that would be generated by full buildout of the proposed Project. As shown in Table 6, operation of the Project at full buildout, following the completion of construction, would result in criteria air pollutant emissions below the SCAQMD regional emissions significance thresholds. Therefore, the proposed Project's operational emissions would not be potentially significant or cumulatively considerable.

Table 6
Regional Operation Emissions

Source	Maximum Daily Emissions (lbs. per day)[1]					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
2027 Opening Year						
Mobile[1]	5.87	5.05	54.80	0.14	13.00	3.35
Area	13.70	5.47	34.00	0.03	0.45	0.44
Energy	0.06	1.04	0.45	0.01	0.08	0.08
Total	19.63	11.56	89.25	0.18	13.53	13.52
SCAQMD Regional Construction Threshold	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Placeworks, *Air Quality and Greenhouse Gas Emissions Technical Study: 1941 North White Avenue Mixed Development Project*, November 2023.

Notes:
1. Based on trip generation data provided by Linscott, Law, & Greenspan, Engineers (2023).

Conclusion

As illustrated above, the proposed Project would not result in an exceedance of any applicable SCAQMD significance thresholds during construction or operation. Therefore, the proposed Project would result in a less than significant impact related to regional mass emissions. The Project is within the scope of the OTLVSP FEIR and would be required to comply with the OTLVSP FEIR Mitigation Measures 3.2-2, 3.2-3, 3.2-4, 3.2-5, and 3.2-7. The proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP

FEIR with respect to a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment. No additional mitigation would be required.

OTLVSP FEIR Mitigation Measures

Measure 3.2-2: The following mitigation measures shall be incorporated to minimize emissions of NOx associated with construction activities for the project:

- Construction activities shall require the use of 2010 and newer diesel haul trucks (e.g, material delivery trucks and soil import/export) to the extent feasible. Under conditions where it is determined that 2010 model year or newer diesel trucks are not readily available or obtainable for a project, the applicant shall be required to provide this evidence to the City and shall instead use trucks that meet USEPA 2007 model year NOx emissions requirements.
    - It is noted that because construction would start as early as 2024, model year 2010 or newer trucks are considered feasible to obtain for the proposed project.

- Off-road diesel-powered construction equipment greater than 50 horsepower(hp) shall meet USEPA Tier III off-road emissions standards. In addition, construction equipment shall be outfitted with BACT devices certified by CARB. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. Under conditions where a newer or alternative technology becomes available in the future that would result in either equivalent or larger reductions in NOx emissions than the use of tiered construction equipment, that technology shall be applied. Where alternatives to USEPA Tier III equipment are chosen for a project, the applicant shall be required to show evidence to the City that comparable NOx emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations would be achieved.
    - It is noted that this mitigation measure is no longer applicable as it is past January 1, 2015 and the Project would be required to comply with the more stringent measures for off-road diesel-powered construction equipment identified below.

- After January 1, 2015, off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier IV emission standards, where available. Under conditions where it is determined that equipment meeting Tier IV emission standards are not readily available or obtainable for a project, the applicant shall be required to provide this evidence to the City and shall instead use USEPA Tier III equipment. In addition, construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized) engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT

documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- All construction sites shall recycle and/or salvage for reuse a minimum of 50 percent of the non-hazardous construction and demolition debris in accordance with the requirements of the California Green Building Code (CALGreen).
    - It is noted that the most current CALGreen building standards require a 65 percent diversion and the applicant would be required to meet the more current standard.

Measure 3.2-3: For all future discretionary projects in the Specific Plan area associated with the proposed project, the applicant for each individual development project shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.

Measure 3.2-4: For all future discretionary projects in the Specific Plan area associated with the proposed project, the applicant for each individual development project shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.

Measure 3.2-5: The following mitigation measures shall be incorporated to minimize emissions of VOC associated with construction activities:

- The architectural coatings phase for each project shall use coatings and solvents with a VOC content lower than that required under SCAQMD Rule 1113.
- All projects shall construct or build with materials that do not require painting or use pre-painted construction materials, to the extent feasible.

Measure 3.2-6: The City shall encourage all construction contractors to apply for SCAQMD "SOON" funds, which provides funds to accelerate clean up of off-road diesel vehicles such as heavy-duty construction equipment.

- It is noted that this measure applies to the city and not to any applicant or project.

Measure 3.2-7: The following mitigation measures shall be incorporated for all applicable discretionary projects in the Specific Plan area:

- Residential developments shall coordinate with the City to assess the feasibility of providing electric car charging stations for tenants.
    - It is noted that the applicant would be required to meet the more stringent requirements of CALGreen which requires new multi-family developments with greater than 20 units to provide 10 percent of total spaces to be electric vehicle

(EV) capable, 25 percent of total spaces to be EV ready, and five percent of total spaces to be equipped with a level 2 EV charging station. Title 24, Part 11, Chapter 5, Section 5.106.5.3 would also require the incorporation of EV charging infrastructure and parking for a portion of the non-residential parking spaces provided, the proportion of which is dependent on the number of spaces provided at the time building permits are issued.

- Residential developments shall provide outlets for electric and propane barbecues in residential areas.
    - It is noted that the applicant will be required to comply with the current California Building Code requirements, many of which have been amended or made more stringent since the City's adoption of this mitigation measure in 2013.

- Multi-family residential developments shall, to the extent feasible, include in the covenants, conditions and restrictions (CC&Rs) for the homeowner's association that the use of lawn mowers and leaf blowers shall be electrically-powered.

- Should the City adopt a car-sharing program, future residential and retail developments shall coordinate with the City to determine the necessity of providing designated areas for parking of zero emission vehicles (ZEVs).

- Residential, retail, and office developments shall provide information to tenants and employees regarding the availability of public transportation in the City.

c. Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

The proposed Project could expose sensitive receptors, such as residents and children, to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction LSTs

LSTs are based on the California AAQS, which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). To inform the LST analysis, nearby off-site sensitive receptors were identified, which include the single-family residences to the east along White Avenue and a single-family residence to the north along 1st Street.

Air pollutant emissions generated by construction activities would cause temporary increases in air pollutant concentrations. Table 7, *Localized Construction Emissions*, shows the maximum daily construction emissions (pounds per day) generated during on-site construction activities compared with the SCAQMD's screening-level LSTs, for sensitive receptors within 25 meters (82 feet). As shown in Table 7, the construction of the proposed Project would not generate construction-related on-site emissions that would exceed the screening-level LSTs. Thus, project-related construction activities would not have the potential to expose sensitive receptors to substantial pollutant concentrations. Localized air quality impacts from construction activities would be less than significant.

Table 7
Localized Construction Emissions

Construction Activity	Pollutants (lbs. per day)[1,2]			
	NO_x	CO	PM_{10}[3]	$PM_{2.5}$[3]
Demolition (2024)	10.82	18.41	2.07	0.45
Site Preparedness (2024)	14.72	28.31	8.29	4.09
Grading (2024)	10.02	17.81	3.22	1.46
Grading (2025)	10.02	17.81	3.22	1.46
Building Construction (2025)	9.21	15.00	0.11	0.11
Building Construction (2026)	9.17	15.00	0.11	0.10
Building Construction (2027)	9.13	15.00	0.10	0.09
Building Construction, Paving, and Architectural Coating (2027)	16.17	25.48	0.22	0.20
SCAQMD 5-Acre Screening Level LSTs	236	1,566	12	7
Exceeds LST?	No	No	No	No

Source: Placeworks, *Air Quality and Greenhouse Gas Emissions Technical Study: 1941 North White Avenue Mixed Development Project*, November 2023.

Notes: In accordance with SCAQMD methodology, only on-site emissions are included in the analysis. LSTs are based on an 82 ft receptor in SRA 10.

1. Where specific information for project-related construction activities or processes was not available modeling was based on CalEEMod defaults. These defaults are based on construction surveys conducted by the SCAQMD.
2. Modeling includes the use of Tier 4 Interim engines for all diesel-fueled construction equipment exceeding 50 horsepower. Maximum daily construction emissions are based on the worst-case day scenario in which the modeling retains its default hours per day of equipment operation.
3. Includes fugitive dust control measures required by SCAQMD under Rule 403, such as watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

Operation LSTs

Operation of the proposed Project would not generate substantial emissions from on-site stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions include industrial land uses, such as chemical processing and warehousing operations where truck idling would occur on-site and would require a permit from SCAQMD. The proposed Project does not fall within these categories of uses. While operation of the new five-story mixed use development would use standard on-site mechanical equipment such as heating, ventilation, and air conditioning (HVAC), air pollutant emissions would be nominal. Localized air quality impacts related to operation-related emissions would be less than significant.

Carbon Monoxide Hotspots

According to Bay Area Air Quality Management District (BAAQMD) recommended CO hotspot screening volumes, under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact. A traffic analysis was conducted by Linscott, Law, & Greenspan, Engineers to identify the intersection volumes in future conditions with the proposed Project during peak-hours at seven nearby study intersections. According to the analysis, the Project would result in the greatest cumulative peak-hour traffic volumes of 1,502 vehicles during the PM peak-hour at the Project Driveway-Gate 15 and Arrow Highway, which is below the BAAQMD's recommended CO hotspot screening volumes. Therefore, implementation of the proposed Project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the proposed site.

Health Risks to Receptors

Project-related construction activities would temporarily elevate concentrations of TACs and diesel particulate matter (DPM) in the vicinity of sensitive land uses. The primary sources of TACs and DPM would be exhaust generated from construction off-road equipment and construction vendor and haul-truck trips. The proposed Project would be developed over an approximately 36-month duration from Q4 2024 to Q4 2027. Because the proposed Project would result in the development of approximately 420,780 square feet of total building space in close proximity (approximately 100 feet) from nearby residences, a construction health risk assessment (HRA) was prepared for the proposed project. Nearby off-site receptors considered in the HRA include the single-family residences and workers for the antique store and Shell station to the east along White Avenue; a single-family residence, workers for the convenience store, demolition contractor, and flooring store to the north along 1st Street; and workers for the auto repair shop to the south along Arrow Highway. As identified in the HRA, the maximally exposed receptors are a single-family residence east of the project site along North White Avenue and workers at the facility that is currently under construction north of the project site. As indicated in the Air Quality

and GHG Study, chronic noncarcinogenic hazards are within acceptable limits, and project-related construction activities would not expose nearby sensitive receptors to substantial pollutant concentrations; refer to Appendix A.

Operation of the proposed Project would constitute the operation of a principally residential building with approximately 1,588 square feet of retail uses. The greatest on-site emission source for the Project would result from vehicles, which would largely constitute passenger vehicles from residents and retail patrons traveling to and from the project site. Other on-site emissions would result from on-site combustion of natural gas for space and water heating and cooking, as well as the operation of landscaping equipment and the use of paints and solvents, which are typical for residential developments. Therefore, the Project would not result in the exposure of receptors to substantial pollutant concentrations that could cause harm to nearby receptors. Moreover, the Project would be built compliant with the California Building Standards Code, which requires MERV 13 filtration be installed in new high-rise and nonresidential occupancies. When tested in accordance with American Society of Heating, Refrigerating and Air-Conditioning Engineers standards, MERV 13 filtration results in an 85-percent filtration from outdoor-to-indoor particulates 1.0-3.0 µg in size. As such, while impacts from existing emission sources and other existing environmental conditions to the Project do not require analysis under CEQA, the proposed project would reduce potential health impacts to future on-site residents resulting from exposure to emissions generated by nearby sources, such as the race car track to the south or the rail lines adjacent to the Project site. This impact would be less than significant.

Conclusion

As discussed above, the proposed Project would not result in an exceedance of the applicable SCAQMD LSTs or health risk thresholds during construction or operation. Further, the proposed Project would be required to implement OTLVSP FEIR Mitigation Measures (MMs) 3.2-2 through 3.2-5, resulting in a less than significant impact related to localized pollutant concentrations and receptor exposure, consistent with the conclusions of the OTLVSP FEIR. Thus, the proposed Project would be within the scope of the OTLVSP FEIR and would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to exposure of sensitive receptors to substantial pollutant concentrations. No additional mitigation would be required.

OTLVSP FEIR Mitigation Measures

Refer to Mitigation Measures 3.2-2 through 3.2-5, above.

d. Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The Project would not result in objectionable odors. The threshold for odor is if a Project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance. The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost

facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The Project involves the construction of a five-story mixed use development and would not fall within the objectionable odors land uses or generate odors different than what is already generated on-site. Emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be low in concentration, temporary, and would not affect a substantial number of people. Odor impacts would be less than significant.

As stated, the proposed Project would not constitute a land use that could create objectionable odors. Therefore, the proposed Project would result in a less than significant impact related to odors, consistent with the conclusions of the OTLVSP FEIR. Thus, the proposed Project would be within the scope of the OTLVSP FEIR and would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to other emissions adversely affecting a substantial number of people. No mitigation would be required.

Conclusion

The proposed Project would not result in new or greater air quality impacts beyond those identified in the OTLVSP FEIR. Following compliance with the existing regulatory environment and implementation of the applicable OTLVSP FEIR Mitigation Measures there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to air quality. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

Biological Resources

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?					X
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?					X
e. Conflict with any local policies or ordinances protecting					X

biological resources, such as a tree preservation policy or ordinance?					
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?					X

OTLVSP FEIR Conclusions

The OTLVSP FEIR concluded no impacts would occur to biological resources.

Discussion of Project

The following analysis is based on the Biological Resources Assessment for the 1941 N. White Avenue Project in La Verne, Los Angeles County, California (Biological Resources Assessment) dated October 30, 2023, prepared by LSA Associates and peer reviewed by ECORP Consulting on behalf of De Novo Planning, and included in its entirety as Appendix B, Biological Resources Assessment.

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 or U.S. Fish and Wildlife Service?

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The Project site is located within an urbanized area and is currently developed with industrial/warehousing buildings and associated improvements. The surrounding area is developed and comprises primarily industrial and commercial uses, as well as roadways and railways. According to the Biological Resources Assessment, the Project site is not located within designated critical habitat of any species. The Biological Resources Assessment concludes that due to a lack of suitable habitat, poor quality of the habitat, and the small project size, no special-status species are expected to inhabit the Project site. Additionally, there are no sensitive natural communities on the Project site, nor are there any drainage features, ponded areas, wetlands, or riparian habitat subject to jurisdiction of the California Department of Fish and Wildlife, United States Army Corps of Engineers, and/or the Regional Water Quality Control Board. As a condition

of approval, and in compliance with existing law, any trees that require removal would be required to either be removed outside the nesting season, which is approximately February through August, or that a nesting bird survey be conducted prior to tree removal. Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any special status plant or wildlife species, any riparian habitat or other sensitive natural community, or on any State or federally protected wetlands. Project implementation would remain consistent with the impact determination of the OTLVSP FEIR. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to special status plant or wildlife species, any riparian habitat or other sensitive natural community, or on any State or federally protected wetlands, and no mitigation would be required.

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?

The Project site is currently developed with industrial/warehousing buildings and associated improvements, and the site is not in a wildlife corridor and does not contain nursery sites. Because of the dense urban surroundings, wildlife in the area consists of songbirds, small mammals, and lizards adapted to urban environments. The proposed Project would not impede the movement of these species relative to the current situation on the Project site or within the Project site's urban context. Therefore, the Project would not interfere substantially with wildlife movement or impede the use of native wildlife nursery sites. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to movement of native resident or migratory fish or wildlife species, wildlife corridors, or wildlife nursery sites, and no mitigation would be required.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project would involve the removal of existing trees on the property, including thirteen living deodar cedars located within the southern-southwestern boundary of the site, which qualify as Significant Trees pursuant to Chapter 18.78 of the La Verne Municipal Code. The Project would be required to obtain a Tree Removal Permit and would be responsible for providing new replacement street trees as required by the City. Additionally, the Project would provide new landscaping, including trees, groundcover, and shrubs, along the perimeter of the Project site and within common open space areas. The proposed trees and landscaping would be in accordance with the City's requirements. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to local policies or ordinances protecting biological resources, and no mitigation would be required.

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?

The Project site is not located within the boundaries of any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved habitat conservation plan. As such, the 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. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to conflicts with adopted plans specific to biological resources and habitat conservation, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater impacts to biological resources beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to biological resources. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

Cultural Resources

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				X	
c. Disturb any human remains, including those interred outside of formal cemeteries?				X	

OTLVSP FEIR Conclusions

As discussed in the OTLVSP FEIR, the OTLVSP area includes previously identified historic resources. Several implementation procedures within the City of La Verne General Plan, as well as standards provided by the City Municipal Code, are designed to protect historic resources in Old Town La Verne. The OTLVSP does not propose any changes to these protection procedures and no significant direct or indirect impacts to those resources are anticipated as a result of OTLVSP implementation. In addition, the OTLVSP includes architectural guidelines and standards intended to encourage new development to respect the historic setting and character of the OTLVSP area and its historic structures; as well as a policy that prohibits the demolition of resources or building in the OTLVSP area that is 50 years old or older, unless it is demonstrated that it not a significant historic resource. Further, any alteration of these buildings shall be done so in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. As such, the OTLVSP FEIR concludes that impacts would be less than significant in this regard.

Although the OTLVSP area is not identified as containing unique subsurface archaeological resources, previously unknown and unrecorded archaeological resources could exist within the Specific Plan area and could be unearthed during excavation and grading activities. The City's General Plan Cultural Resources Chapter Policy 2.5, Implementation Measure (e) requires that in the event of an archaeological site being discovered during excavation or construction activities,

the resource be avoided, not disturbed, or an excavation plan be prepared in accordance with the requirements of CEQA. In addition, the OTLVSP includes a policy that states that during construction, should prehistoric or historic subsurface cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist will be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, the City and the archaeologist will determine, in consultation with local Native American groups, appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered will be, as necessary and at the discretion of the consulting archaeologist and in consultation with local Native American groups, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. As such, the OTLVSP FEIR concludes that these policies would minimize potential impacts in this regard to a less than significant level.

There is no indication that any particular site in the OTLVSP area has been used for human burial purposes in the recent or distant past. In addition, the La Verne General Plan Cultural Resources Policy 2.5 protects previously unidentified human remains from accidental damage. As such, adherence to State law, CEQA Guidelines, and the City's policies will ensure that any impacts related to the discovery of human remains during implementation of the OTLVSP would be less than significant.

Discussion of Project

The following analysis is based on the *Cultural Resources Assessment: 1941 North White Avenue, La Verne, Los Angeles County, California* (Cultural Resources Assessment), dated July 2023, prepared by LSA Associates and peer reviewed by ECORP Consulting on behalf of De Novo Planning, and included in its entirety as Appendix C, Cultural Resources Assessment.

A cultural resources records search was conducted at the South Central Coastal Information Center (SCCIC) that includes the Project site and a one-mile radius. Results of the records search indicate that 27 previous cultural resource studies had been completed within one-mile of the Project site, one of which includes the Project site. Although no cultural resources are documented within the Project site, 23 previously recorded cultural resources were identified within one-half-mile of the Project site. The closest resource is the Los Angeles County Fairgrounds (19-186564), which is adjacent to the Project site to the south/southwest. There are no prehistoric resources within one-half-mile.

In addition to the SCCIC records search, additional sources were consulted, including online sources, published literature in local and regional history, news articles, historic aerial photographs, and historic maps. A pedestrian survey for the Project site was conducted on May 18, 2023, and an intensive-level architectural survey was conducted on July 20, 2022.

a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

According to the Cultural Resources Assessment, a fruit packing house associated with the La Verne Cooperative Citrus Association was constructed on the Project site circa 1924. Various other buildings were added to the packing house. In 1994-1995, nearly all of the buildings on site, including the original 1924 packing house, were demolished and a new industrial building was constructed.

As indicated in the Cultural Resources Assessment, the Project site has been significantly altered and no longer retains the requisite integrity to convey historical significance under any designation criteria. Furthermore, the building does not qualify as an historic structure as outlined by the City of La Verne Municipal Code, as it is not listed, nor does it qualify for listing on the National Register of Historic Places or the California Register of Historical Resources. Lastly, it is not contributing to a registered historic district nor is it individually listed on a local inventory of historic places. As such, the Project site does not contain any "historical resources," as defined by CEQA. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to historical resources, and no mitigation would be required.

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

c. Disturb any human remains, including those interred outside of formal cemeteries?

As indicated in the Cultural Resources Assessment, the Project site has been previously developed and no natural ground surfaces remain. The Cultural Resources Assessment did not identify any archaeological resources within the Project site or within a one-mile radius. Further, a Sacred Lands File Search was conducted by the Native American Heritage Commission (NAHC) for the OTLVSP FEIR and the results were negative, indicating there were no sacred sites in the OTLVSP area. The Project would be required to comply with the existing regulatory environment regarding archeological resources and human remains, including the policy within the OTLVSP that requires a qualified archaeologist be contacted to assess the significance of the find, should prehistoric subsurface cultural resources be discovered during construction. Following compliance with this policy and standard regulatory compliance measures regarding buried cultural resources required in conformance with Section 15064.5(e) of the State CEQA Guidelines, Public Resources Code Section 5097.98, and State Health and Safety Code Section 7050.5, the Project is not expected to cause a substantial adverse change in the significance of an archaeological resource or disturb any human remains. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to archaeological resources and human remains, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater impacts to cultural resources beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to cultural resources. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

Energy

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X	

OTLVSP FEIR Conclusions

The OTLVSP FEIR does not include a stand-alone Energy analysis section. The City certified the OTLVSP FEIR before Appendix G of the State CEQA Guidelines was revised to include a checklist item specific to a project's impacts relating to Energy. [4] However, the topic of energy is addressed in the Greenhouse Gases section of the OTLVSP FEIR. More specifically, energy use is addressed in the context of greenhouse gas emissions and opportunities for energy reduction associated with implementation of the OTLVSP due to its increased development in proximity to transit and non-motorized transportation, reuse of buildings, and improved energy efficiency of new development.

[4] New legal enactments, such as changes to the State CEQA Guidelines, do not in and of themselves constitute "new information" triggering Public Resources Code Section 21166(c). (*Olen Properties Corp. v. City of Newport Beach* (2023) 93 Cal.App.5th 270, 281; *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318–1320.)

Discussion of Project

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project proposes to remove the existing industrial/warehouse buildings and associated improvements and develop a new mixed-use development with residential and commercial uses. The proposed Project would use energy resources for the operation of the Project building, for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the Project (both during Project construction and operation), and from off-road construction activities associated with the Project (e.g. diesel fuel). Each of these activities would require the use of energy resources. The Project would be responsible for conserving energy, to the extent feasible, and would be required to comply with Statewide and local measures regarding energy conservation, such as Title 24 building efficiency standards. The proposed Project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. Replacement of the existing industrial/warehousing facility with modern buildings that incorporate Title 24 building energy efficiency standards would provide improved energy efficiency when compared to existing conditions. As a result, the Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the Project including demolition, construction, operations, and maintenance. As such, the proposed Project would not result in a wasteful, inefficient, or unnecessary of energy resources during Project construction or operation, or conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater energy use beyond that identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to energy in the context of greenhouse gas emissions. There have not been any changes in circumstances, or any new information requiring additional environmental review.

Geology and Soils

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: • **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.** • **Strong seismic ground shaking?** • **Seismic-related ground failure, including liquefaction?** • **Landslides?**					X
b. Result in substantial soil erosion or the loss of topsoil?					X
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?					X
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial					X

direct or indirect risks to life or property?					
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?					X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	

OTLVSP FEIR Conclusions

The City certified the OTLVSP FEIR before CEQA Guidelines Appendix G was revised to address paleontological resources within the Geology and Soils topical area.[5] The OTLVSP FEIR addresses paleontological resources within the Cultural Resources section.

The OTLVSP FEIR concluded no impacts would occur to geology and soils.

As discussed in the OTLVSP FEIR, it is possible that deep ground-disturbing construction activities that extend down into older Quaternary deposits could result in the inadvertent discovery of paleontological resources, which could be a significant impact. However, general development and construction activities would largely occur above the potential resources, and the OTLVSP includes a policy that states that in the event that paleontological resources are discovered, the project proponent will notify a qualified paleontologist. The paleontologist will document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. If fossil or fossil bearing deposits are discovered during construction, excavations within 50 feet of the find will be temporarily halted or diverted until the discovery is examined by a qualified paleontologist. The paleontologist will notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist will prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important. The plan will be submitted to the City for review and approval prior to implementation (see Section 10.17

[5] New legal enactments, such as changes to the State CEQA Guidelines, do not in and of themselves constitute "new information" triggering Public Resources Code Section 21166(c). (*Olen Properties Corp. v. City of Newport Beach* (2023) 93 Cal.App.5th 270, 281; *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318–1320.)

of the OTLVSP). As such, the OTLVSP concludes that this policy would reduce potential impacts to a less-than-significant level.

Discussion of Project

The following analysis is based on the *Geotechnical Evaluation: Proposed Mixed-Use Development 1941 North White Avenue, La Verne, California* (Geotechnical Investigation) prepared by Geocon West, dated June 30, 2022, and included in its entirety as Appendix D, Geotechnical Investigation.

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- ***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.***
- ***Strong seismic ground shaking?***
- ***Seismic-related ground failure, including liquefaction?***
- ***Landslides?***

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?

As indicated in the Geotechnical Investigation, the Project site is not located within a State-designated Alquist-Priolo Earthquake Fault Zone. The Geotechnical Investigation concludes that the potential for surface rupture at the Project site is considered low. However, the site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake. The Project would be required to comply with all applicable regulations in the California Building Code, which includes design requirements to mitigate the effects of potential hazards associated with seismic ground shaking.

According to the Geotechnical Investigation and California Geological Survey, the Project site is not located within a Liquefaction Zone or Landslide Zone.[6] Additionally, historical groundwater levels have been greater than 50 feet beneath the ground surface. The Project site is relatively flat; there are no known landslides near the site, nor is the site in the path of any known or

[6] California Department of Conservation, *California Geological Survey, Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed January 15, 2024.

potential landslides. Based on these considerations, the Geotechnical Investigation concludes that the potential for liquefaction and associated ground deformations beneath the site is very low, and that the potential for slope stability hazards to adversely affect the proposed Project is considered low.

Due to the low potential for liquefaction, the potential for lateral spreading to occur at the Project site is also considered low. As discussed in the Geotechnical Investigation, the Project site is not located within an area of known ground subsidence and there appears to be low potential for ground subsidence.

The Geotechnical Investigation includes specific recommendations based on the results of the subsurface evaluation and laboratory testing, review of referenced geologic materials, and geotechnical analysis. These recommendations address earthwork, foundation design, lateral earth pressures, paving and pavement design, corrosivity, and drainage. The City will review construction plans for compliance with the California Building Code and Municipal Code, as well as the Geotechnical Investigation's recommendations. Compliance with the City's established regulatory framework and standard engineering practices and design criteria would reduce potential impacts related to these seismic and geologic hazards. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to an Alquist-Priolo Earthquake Fault Zone, strong seismic ground shaking, landslides, liquefaction and unstable soil conditions, and no mitigation would be required.

b. Result in substantial soil erosion or the loss of topsoil?

Grading and earthwork activities associated with Project construction would expose soils to potential short-term erosion by wind and water. Compliance with National Pollution Discharge Elimination System (NPDES) standards and implementation of Best Management Practices (BMPs) would be required, in order to minimize short- and long-term erosion. In compliance with NPDES Permit regulations, the Project would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. The SWPPP would include project-specific BMPs, reducing potential impacts associated with soil erosion or the loss of topsoil during construction activities. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to soil erosion and loss of topsoil, and no mitigation would be required.

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?

The upper five feet of existing site soils encountered during the Geotechnical Investigation are considered to have a "very low" expansive potential, and the soils are classified as "non-expansive." Design criteria and specifications set forth in the Geotechnical Investigation would ensure that impacts related to expansive soils are minimized. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to expansive soil, and no mitigation would be required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The Project would be served by the existing sewer system and would not involve the use of septic tanks or alternative wastewater disposal systems. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to the use of septic tanks or alternative waste disposal systems, and no mitigation would be required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Project site has been altered by previous ground disturbance and is currently developed with industrial/warehouse buildings and associated improvements. As such, paleontological resources are not anticipated to occur within the Project site. However, there is the potential to unearth previously undiscovered paleontological resources during ground-disturbing activities. The Project would be required to comply with the existing laws and regulations related to paleontological resources, including the policy within the OTLVSP that requires a qualified paleontologist be contacted in the event that paleontological resources are discovered to document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to paleontological resources, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater geology and soils impacts beyond those identified in the OTLVSP FEIR. Following compliance with the existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to geology and soils. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

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Greenhouse Gas Emissions

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X	

OTLVSP FEIR Conclusions

As discussed in the OTLVSP FEIR, the OTLVSP project would generate GHG emissions from a variety of sources, including construction activities associated with each of the individual developments; area and mobile source emissions from the operations of those developments, as well as indirect source emissions from electrical consumption, water and wastewater usage (transportation), and solid waste disposal; and mobile (direct) sources of air pollutants consisting of motor vehicles trips generated by residents, employees, and visitors. The OTLVSP's projected GHG emissions (4.57 MTCO2e per service population per year) would not exceed the GHG efficiency threshold used in the OTLVSP FEIR (4.60 MTCO2e per service population per year) and as such, would not hinder the State's ability to achieve AB 32 goals. In addition, once the energy reductions from compliance with the updated Title 24 building requirements and the OTLVSP project's sustainability approach are accounted for, the GHG emissions associated with the OTLVSP project would be even lower. Therefore, the OTLVSP FEIR concludes that GHG emissions generated by the OTLVSP project would be less than significant.

As concluded in the OTLVSP FEIR, the sustainability elements of the OTLVSP project would render the OTLVSP consistent with many of the recommended measures in the California Air Resources Board (CARB) Scoping Plan. In addition, the proposed project would not exceed the project-level GHG efficiency threshold and would be consistent with the goals of AB 32. As such, the OTLVSP FEIR concludes that this impact would be less than significant.

Discussion of Project

The following analysis is based on the *Air Quality and Greenhouse Gas Emissions Technical Study: 1941 North White Avenue Mixed Development Project* (Air Quality and GHG Study), dated November 2023, prepared by PlaceWorks and peer reviewed by De Novo Planning, and included in its entirety as Appendix A, Air Quality and GHG Study.

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Project-related construction and operation-phase GHG emissions are shown in Table 8, *Project-Related GHG Emissions*. The Project proposes development of a five-story mixed-use building. Construction and operation of the proposed Project would generate GHG emissions. The annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the Project. Once built, the proposed mixed-use development is anticipated to result in an increase in vehicle trips, water demand, wastewater generation, and solid waste generation. However, GHG emissions from building energy use would be minimized because the new building would be designed to meet modern building energy codes, including the current California Building and Energy Efficiency Standards. Consistent with the SCAQMD recommendations, GHG emissions generated by the existing paper manufacturing facility at the Project site were modeled and included in the emissions projections to identify net emissions as a result of Project implementation. Overall, net GHG emissions generated by the proposed Project would not generate annual emissions that exceed the SCAQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year.

As discussed, the proposed Project would generate net GHG emissions below SCAQMD's bright-line threshold of 3,000 MTCO2e per year. According to the California Department of Finance (DOF), the City of La Verne has an average persons per household estimate of 2.55 as of January 2023. As the proposed Project would result in the development of up to 367 dwelling units, an estimated 936 new residents would be introduced to the City as part of the proposed Project's service population. Because an end user has not yet been identified for the retail space, the exact number of employees the retail space would introduce is unknown at this time. However, because the retail space is only approximately 1,500 square feet, the anticipated number of employees within this space is negligible, and thus 936 people is used herein as the proposed Project's service population. As the proposed Project would generate 2,110 $MTCO_{2e}$ net emissions, the proposed Project would result in an estimated 2.25 $MTCO_{2e}$ net GHG emissions per capita per year, which is below the 4.57 $MTCO_{2e}$ per year per service population identified in the OTLVSP FEIR. As such, the proposed Project would be within the scope of the OTLVSP FEIR and would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to GHG emissions. No mitigation would be required.

Table 8
Project-Related GHG Emissions

Source[1]	GHG ($MTCO_2e$/year)
Mobile (Vehicle Trips)[1]	2,278
Area	86
Energy	782
Water	44
Solid Waste	87
Refrigerants	1
30-Year Amortized Construction Emissions[2]	61
Project Total Emissions	3,339
Existing Emissions	*(1,229)*
Net Project Emissions	2,110
Source: Placeworks, *Air Quality and Greenhouse Gas Emissions Technical Study: 1941 North White Avenue Mixed Development Project*, November 2023.	
Notes: 1. Vehicle trips based on trip generation from LLG (2023). 2. Total construction emission are amortized over 30 years per South Coast AQMD methodology	

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and SCAG's RTP/SCS. A consistency analysis with these plans is presented below.

CARB 2022 Scoping Plan

CARB's latest Climate Change Scoping Plan (2022) outlines the State's strategies to reduce GHG emissions in accordance with the targets established under AB 32, SB 32, and AB 1279. The Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Statewide strategies to reduce GHG emissions in the 2022 Climate Change Scoping Plan include: implementing SB 100, which expands the RPS to 60 percent by 2030; expanding the Low Carbon Fuel Standards (LCFS) to 18 percent by 2030; implementing the Mobile Source Strategy to deploy zero-electric vehicle buses and trucks; implementing the Sustainable Freight Action Plan; implementing the Short-Lived Climate Pollutant Reduction Strategy, which reduces methane and hydrofluorocarbons to 40 percent below 2013 levels by 2030 and black carbon emissions to 50 percent below 2013 levels by 2030; continuing to implement SB 375; creating a post-2020 Cap-

and-Trade Program; and developing an Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Statewide strategies to reduce GHG emissions include the low carbon fuel standards, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the CAFE standards, and other early action measures as necessary to ensure the State is on target to achieve the GHG emissions reduction goals of AB 32, SB 32, and AB 1279. In addition, new developments are required to comply with the current Building Energy Efficiency Standards and CALGreen. The Project would comply with these GHG emissions reduction measures since they are statewide strategies. The proposed Project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32, SB 32, and AB 1279 were adopted.

SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SCAG adopted the 2020-2045 RTP/SCS (Connect SoCal) in September 2020. Connect SoCal finds that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands. Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

The Connect SoCal Plan does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. The Project site is an infill development located within a "Transit Priority Area" (as defined by Public Resources Code Section 21099(a)) and accordingly the Project would provide residential and retail uses near public transit, which would reduce demand for and dependence on single-occupancy vehicle use and reduce VMT. Furthermore, the retail portion would serve the proposed Project's population and the existing local population, which would contribute to reducing the VMT between residential and retail needs. Therefore, the proposed Project would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal. As such, the proposed Project would not result in a potential conflict with the 2022 Scoping Plan or Connect SoCal Plan, the relevant regional plans adopted to reduce GHG emissions.

As previously discussed, the proposed Project would not result in a potential conflict with the 2022 Scoping Plan or Connect SoCal, the relevant regional plans adopted to reduce GHG emissions. The proposed Project would be within the scope of the OTLVSP FEIR and would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater GHG impacts beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to greenhouse gas emissions. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

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Hazards and Hazardous Materials

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	
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?				X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	
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?				X	
f. Impair implementation of or physically interfere with an adopted emergency response				X	

plan or emergency evacuation plan?					
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X	

OTLVSP FEIR Conclusions

As discussed in the OTLVSP FEIR, the OTLVSP area is an urban area that is already developed with commercial, industrial and residential uses. Implementation of the OTLVSP project would remove auto repair, industrial, public storage, and warehouse uses that would be replaced with retail, hotel, and residential uses that generally utilize, generate and routinely transport and dispose of less hazardous materials. Therefore, when compared to the current uses, it is unlikely that implementation of future development under the OTLVSP would substantially increase the amount of hazardous materials and/or waste brought to, or generated by, the area. As a result, implementation of the OTLVSP would not create a significant impact to the public or environment related to hazardous materials. Therefore, the OTLVSP concludes that compliance with applicable regulations would reduce the risk of routine use of hazardous materials to a less than significant level.

The OTLVSP FEIR concludes that with compliance with existing laws and regulations, the OTLVSP project's construction related impacts would be less than significant. Additionally, future development under the OTLVSP would be required to comply with applicable laws and regulations that would reduce the risk of hazardous material releases. As a result, implementation of the OTLVSP will result in a less than significant impact related to the upset and accidental release of hazardous materials into the environment. The OTLVSP FEIR concludes that impacts related to operation of the OTLVSP would be less than significant.

Implementation of the OTLVSP project would remove auto repair, industrial, public storage, and warehouse uses that would be replaced with retail, office, hotel, and residential uses, which generally utilize and generate less hazardous materials. Therefore, when compared to the current uses in the OTLVSP area, it is likely that implementation of future development under the OTLVSP would reduce hazardous materials used or generated in the area. Further, implementation of the OTLVSP project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Further, any new development activities that identify undocumented hazardous materials would have to be preceded by remediation and cleanup under the regulations and supervision of the Department of Toxic Substances Control (DTSC) and/or Regional Water Quality Control Board (RWQCB) which would reduce potential impacts to school uses within and around the contamination site. As a result, the OTLVSP FEIR concludes that impacts related to hazardous emissions or substances within 0.25 mile of a school site would be less than significant.

The OTLVSP FEIR concludes that because there are no sites within the OTLVSP area that are on the Cortese List, and the one leaking underground storage tank site is being remediated per RWQCB regulations and oversight, impacts to public safety and the environment would be less than significant.

The OTLVSP FEIR concludes that because the proposed OTLVSP is not located within the Airport Influence Area of Brackett Field, the proposed residential and commercial uses would not result in a safety hazard for local residents or workers, and there would be no impact to public safety for people residing or working in the OTLVSP area. Additionally, the OTLVSP area is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the OTLVSP area. It is noted that subsequent to certification of the OTLVSP FEIR, the Airport Influence Area of Brackett Field now includes a portion of the OTLVSP area, including the Project site, as discussed below.

The OTLVSP FEIR Transportation section concludes that the OTLVSP project would not result in inadequate emergency access.

Discussion of Project

The following analysis is based in part on the *Phase I Environmental Site Assessment: 1941 N White Avenue, La Verne, California 91750* (Phase I ESA) prepared by Weis Environmental, dated August 10, 2022 and included in its entirety as Appendix E, Phase I ESA; and the *Technical Memorandum: Airport Land Use Compatibility – 1941 N. White Avenue, La Verne Redevelopment* (Airport Land Use Compatibility Memo) prepared by Johnson Aviation Consulting, dated July 10, 2023 and included in its entirety as Appendix F, Airport Land Use Compatibility Memo.

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The Project site comprises industrial/warehouse uses and has most recently been occupied by a paper mill manufacturing paper products, disposable absorbents, and packaging material. The site is currently developed with four interconnected industrial and warehouse buildings that wrap around a centrally located outdoor wastewater treatment plant, natural gas-fired furnace, industrial steam boiler, stock preparation area, and non-hazardous waste storage area. The remaining portions of the Project site consist primarily of pavement and surface parking with landscaping.

A Phase I ESA was prepared to identify recognized environmental conditions (RECs) that may exist at the Project site. The Phase I ESA found no evidence of RECs, controlled RECs, or historical RECs in connection with the Project site, with the exception of the following:

The reported presence of underground storage tanks (USTs) at the Project site;

- The reported former use of the solvent PCE at the Project site and the reported presence of what are considered to the relatively low detections of this compound and petroleum hydrocarbons in soil; and
- Petroleum hydrocarbon impacts at the northern adjoining property.
- The Phase I ESA concluded that no additional assessment of the Project site is warranted.

The Project proposes to remove the existing industrial/warehouse buildings and associated improvements and develop a new mixed-use development within a five-story building partially surrounding a six-level parking structure. Construction activities associated with the proposed Project may involve the routine transport, use, or disposal of hazardous materials, such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and federal law.

The Project would not involve the use or storage of hazardous substances other than limited quantities of hazardous materials such as solvents, fertilizers, pesticides, and other materials used for regular maintenance of buildings and landscaping. The use of these materials has occurred within the site associated with the industrial use, and the quantities of these materials with the proposed mixed-use residential and retail development would not typically be at an amount that would pose a significant hazard to the public or the environment. Any transport, storage, use or disposal of hazardous materials would be subject to applicable State and federal laws, minimizing the potential for upset and accident conditions to occur within the site. The proposed Project would not introduce new uses that would involve new or increased use of hazardous materials within the site. Compliance with existing laws and regulations would reduce the risk of hazardous materials use, transportation, and handling through the implementation of established safety practices, procedures, and reporting requirements, minimizing the potential for upset and accident conditions to occur within the site. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to the routine transport use, or disposal of hazardous materials or the release of hazardous materials, and no mitigation would be required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

A building associated with the University of La Verne is located approximately 0.12-mile northwest of the Project site. Although the reference to "school" generally refers to elementary and secondary schools, due to the Project site's location in proximity to the University of La Verne, the analysis conservatively considers the University in this discussion.

The Project proposes to remove the existing industrial/warehouse buildings and associated improvements and develop a new mixed-use development within a five-story building partially surrounding a six-level parking structure. As previously discussed, construction activities associated with the Project may involve the routine transport, use, or disposal of hazardous materials; however, the level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The Project would not involve the use or storage of hazardous substances during Project operation, other than limited quantities of hazardous materials such as solvents, fertilizers, pesticides, and other materials used for regular maintenance of buildings and landscaping. The use of these materials has occurred within the site associated with the industrial use, and the quantities of these materials with the proposed mixed-use residential and retail development would not typically be at an amount that would pose a significant hazard to the public or the environment. Compliance with the established regulatory framework would reduce the risk of hazardous materials use, transportation, and handling, and would minimize the potential for upset and accident conditions to occur within the site. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to hazardous materials within one-quarter mile of an existing or proposed school, and no mitigation would be required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Government Code Section 65962.5, commonly referred to as the "Cortese List," requires the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). A records search indicates that the Project site is not included on any of the data resources

identified as meeting the Cortese List requirements.[7,8,9] The Project site has not been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and therefore would not create a significant hazard to the public or the environment. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to hazardous materials sites, and no mitigation would be required.

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?

The Project site is currently located within the Brackett Field Airport Influence Area and is therefore subject to the Brackett Field Airport Land Use Compatibility Plan (ALUCP),[10] as well as height restrictions of the Federal Aviation Administration (FAA). The Brackett Field ALUCP was adopted in 2015 (after certification of the OTLVSP FEIR) to ensure that future land use development is compatible with the Airport's current and future aircraft activity. Compatibility policies in the ALUCP address safety, noise, airspace, and overflight. Compatibility Policy Zones are the primary basis for determining whether a proposed land use project is compatible with airport operations. The Project site is located in Compatibility Zone D, which is considered the traffic pattern zone and has low safety risk level. There are no limits to residential density or non-residential intensity in Zone D. The Project proposes a mixed-use development consisting of residential and retail space, which the Airport Land Use Compatibility Memo indicates is compatible within Zone D. In addition, as determined in the Airport Land Use Compatibility Memo and confirmed by the Los Angeles County Airport Land Use Commission, the Project site is outside of any noise and overflight impacts.

As indicated in an August 17, 2023 Staff Report determination prepared by the Los Angeles County Airport Land Use Commission (Appendix F), it was determined that the proposed Project

[7] Department of Toxic Substances Control, *EnviroStor Hazardous Waste and Substances Site List (Cortese)*, https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29, accessed January 16, 2024.

[8] State Water Resources Control Board, *GeoTracker Project Search Results*, https://geotracker.waterboards.ca.gov/search?CMD=search&case_number=&business_name=&main_street_name=&city=La+Verne&zip=&county=&SITE_TYPE=LUFT&oilfield=&STATUS=&BRANCH=&MASTER_BASE=&Search=Search, accessed January 16, 2024.

[9] California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed January 16, 2024.

[10] Los Angeles County Airport Land Use Commission, *Bracket Field Airport Land Use Compatibility Plan*, December 2015.

is consistent with the policies contained in the Brackett Field ALUCP, subject to two conditions as specified in Section 1.5.3.(b) of the ALUCP to maintain consistency. These conditions include that potential buyers and tenants of residential units be provided information regarding proximity to an airport and potential exposure to noise and annoyance on site from activities at and near the Airport and the Project complies with an avigation easement on the southeastern portion of the property that is located within the Critical Airspace Protection Zone granting airspace rights to the Airport. In addition, the Staff Report indicates that the FAA issued determinations on August 1, 2023 that the proposed building elevations posed no hazard to air navigation. The Project would be required to comply with the ALUCP, including applicable noise and safety compatibility policies contained therein, as well as Part 77 of the Federal Aviation Regulations. Compliance with these existing laws and regulations would reduce potential safety hazards or excessive noise for people residing or working within the Project site. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to safety hazards or excessive noise associated with an airport, and no mitigation would be required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Local access to the site currently is provided directly from Arrow Highway and White Avenue via a total of five driveways. The City's General Plan identifies Arrow Highway and White Avenue as major evacuation routes.[11] The proposed Project would not result in any changes to the geometric design of the roadways within the area and thus, would not interfere with existing emergency access along Arrow Highway or White Avenue.

The Project would reduce the number of driveways for site access to two driveways; one driveway located on Arrow Highway and one driveway located on White Avenue. The Arrow Highway driveway would be located near the western end of the Project site and align with the existing Fairplex Gate 15 entrance, south of Arrow Highway. A raised concrete island would be installed to physically restrict left-turning outbound movements from the Project site from occurring. The White Avenue driveway would be located near the northeast corner of the Project site. An existing raised and landscaped median on White Avenue would limit the driveway to right-turn inbound and outbound movements only. The existing driveways proposed for removal would be reconstructed with sidewalk, curb, and gutter, consistent with the City's current design standards.

[11] City of La Verne, *The City of La Verne General Plan*, December 1998. Map PS-3.

During construction activities, the proposed improvements may limit or reduce traffic lanes along the portions of Arrow Highway and White Avenue, adjacent to the Project site. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained. Additionally, as indicated in the Transportation Impact Study, Project-generated traffic is not anticipated to interfere with the circulation of emergency vehicles in the vicinity of the Project site. Various agencies with jurisdiction over the adjacent railroad right-of-way and at-grade rail crossings, including the California Public Utilities Commission, Southern California Regional Rail Authority (Metrolink), LA Metro, and the Gold Line Foothill Extension Construction Authority, reviewed and provided preliminary input on the proposed Project site plan and proposed access scheme. The Project site driveways have been located at a distance from the nearest at-grade rail crossings to comply with the guidance of Metrolink and the Project proposes improvements to ensure that Project-related queues would not extend into the at-grade rail crossings in order to provide for travel safety. The adequacy of infrastructure and access, as well as consistency with adopted emergency and evacuation plans would be further confirmed as part of the development review process (Municipal Code Chapter 18.16), in order to ensure the safety of City residents and the physical environment. The Project would also be subject to OTLVSP FEIR Mitigation Measure 3.12-1, which requires the Public Works Department to review project construction activities for each new development and determine if a construction traffic management plan (TMP) is warranted. If warranted, the TMP would require review and approval by the City's Public Works Department prior to issuance of construction permits. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to interference with an emergency response plan, and no additional mitigation would be required.

OTLVSP FEIR Mitigation Measures

Measure 3.12-1: Public Works Department shall review project construction activities for each new development occurring within the Specific Plan area to determine if a construction traffic management plan is warranted. If determined to be warranted by the City Public Works Department, the project applicant will develop a Construction Management Plan to be approved by the City Public Works Department prior to issuance of construction permits that will include, but not be limited to, the following measures:

- Designate traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows), site access, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt as a result of its operations. The applicant will clean adjacent

streets, as directed by the City Public Works Department, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The Project site is located within an urbanized area. The Project site and surrounding area are not within or located adjacent to any wildlands or areas identified as being at risk of wildland fires.[12] Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to wildland fires, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater hazards and hazardous materials impacts beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to hazards and hazardous materials. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

[12] California Department of Forestry and Fire Protection, *FHSZ Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed January 16, 2024.

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Hydrology and Water Quality

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				X	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X	
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: **• result in substantial erosion or siltation on- or off-site;** **• substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;** **• 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** **• impede or redirect flood flows?**				X	

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X	
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X	

OTLVSP FEIR Conclusions

As described in the OTLVSP FEIR, compliance with the Construction General Permit, which would include implementation of best management practices (BMPs) that are designed, implemented, and maintained to address pollutants of concern, as required by the provisions of the NPDES Permit, General Permit, For Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-09-DWQ, NPDES No. CAS000002), no adverse water quality impacts would occur during construction of activities associated with implementation of the OTLVSP project. As such, the OTLVSP FEIR concludes that construction impacts related to water quality standards or waste discharge requirements would be less than significant. Further, projects within the OTLVSP area would be required to implement site-specific source control and treatment control BMPs, which would remove potential pollutants from runoff and would not contribute additional pollutant loads into receiving waters. Applicable BMPs would be implemented on a case-by-case basis in accordance with County of Los Angeles NPDES Permit and Standard Urban Stormwater Management Plan (SUSMP) requirements. As such, the OTLVSP FEIR concludes that operational impacts related to water quality standards or waste discharge requirements would be less than significant.

The majority of the OTLVSP area is overlain by impervious surfaces associated with existing buildings, paved areas, and parking lots. Implementation of the OTLVSP project is not expected to result in an increase in impervious surface area such that the infiltration of surface water to groundwater would be adversely affected, and would likely result in a decrease in impervious surfaces in the OTLVSP area. Additionally, the total water demand from the OTLVSP project would be accommodated by current water sources for the City of La Verne and there would not be a net deficit in aquifer volume or a lowering of the local groundwater table level such that the production rate of existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted. Therefore, the OTLVSP FEIR concludes that impacts related to groundwater recharge would be less than significant.

The OTLVSP project does not involve the alteration of the course of a stream or river. With project implementation, future drainage patterns would be similar to existing conditions, and the volume of stormwater runoff from the OTLVSP area would be similar to, and possibly less than, the existing conditions. As the volume of stormwater runoff from the OTLVSP area is not anticipated to increase, an increase in on- or off-site soil erosion and siltation is not anticipated. SUSMP

design features and water quality BMPs that would be implemented under the NPDES requirements would help prevent migration of eroded soils to downstream water bodies. As such, the OTLVSP FEIR concludes that impacts would be less than significant in this regard.

As described in the OTLVSP FEIR, implementation of the project would result in a decrease in impervious surfaces in the OTLVSP area and the volume of stormwater runoff from the area would be similar to, or less than, existing conditions, thereby reducing flooding on- and off-site. Thus, the OTLVSP FEIR concludes that implementation of the OTLVSP project would not substantially alter existing drainage patterns in such a way as to result in flooding on- or off-site; impacts would be less than significant in this regard.

As described in the OTLVSP FEIR, because the OTLVSP project would be required to design and install drainage systems according to standards and provisions set forth by the City of La Verne, impacts related to the capacity of existing or planned stormwater drainage systems are anticipated to be less than significant. The OTLVSP FEIR concludes that with implementation of the SUSMP, potential impacts resulting from stormwater and urban runoff would be reduced to a less than significant level.

The OTLVSP area is not located within a 100-year flood hazard area. As a result, implementation of the OTLVSP project would not place housing or structures within a 100-year flood zone, and would not create a significant risk of loss, injury, or death involving flooding. As such, no adverse impacts related to flooding are expected as a result of the development of the OTLVSP project and the OTLVSP FEIR does not address these impacts further.

Additionally, the OTLVSP area is not adjacent or nearby any water body that could subject the OTLVSP area to inundation by seiche or tsunami and it is not anticipated to be subject to mudflow as these events are not known to occur in the project vicinity. As such, adverse impacts related to inundation by seiche, tsunami, or mudflow are not expected from implementation of the OTLVSP project, and the OTLVSP FEIR does not address these impacts further.

Discussion of Project

This section is based in part on the *Preliminary Hydrology Report (Preliminary Hydrology Report) prepared by Fuscoe Engineering*, dated November 2023 and included in its entirety as Appendix G, Preliminary Hydrology Report and the *Preliminary Low Impact Development Plan* (Preliminary LID Plan), prepared by Fuscoe Engineering, dated November 2023 and included in its entirety as Appendix H, Preliminary LID Plan.

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

The Project would be required to comply with a number of water quality regulations, including Section 13.50.090 of the City's Municipal Code, which describes erosion protection measures required during all construction activities and/or as part of the applicant's legal requirements to obtain coverage under the applicable NPDES Construction General Permit and State Water Board

401 Water Quality Certification. In compliance with NPDES Permit regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. The permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. The Project would disturb more than one acre and therefore would be subject to the General Permit. Additionally, the Project would be required to comply with Municipal Code Section 13.50.150, which requires that all BMPs required as a condition of any approval for construction activity be maintained in full force and effect during the term of the project, unless otherwise authorized by the authorized enforcement officer, the community development director, or building official. Compliance with the NPDES and La Verne Municipal Code requirements would ensure the Project's construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality.

The City of La Verne discharges pollutants from its municipal separate storm sewer (drain) systems (MS4s). Stormwater and non-stormwater are conveyed through the MS4 and discharged to Los Angeles Region surface water bodies. These discharges are regulated under Countywide waste discharge requirements contained in the Los Angeles County MS4 Permit.

A preliminary LID Plan has been prepared for the proposed Project; refer to Appendix H. The LID Plan proposes BMPs in order to reduce StormWater Quality Design Volume and comply with the County MS4 Permit. Under existing conditions, surface water drainage at the Project site is by sheet flow along the existing ground contours to adjacent City streets, which ultimately convey storm flows to Los Angeles County Flood Control District (LACFCD) public facilities at the southeast portion of the site. Under proposed conditions, onsite storm drain facilities would consist of a combined low flow water quality and peak flow conveyance system. A low flow water quality system would intercept the low flows and provide water quality treatment in order to meet the County LID Ordinance. A peak flow storm drain system would provide peak flow reduction via detention systems in order to meet the capacity requirements of the existing LACFCD drainage facilities. The proposed onsite storm drain facilities would consist of an onsite storm drain network that will collect stormwater in either a catch basin, roof drains, or area drains where it will then be routed for treatment or conveyed offsite.

Compliance with NPDES and La Verne Municipal Code requirements, which include implementation of LID BMPs, would ensure that Project operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to water quality standards, waste discharge requirements, or groundwater quality, and no mitigation would be required.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The Project site is located within the water service area of the City of La Verne. The City of La Verne's water sources include imported water from the Three Valleys Municipal Water District (TVMWD) and groundwater extracted from Six Basins.[13] The City of La Verne 2020 Urban Water Management Plan (UWMP) concluded that the City will be able to meet projected future water demands under normal, dry, and multiple dry water years through 2040.[14] The Project would be consistent with the OTLVSP and would be within the population projections anticipated by the City and the 2020 UWMP. As such, there would be sufficient water supplies available to serve the Project development during normal, dry, and multiple dry years.

The Project site is underlain by the San Gabriel Valley Groundwater Basin, which is considered a very low-priority basin and is not critically overdrafted.[15] The San Gabriel Valley Groundwater Basin is divided into sub-basins; the Project site is located within the Six Basins management area, an adjudicated sub-basin managed by the Six Basins Watermaster.[16] The Six Basins Watermaster is responsible for developing, maintaining, and implementing an Operating Plan to establish procedures and protocols for the management of production, replenishment, and storage of groundwater in accordance with the 1998 stipulated Judgment (*Southern California Water Company v. City of La Verne, et al*. [Case No. KC029152]).[17] As such, the Project would not substantially deplete groundwater supplies.

As indicated in the Preliminary LID Plan, the Project site is currently developed with approximately 91 percent impervious surfaces. Under the proposed conditions, the amount of impervious surface on the Project site would be approximately 76.7 percent (a decrease of about 14 percent). Results of percolation testing indicate that infiltration is feasible for the Project site. As such, the proposed conditions under the Project would allow for greater groundwater recharge than existing conditions.

Based on the above analysis, the proposed Project would not interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Thus, the proposed Project would not result in any new significant impacts or more

[13] Civiltec, *City of La Verne 2020 Urban Water Management Plan*, June 2021.
[14] Civiltec, *City of La Verne 2020 Urban Water Management Plan*, June 2021.
[15] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp-dashboard/final/, accessed January 16, 2024.
[16] West Yost, *Six Basins Watermaster Annual Report CY 2022, Final Report*, March 2023.
[17] West Yost, *Six Basins Watermaster Annual Report CY 2022, Final Report*, March 2023.

severe impacts than those identified in the OTLVSP FEIR with respect to groundwater supplies or groundwater recharge, and no mitigation would be required.

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:

- ***result in substantial erosion or siltation on- or off-site;***
- ***substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;***
- ***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***
- ***impede or redirect flood flows?***

As previously stated, compliance with NPDES and La Verne Municipal Code requirements, which include implementation of LID BMPs, would ensure that Project operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, or result in substantial erosion or siltation on- or off-site. In addition, the Project would implement LID BMPs in order to reduce StormWater Quality Design Volume and comply with the County MS4 Permit. In addition, as indicated in the Preliminary Hydrology Report, Project runoff under the proposed condition would be reduced when compared to the existing condition. The Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding, create or contribute runoff that would exceed the capacity of the existing drainage system, or impede or redirect flood flows. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to substantial alteration of existing drainage patterns, and no mitigation would be required.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

As indicated in the Preliminary Hydrology Report, the Project site is not within a designated flood hazard area, as defined by the Federal Emergency Management Agency (FEMA). As indicated in the Geotechnical Investigation, as the Project site is not located within a coastal area, tsunamis are not considered a significant hazard. Additionally, the Geotechnical Investigation concludes that because there are no water-retaining structures located immediately up gradient from the Project site, flooding resulting from a seismically induced seiche is considered unlikely. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to flood hazards, tsunami, or seiche zones, and

therefore would not be subject to release of pollutants associated with inundation; no mitigation would be required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The local water quality control plan (Basin Plan) is maintained by the Los Angeles RWQCB. The Basin Plan specifies the State's water quality standards (i.e., beneficial uses, water quality objectives, and antidegradation policy) and serves as the basis for the RWQCB's regulatory programs. When permittees and projects comply with the provisions of applicable NPDES permits and water quality permitting, they are consistent with the Basin Plan. As described above, the Project would comply with NPDES and La Verne Municipal Code requirements and would therefore be consistent with the Basin Plan.

As described above, the Project site is underlain by the San Gabriel Valley Groundwater Basin, which is considered a very low-priority basin and is not critically overdrafted. The Project site is located within the Six Basins management area, an adjudicated sub-basin managed by the Six Basins Watermaster. The Watermaster would ensure sustainable management of the Basin. In addition, the proposed Project would be within the population projections anticipated by the City and the 2020 UWMP. As such, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to conflicts with or obstructing implementation of a water quality control plan or sustainable groundwater management plan, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater hydrology and water quality impacts beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to hydrology and water quality. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

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Land Use and Planning

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Physically divide an established community?				X	
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?				X	

OTLVSP FEIR Conclusions

As discussed in the OTLVSP FEIR, impacts related to the potential to disrupt or divide the physical arrangement of an established community were found to be less than significant.

The OTLVSP project would be consistent with SCAG goals to reduce the prominence of the suburban development pattern that exists throughout the SCAG region; would be consistent with the goals of the adjacent Lordsburg and Arrow Corridor Specific Plans; and would be consistent with La Verne's General Plan for the Specific Plan area. Overall, the OTLVSP project would be consistent with the plans and policies intended to avoid or reduce environmental effects, particularly those related to encouraging infill development in order to reduce dependence on the automobile, which, in turn, leads to better air quality conditions and healthy living, in general. Additionally, with adoption of the OTLVSP, the zoning map would be amended to replace the existing zoning of the OTLVSP area with an OTLVSP zone and the use regulations as well as the development and design guidelines established within the OTLVSP would constitute the new zoning of the area. As a result, the OTLVSP FEIR concludes that the OTLVSP project would have a less than significant impact related to applicable land use plans, policies or regulations.

Discussion of Project

a. Physically divide an established community?

The Project site is currently developed with industrial/warehouse buildings and associated improvements. The surrounding area is developed and comprises primarily industrial and commercial uses, as well as roadways and railways. The Project proposes to remove the existing industrial/warehouse buildings and associated improvements and develop a new mixed-use development within a five-story building partially surrounding a six-level parking structure. The Project would not involve any roadways or significant infrastructure systems that would physically divide the site or separate the site from surrounding uses. Development of the site, as proposed, would be consistent with the OTLVSP and other proposed land uses within the surrounding area. As such, the Project would not physically divide an established community. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to physically dividing an established community, and no mitigation would be required.

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?

General Plan

According to the existing City of La Verne General Plan, the Project site is designated Commercial/Business Park, which allows for retail commercial, office, light manufacturing, industrial, and mixed uses. Such uses can either be in individual buildings or in low intensity suburban centers. A maximum lot coverage of 50 percent is permitted.

The City is currently in the process of a comprehensive General Plan Update. As part of the General Plan Update, the Project site's land use designation is proposed to be changed to Specific Plan Mixed Use (SP-MU). The Specific Plan Mixed Use refers to areas implemented with Specific Plans, such as the OTLVSP, which allow for a mix of land uses within that area, including residential, commercial/business park, industrial, community facilities, and/or open space. The maximum density and intensity of each use will be identified in the applicable Specific Plan; a maximum lot coverage of 50 percent would no longer be applicable.

The proposed Project would be consistent with the existing land use designation and the land use designation proposed as part of the General Plan Update. The Project's proposed lot coverage of 60 percent would exceed the currently permitted maximum lot coverage of 50 percent. However, as discussed below, the Project Applicant is requesting a Density Bonus pursuant to State Density Bonus Law and La Verne Municipal Code Chapter 18.114, Density Bonus Provisions. In accordance with La Verne Municipal Code Section 18.114.080, Waivers and modifications of development standards, Applicants granted a density bonus pursuant to La Verne Municipal Code Section 18.114.020 may seek a waiver of development standards that

would otherwise have the effect of physically precluding the construction of the housing development at the densities permitted by Municipal Code Chapter 18.114. Thus, the Applicant is requesting a waiver to allow a maximum lot coverage of 60 percent to accommodate the affordable units.

In accordance with State Density Bonus law, the City must grant a waiver of any development standard that would preclude the construction of the Project with the bonus density and incentives within the permitted building envelope unless the City finds: that the requested waiver would have a specific, adverse impact upon health, safety, or the physical environment which cannot be mitigated; would have an adverse impact on any property listed in the California Register of Historical Resources; or that the waiver would be contrary to state or federal law.

An analysis of the proposed Project's consistency with relevant policies of the City of La Verne General Plan, including those adopted for the purpose of avoiding or mitigating an environmental effect, is provided in Table 9, *City of La Verne General Plan Consistency Analysis*. An analysis of the proposed Project's consistency with relevant policies of the proposed General Plan Update are also provided in Table 10, *City of La Verne Proposed General Plan Update Consistency Analysis*. As indicated in Table 9 and Table 10, the Project would not conflict with any current or proposed General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, as discussed under Section 4.2, Exception (f) below, the Project would not have an adverse impact on a property listed in the California Register of Historical Resources.

Table 9
City of La Verne General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
Land Use Element	
Goal 1: Manage our growth through planned development.	
Policy 1.1: Balance quality development with adequate service throughout our city.	Consistent. As discussed in *Utilities and Services Systems*, below, the Project would be adequately served by existing utilities and services. Therefore, the Project would be consistent with this policy.
Goal 2: Ensure safe and subtle hillside development.	
Policy 2.4: Preserve our significant, native, and heritage trees.	Consistent. The Project would involve the removal of existing trees on the property, including thirteen living deodar cedars located within the southern-southwestern boundary of the site, which qualify as Significant Trees pursuant to Chapter 18.78 of the La Verne Municipal Code. The Project would be required to obtain a Tree Removal Permit and would be responsible for providing new replacement street trees as required by the City. Additionally, the Project would provide new landscaping, including trees, groundcover, and shrubs, along the perimeter of the Project site and within common open space areas. The proposed trees and landscaping would be in accordance with the City's requirements. Therefore, the Project would be consistent with this policy.

Table 9 (continued)
City of La Verne General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
Goal 3: Provide comprehensive development standards and guidelines citywide.	
Policy 3.1: Preserve the distinctive character of our neighborhoods.	Consistent. As discussed above, the Project site is located within the Mixed-Use 1 District of the OTLVSP, which provides for transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Metro A (Gold) Line Station. This District allows for a mix of commercial and residential as principally permitted uses. The Project proposes to redevelop an existing industrial facility into mixed-use for residential and commercial uses. The Project is consistent with the OTLVSP and zoning for the site, and would comply with the City's development and design standards. Therefore, the Project would be consistent with this policy.
Policy 3.2: Protect our neighborhood from incompatible development.	Consistent. Refer to the response to Land Use Element Policy 3.1, above. The Project is consistent with the OTLVSP and zoning for the site, and would not result in incompatible development. Therefore, the Project would be consistent with this policy.

Table 9 (continued)
City of La Verne General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
Transportation Element	
Goal 2: Improve our traffic flow.	
Policy 2.5: Relieve congestion and improve air quality throughout our valley.	Consistent. As discussed in the Transportation Impact Study (Appendix J) and *Transportation*, below, the proposed Project would not conflict with any program, plan, ordinance or policy addressing the circulation system. The Project is consistent with applicable policies of the City of La Verne General Plan, OTLVSP, Active Transportation Plan, and Local Roadway Safety Plan. The Project would provide for transit-oriented development consisting of retail with residential uses within a TPA. In addition, the Project would not result in an exceedance of applicable SCAQMD significance thresholds. Therefore, the Project would be consistent with this policy.
Goal 3: Protect our neighborhoods from traffic dangers.	
Policy 3.1: Increase traffic safety.	Consistent. Refer to the response to Transportation Element Policy 2.5. The Project would be required to comply with City standards regarding roadway safety and is consistent with the Local Roadway Safety Plan. Therefore, the Project would be consistent with this policy.
Policy 3.2: Decrease traffic noise, volumes, speed, and congestion.	Consistent. Refer to the response to Transportation Element Policy 2.5. In addition, as discussed in the Transportation Impact Study (Appendix J) and *Transportation*, below, the Project is not anticipated to result in impacts related to on- or off-site traffic noise. Therefore, the Project would be consistent with this policy.
Goal 5: Develop a safe transportation and circulation system.	
Policy 5.1: Provide optimal street use and access.	Consistent. Refer to the response to Transportation Element Policy 2.5. The Project would be consistent with this policy.

Table 9 (continued)
City of La Verne General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
Goal 6: Contribute toward a comprehensive public transportation system.	
Policy 6.3: Increase community ridership.	Consistent. Refer to the response to Transportation Element Policy 2.5. The Project site is located within the Mixed-Use 1 District of the OTLVSP and would provide a mix of residential and commercial uses within a TPA. Therefore, the Project would be consistent with this policy.
Resource Management Element	
Goal 1: An attractive, safe, and accessible parks and recreation system.	
Policy 1.1: Provide ample and accessible parks throughout our community.	Consistent. As discussed in *Population and Housing*, below, the forecast population growth associated with the Project is within the population projections anticipated and planned for by the City's General Plan and OTLVSP. The Project would comply with Chapter 3.20 of the City's Municipal Code, which establishes a park, recreation, and open space fee to be imposed on all new development in the City. These fees would be used to finance the acquisition, expansion, and development of park, recreation and open space facilities that are needed as a result of new development. In addition, the Project proposes on-site common and private open space areas. Therefore, the Project would be consistent with this policy.

Table 9 (continued)
City of La Verne General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
Goal 3: Protect and promote our scenic vistas and routes.	
Policy 3.1: Preserve our scenic vistas.	Consistent. As indicated in the OTLVSP FEIR and discussed in *Aesthetics*, above, the Project site is not located within an identified viewshed, within the sightline of a viewshed, or within the viewshed of a State Scenic Highway. The Project design is consistent with applicable City standards governing scenic quality, including the General Plan Land Use Element, design standards contained within the OTLVSP, and the Zoning Ordinance. While the Project proposes to redevelop the Project site with taller buildings than currently exist, pedestrian views of the San Gabriel Mountains would continue to be available, particularly at roadway corridors and at intersections, when looking north. Therefore, the project would be consistent with this policy.
Goal 4: Preserve our diversified plant and animal life.	
Policy 4.2: Protect and preserve our native plant communities and habitats.	Consistent. The Project site is located within an urbanized area and is currently developed with industrial/warehousing buildings and associated improvements. As indicated in the Biological Resources Assessment (Appendix B) and discussed in *Biological Resources*, above, no sensitive natural communities exist on the Project site. The Project site is not located within designated critical habitat of any species and due to a lack of suitable habitat, poor quality of the habitat, and the small project size, no special-status species are expected to inhabit the Project site. Therefore, the Project would be consistent with this policy.
Policy 4.6: Protect and restore our Ruderal-Disturbed habitats.	Consistent. Refer to the response to Resource Management Element Policy 4.2. The Project would be consistent with this policy.

Table 9 (continued)
City of La Verne General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
Goal 5: Improve our air quality	
Policy 5.1: Reduce vehicular air pollution.	Consistent. As indicated in *Air Quality*, above, the Project would not exceed operational emissions thresholds, which includes emissions from mobile sources. The Project would result in placement of a mixed-use residential/retail development within one-half mile from the Metro A (Gold) Line station, which would provide opportunities to reduce vehicle trips, contributing towards reduce vehicular air pollution. Therefore, the Project would be consistent with this policy.
Policy 5.2: Reduce energy consumption.	Consistent. As discussed in *Energy*, above, the Project would be required to comply with all existing energy efficiency standards, including Title 24 building efficiency standards. Replacement of the existing industrial/warehousing facility with modern buildings that incorporate Title 24 building energy efficiency standards would provide improved energy efficiency when compared to existing conditions. Therefore, the Project would be consistent with this policy.
Goal 6: Conserve our water.	
Policy 6.1: Reduce wasteful use of water.	Consistent. The Project would comply with the City's Municipal Code, including water use restrictions established in Chapter 13.15 and water efficient landscape requirements established in Chapter 18.118. Therefore, the Project would be consistent with this policy.
Goal 7: Extend the useful life of landfills used by La Verne.	
Policy 7.1: Recycle solid waste.	Consistent. The Project would comply with the City's diversion programs and all federal, State and local statutes and regulations for solid waste, including those identified under the most current CALGreen standards and in compliance with AB 939 and SB 1383. Therefore, the Project would be consistent with this policy.

Table 9 (continued)
City of La Verne General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
Noise Element	
Goal 1: Protect our community from excessive noise.	
Policy 1.1: Maintain or reduce noise level citywide.	Consistent. As indicated in the Noise Impact Assessment (Appendix I) and *Noise*, below, the Project would not result in significant adverse noise impacts. Therefore, the Project would be consistent with this policy.
Goal 3: Protect our neighborhoods from increased traffic noise.	
Policy 3.1: Prevent increases in traffic-related noise.	Consistent. Refer to the response to Noise Element Policy 1.1. As indicated in the Noise Impact Assessment (Appendix I) and *Noise*, below, the Project is anticipated to increase the existing noise level by less than 1 dB due to an increase in traffic, which would be inaudible. Therefore, the Project would be consistent with this policy.
Cultural Resources Element	
Goal 2: Act now to preserve and protect our cultural resources.	
Policy 2.1: Ensure compliance with our preservation program.	Consistent. According to the Cultural Resources Assessment (Appendix C), the Project site does not contain any historical resources. As previously discussed, the Project would be required to comply with the existing regulatory environment specific to potential undiscovered cultural resources; refer to Cultural Resource Element Policy 2.5, below.
Policy 2.5: Pursue preservation or archaeological resources.	Consistent. As indicated in the Cultural Resources Assessment (Appendix C), no archeological resources were identified within the Project site. The Project would comply with the existing regulatory environment regarding archeological resources, including the policy within the OTLVSP that requires a qualified archaeologist be contacted to assess the significance of the find, should prehistoric subsurface cultural resources be discovered during construction.

Table 9 (continued)
City of La Verne General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
	Following compliance with this policy and standard regulatory compliance measures regarding buried cultural resources required by State law, the Project is not expected to cause a substantial adverse change in the significance of an archaeological resource.
Policy 2.6: Protect cultural resources through strategic use of California Environmental Quality Act provisions.	Consistent. Refer to response to Cultural Resources Element Policy 2.1 and Policy 2.5.
Policy 2.9: Abide by adopted demolition policies to protect cultural resources from premature demolition.	Consistent. Refer to response to Cultural Resources Element Policy 2.1.
Policy 2.10: Protect and preserve cultural landscapes.	Consistent. Refer to response to Cultural Resources Element Policy 2.1 and Land Use Element Policy 2.4 above.
Community Facilities Element	
Goal 2: Have a clean and ample water supply.	
Policy 2.1: Contain our demand for water.	Consistent. The Project would comply with the City's Municipal Code, including water use restrictions established in Chapter 13.15 and water efficient landscape requirements established in Chapter 18.118. As discussed in *Utilities and Service Systems*, below, the Project would be consistent with the OTLVSP and would be within the population projections anticipated by the City and the 2020 UWMP. As such, there would be sufficient water supplies available to serve the Project development during normal, dry, and multiple dry years. Therefore, the Project would be consistent with this policy.

Table 9 (continued)
City of La Verne General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
Policy 2.2: Protect our groundwater quality.	Consistent. As discussed in *Hydrology and Water Quality*, above, compliance with NPDES and La Verne Municipal Code requirements, which include implementation of LID BMPs, would ensure that Project operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, the Project would be consistent with this policy.
Goal 4: Ensure quality education for all our children.	
Policy 4.1: Provide adequate school facilities and curriculum.	Consistent. As discussed in *Public Services*, below, the Project would be subject to payment of school impact fees in accordance with Senate Bill (SB) 50, which is considered full mitigation for project impacts. Therefore, the Project would be consistent with this policy.
Housing Element	
Policy 4.3: Encourage higher density and mixed-use projects in the form of transit-oriented development around the future Metro L Line (Gold) station site.	Consistent. The Project proposes a mixed-use development project with residential and commercial uses within one-half mile from the Metro A (Gold) Line station. Therefore, the Project would be consistent with this policy.
Public Safety Element	
Goal 2: Protect our residents from geologic hazards.	
Policy 2.1: Reduce the risk of geologic and groundwater hazards.	Consistent. As discussed in *Geology and Soils*, above, compliance with the City's established regulatory framework and standard engineering practices and design criteria would reduce potential impacts related to seismic and geologic hazards. Therefore, the Project would be consistent with this policy.
Policy 2.2: Minimize personal and property damage from earthquakes.	Consistent. Refer to the response to Public Safety Element Policy 2.1. The Project would be consistent with this policy.

Table 9 (continued)
City of La Verne General Plan Consistency Analysis

General Plan Policy	Consistency Analysis
Goal 3: Protect our community from the dangers of hazardous materials.	
Policy 3.1: Protect the public from the dangers of hazardous waste use and transport.	Consistent. As discussed in *Hazards and Hazardous Materials*, above, the proposed Project would not introduce new uses that would involve new or increased use of hazardous materials within the site. Compliance with the established regulatory framework would reduce the risk of hazardous materials use, transportation, and handling through the implementation of established safety practices, procedures, and reporting requirements, minimizing the potential for upset and accident conditions to occur within the site. Therefore, the Project would be consistent with this policy.
Goal 5: Protect our community from crime, fire, and inadequate medical emergency care.	
Policy 5.5: Minimize fire threat through safe development.	Consistent. The Project would be required to comply with the City's Municipal Code, including Chapter 15.32, which incorporates the California Fire Code. Additionally, as discussed in *Wildfire*, below, the Project is not located within an urbanized area and is not identified as being within a wildfire-prone area. Therefore, the Project would be consistent with this policy.
Sources: City of La Verne General Plan, 1998; City of La Verne Housing Element Update, November 2022.	

Table 10
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
Land Use Element	
Goal LU-1 Land Use Mix: A City with a land use plan that supports a diverse, self-sufficient community that offers a variety of housing types, job opportunities, institutional uses, community facilities, commercial services, and recreational opportunities.	
LU-1.1 Land Use Pattern. Provide for an overall mix of housing, employment, service, and recreational opportunities that promotes efficient development and multimodal choices; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.	Consistent. As discussed above, the Project site is located within the Mixed-Use 1 District of the OTLVSP, which provides for transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Metro A (Gold) Line Station. This District allows for a mix of commercial and residential as principally permitted uses. The Project proposes to redevelop an existing industrial facility into mixed-use for residential and commercial uses. The Project is consistent with the OTLVSP and zoning for the site, and would comply with the City's development and design standards, which would ensure compatibility between uses. The Project would provide for transit-oriented development within a TPA, which would provide opportunities to reduce vehicle trips, contributing towards reduced vehicular air pollution, GHG emissions, and expenditure of fossil fuels. In addition, the Project would result in the replacement of the existing industrial/warehousing facility with modern buildings that incorporate Title 24 building energy efficiency standards, which would provide improved energy efficiency when compared to existing conditions. The Project would include a mix of housing, employment, service, and recreational opportunities, including on-site common and private open space areas. Overall, the Project proposes a mix of uses and features that support enhanced community livability and public health and sustained economic vitality.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
	Therefore, the Project would be consistent with this policy.
LU-1.9 Growth Pattern. Strongly encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and transportation facilities.	Consistent. Refer to the response to proposed Land Use Element Policy LU-1.1. The Project consists of infill development that would redevelop an existing industrial facility into mixed-use for residential and commercial uses. The Project would provide for enhanced walkability and is within one-half mile from the Metro A (Gold) Line station. Therefore, the Project would be consistent with this policy.
Goal LU-2 Growth Management: A community that thoughtfully plans for and manages desirable future growth within its jurisdiction and its Sphere of Influence.	
LU-2.11 Growth Accommodation. Accommodate the appropriate level of residential and nonresidential growth for the San Gabriel Valley as determined by input made by the San Gabriel Valley Cities through Southern California Association of Government projections.	Consistent. The Project proposes to redevelop an existing industrial facility into mixed-use for residential and commercial uses, which would accommodate residential and nonresidential growth. As discussed in *Population and Housing*, below, the forecast population growth associated with the Project is within the population projections anticipated and planned for by the City's General Plan and OTLVSP. Therefore, the Project would be consistent with this policy.
Goal LU-3 Residential Development: A community that preserves and protects its residential neighborhoods.	
LU-3.5 Sensitive Uses. Locate residences away from areas of excessive noise, smoke, or dust and ensure that adequate provisions, including buffers or transitional uses, are made to ensure the health and well-being of existing and future residents.	Consistent. As indicated in the Noise Impact Assessment (Appendix I) and *Noise*, below, the Project would not result in significant on- or off-site adverse noise impacts. As discussed in *Air Quality*, above, Project construction and operational activities would not result in the exposure of receptors to substantial pollutant concentrations. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
Goal LU-5 Community Character: A community featuring a distinctive community character as demonstrated by its land use pattern, special activity areas, and use compatibility strategies.	
LU-5.3 Zoning Standards. Adhere to our zoning standards and regulations for specific plan areas, master plan areas, and special overlay zones and districts.	Consistent. Refer to the response to proposed Land Use Element Policy LU-1.1. The Project is consistent with the OTLVSP and zoning for the site, and would comply with the OTLVSP standards and regulations and the City's zoning standards and regulations. Therefore, the Project would be consistent with this policy.
LU-5.4 Impact Evaluation. Evaluate each development proposal for impact upon the neighborhood, City and San Gabriel Valley region.	Consistent. As discussed throughout this document, the Project would result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts in the OTLVSP FEIR. Additionally, as discussed in Section 2.0 of this report, the Project is requesting Precise Plan Review. In accordance with La Verne Municipal Code Section 18.16.100, in order to approve a Precise Plan, the review authority must find that the project is consistent with the General Plan, applicable Specific Plan, the Zoning Ordinance, other applicable ordinances, and subdivisions requirements and resolutions. Therefore, the Project would be consistent with this policy.
LU-5.10 Mixed-Use Development. Encourage creative mixed-use development in accordance with the City's zoning regulations and in special activity areas.	Consistent. Refer to the response to proposed Land Use Element Policy LU-1.1. The Project proposes to redevelop an existing industrial facility into mixed-use for residential and commercial uses. The Project is consistent with the OTLVSP and zoning for the site, and would comply with the City's zoning standards and regulations. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
LU-5.11 Specific Plans. Require that development projects comply with applicable regulations when they are located within a Specific Plan area.	Consistent. Refer to the response to proposed Land Use Element Policy LU-1.1. The Project is consistent with the OTLVSP and zoning for the site, and would comply with the OTLVSP regulations. Therefore, the Project would be consistent with this policy.
Mobility Element	
Goal M-4 Safety. A community featuring a transportation and circulation system that is safe for all users.	
M-4.3 New Project Access and Safety. Ensure that new projects follow best design practices and guidelines to reduce conflicts between circulation system users.	Consistent. As discussed in the Transportation Impact Study (Appendix J) and *Transportation*, below, the proposed Project would not conflict with any program, plan, ordinance or policy addressing the circulation system; 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); and would not result in inadequate emergency access. Therefore, the Project would be consistent with this policy.
Goal M-6 Pedestrian, Bicycle, and Equestrian. A community with a comprehensive network of pedestrian, bicycle, and equestrian facilities.	
M-6.8. Bicycle/Pedestrian Facilities at New Developments. Encourage new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.	Consistent. The Project provides for improved pedestrian amenities and bicycle parking, including long-term storage spaces for 40 bicycles, as well as landscaping and exterior lighting along White Avenue and Arrow Highway. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
Goal M-9 Vehicle Miles Traveled. A community with reduced citywide vehicle miles traveled per capita that contributes to regional and statewide greenhouse gas emission targets.	
M-9.1 Vehicle Miles Traveled Analysis. Require vehicle miles traveled (VMT) analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA), using methodologies and standards consistent with the City's Transportation Study Guidelines. The City shall continue to maintain level of service (LOS) standards for the purposes of planning and designing street improvements.	Consistent. As discussed in the Transportation Impact Study (Appendix J) and *Transportation*, below, consistent with the City's Transportation Study Guidelines, the Project meets the presumption of less than significant transportation impact due to the Project's location within a TPA. Therefore, the Project would be consistent with this policy.
Resource Management	
Goal RM-3 Cultural Resources. A City that celebrates and preserves its rich culture and historic assets.	
RM-3.6 Resource Evaluation. Evaluate the condition of historical buildings, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives when considering the demolition or movement of historic structures; when possible, encourage the adaptive re-use of the historic structure.	Consistent. As discussed in the Cultural Resources Assessment (Appendix C) and *Cultural Resources*, above, the Project site does not contain any historical resources. Therefore, the Project would be consistent with this policy.
RM-3.7 Specific Plans and Municipal Code Provisions. Adhere to the preservation procedures and provisions included in the City's adopted Specific Plans and La Verne Municipal Code, and State Historical Building Codes.	Consistent. Refer to the response to proposed Resource Management Element Policy RM-3.6. Additionally, as previously discussed, the Project would be required to comply with the existing regulatory environment, including the OTLVSP and Municipal Code. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
RM-3.8 Archaeological/Paleontological Resources. Require projects with a potential to affect archeological or paleontological resources to be conditioned to immediately stop grading and/or excavation activities if archeological or paleontological resources are encountered. At this point, a qualified archaeologist/paleontologist approved by the City should be enlisted to investigate the resources and conduct a preliminary assessment to determine whether a resource mitigation plan and monitoring program will be required.	Consistent. As discussed in the Cultural Resources Assessment (Appendix C) and *Cultural Resources*, above, no archeological resources were identified within the Project site. Additionally, as discussed in *Geology and Soils,* above, while paleontological resources are not anticipated to occur within the Project site, there is the potential to unearth previously undiscovered paleontological resources during ground-disturbing activities. The Project would comply with the existing regulatory environment regarding archeological and paleontological resources, including the policy within the OTLVSP that requires a qualified archaeologist be contacted to assess the significance of the find, should prehistoric subsurface cultural resources be discovered during construction; and the policy within the OTLVSP that requires a qualified paleontologist be contacted in the event that paleontological resources are discovered to document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. Following compliance with these policies and standard regulatory compliance measures regarding buried cultural and paleontological resources, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
RM-3.10 Human Remains. Ensure that human remains are treated with sensitivity and dignity, and ensure compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.	Consistent. As discussed in *Cultural Resources*, above, the Project would be required to comply with the existing regulatory environment regarding archeological resources and human remains, including the policy within the OTLVSP that requires a qualified archaeologist be contacted to assess the significance of the find, should prehistoric subsurface cultural resources be discovered during construction. Following compliance with this policy and standard regulatory compliance measures, the Project is not expected to disturb any human remains. Therefore, the Project would be consistent with this policy.
Goal RM-4 Water Conservation. A community that protects and conserves limited water resources.	
RM-4.1 Conservation Strategies. In partnership with local water agencies, promote residential and commercial water conservation using multiple innovative strategies and contemporary best practices.	Consistent. As discussed in *Hydrology and Water Quality*, above, the Project would comply with NPDES and La Verne Municipal Code requirements, including implementation of LID BMPs, which are designed to reduce water demand. In addition, the Project would be required to comply with CALGreen standards, which includes water efficiency and conservation measures. Therefore, the Project would be consistent with this policy.
RM-4.4 Landscaping. Encourage all public and private landscaping in new development and renovation projects to be designed to reduce water demand, prevent runoff, decrease flooding, and recharge groundwater through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.	Consistent. As discussed in *Hydrology and Water Quality*, above, the Project would comply with NPDES and La Verne Municipal Code requirements, including implementation of LID BMPs, which are designed to reduce water demand, prevent runoff, decrease flooding, and recharge groundwater. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
RM-4.5 Stormwater. Work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multipronged water conservation strategy.	Consistent. Refer to the response to proposed Resource Management Element Policy RM-4.4. Therefore, the Project would be consistent with this policy.
Goal RM-5 Biological Resources. A community that preserves our diverse plant and animal life.	
RM-5.7 Native Vegetation. Conserve existing native vegetation where possible and integrate regionally native plant species into development and infrastructure projects where appropriate.	Consistent. The Project site is located within an urbanized area and is currently developed with industrial/warehousing buildings and associated improvements. As indicated in the Biological Resources Assessment (Appendix B) and discussed in *Biological Resources*, above, no sensitive natural communities exist on the Project site. The Project site is not located within designated critical habitat of any species and due to a lack of suitable habitat, poor quality of the habitat, and the small project size, no special-status species are expected to inhabit the Project site. Therefore, the Project would be consistent with this policy.
RM-5.9 Mature and Protected Trees. Avoid removal of large, mature trees and protected trees that provide wildlife habitat or contribute to the visual quality of the environment to the greatest extent feasible through appropriate project design and building siting. If full avoidance is not possible, prioritize planting of replacement trees on-site over off-site locations.	Consistent. The Project would involve the removal of existing trees on the property, including thirteen living deodar cedars located within the southern-southwestern boundary of the site, which qualify as Significant Trees pursuant to Chapter 18.78 of the La Verne Municipal Code. The Project would be required to obtain a Tree Removal Permit and would be responsible for providing new replacement street trees as required by the City. Additionally, the Project would provide new landscaping, including trees, groundcover, and shrubs, along the perimeter of the Project site and within common open space areas. The proposed trees and landscaping would be in accordance with the City's requirements. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
Goal RM-6 Energy and Mineral Resources. A community that protects its energy and mineral resources for future generations.	
RM-6.1 Regulatory Compliance. Meet all state and regional regulations in regard to gas and energy conservation and technology use, including the mandatory energy efficiency requirements of the California Green Building Standards Code (CALGreen) and Building and Energy Efficiency Standards.	Consistent. As discussed in *Energy*, above, the Project would be required to comply with all existing energy efficiency standards, including CALGreen and Title 24 building efficiency standards. Replacement of the existing industrial/warehousing facility with modern buildings that incorporate CALGreen and Title 24 building energy efficiency standards would provide improved energy efficiency when compared to existing conditions. Therefore, the Project would be consistent with this policy.
RM-6.2 Reduced Consumption. Promote energy sustainability and conservation in order to reduce consumption of natural resources and promote air quality.	Consistent. Refer to the response to proposed Resource Management Element Policy RM-6.1. The Project would be consistent with this policy.
Goal RM-8 Air Quality and Greenhouse Gas Emissions. Improved air quality in La Verne and the region through reductions in air pollutants and greenhouse gas (GHG) emissions.	
RM-8.1 Development Patterns. Improve air quality through continuing to require a development pattern that focuses growth in and around existing urbanized areas, locates new housing near places of employment, encourages alternative modes of transportation, supports efficient parking strategies, reduces vehicle miles traveled, and requires projects to mitigate significant air quality impacts.	Consistent. As previously discussed, the Project consists of infill development that would redevelop an existing industrial facility into mixed-use for residential and commercial uses. The Project would provide for enhanced walkability and is within one-half mile from the Metro A (Gold) Line station. The Project would provide for transit-oriented development consisting of retail with residential uses within a TPA. In addition, the Project would not result in an exceedance of applicable SCAQMD significance thresholds. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
RM-8.6 Effects of Development on Air Quality. Use the City's development review process and the California Environmental Quality Act to evaluate and mitigate the local and cumulative effects of new development on air quality.	Consistent. Refer to the response to proposed Resource Management Element Policy RM-8.6. The Project would be consistent with this policy.
RM-8.7 Construction Activities. Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.	Consistent. As indicated in *Air Quality*, above, the Project would not result in an exceedance of applicable SCAQMD significance thresholds. Air quality impacts from project-related construction activities would be less than significant and would not be cumulatively considerable. Therefore, the Project would be consistent with this policy.
Public Safety	
Goal PS-1 Fire Safety. A community that is minimally impacted by wildland and urban fires through implementation of proactive fire hazard abatement strategies.	
PS-1.14 Access. Require sufficient ingress/egress access points in all new development to support firefighting activities, as determined by the Fire Department.	Consistent. As discussed in *Transportation*, below, vehicular access to the Project site would occur from two driveways. A right-in, right-out only driveway would provide access for Project residents via White Avenue and a right and left-turn in and right-out only driveway would provide access via Arrow Highway. The existing driveways along White Avenue and Arrow Highway would be closed and new curbs and sidewalks would be constructed. The Project would be reviewed for consistency with City and fire department design standards relating to street design and emergency access. Therefore, the Project would be consistent with this policy.
PS-1.17 Fire and Building Codes. Require that all buildings and structures within La Verne comply with local, state, and federal regulatory standards such as the California Fire and Building Codes as well as other applicable fire safety standards.	Consistent. The Project would be required to comply with the City's Municipal Code, including Chapter 15.04, which incorporates the California Building Code, and Chapter 15.32, which incorporates the California Fire Code. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
Goal PS-2 Flooding. A community that is protected from the dangers of flood and inundation hazards.	
PS-2.2 New Development. Avoid and minimize flood risks for new development.	Consistent. As indicated in the Preliminary Hydrology Report (Appendix G) and *Hydrology and Water Quality*, above, the Project site is not within a FEMA-designated flood hazard area, and flooding resulting from a seismically induced seiche is considered unlikely. Therefore, the Project would be consistent with this policy.
PS-2.7 Stormwater Runoff. Require new developments that add substantial amounts of impervious surfaces to integrate low impact development (LID) best management practices (BMPs) to reduce stormwater runoff.	Consistent. As discussed in *Hydrology and Water Quality*, above, the Project would comply with NPDES and La Verne Municipal Code requirements, including implementation of LID BMPs to reduce stormwater runoff. Therefore, the Project would be consistent with this policy.
Goal PS-3 Seismic Safety and Geologic Hazards. A community that has reduced risk from geologic hazards such as earthquakes, landslides, and liquefaction.	
PS-3.4 Building Codes. Adhere to the latest California Building Codes and regulations regulating earth work and grading during construction, and hillside grading guidelines to minimize erosion; update local codes periodically for the latest advances.	Consistent. The Project would be required to comply with the City's Municipal Code, including Chapter 15.04, which incorporates the California Building Code, and NPDES standards, which includes BMPs in order to minimize short- and long-term erosion. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
Goal PS-6 Aircraft. A community that is protected from the impacts and potential risks of aircraft activity at Brackett Field.	
PS-6.1 Land Use Compatibility. Maintain compatibility of development with airport operations in the area surrounding the airport in accordance with the adopted Airport Land Use Compatibility Plan (ALUCP).	Consistent. The Project site is currently located within the Brackett Field Airport Influence Area and is therefore subject to the Brackett Field ALUCP, as well as height restrictions of the FAA. The Project site is located in Compatibility Zone D, which is considered the traffic pattern zone and has low safety risk level. There are no limits to residential density or non-residential intensity in Zone D. The Project proposes a mixed-use development consisting of residential and retail space, which, as previously discussed, the Airport Land Use Compatibility Memo indicates is compatible within Zone D. In addition, as determined in the Airport Land Use Compatibility Memo and confirmed by the Los Angeles County Airport Land Use Commission, the Project site is outside of any noise and overflight impacts. As indicated in the Staff Report determination prepared by the Los Angeles County Airport Land Use Commission, it was determined that the proposed Project is consistent with the policies contained in the Brackett Field ALUCP, subject to two conditions as specified in Section 1.5.3.(b) of the ALUCP to maintain consistency. These conditions include that potential buyers and tenants of residential units be provided information regarding proximity to an airport and potential exposure to noise and annoyance on site from activities at and near the Airport and the Project complies with an avigation easement on the southeastern portion of the property that is located within the Critical Airspace Protection Zone granting airspace rights to the Airport.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
	In addition, the Staff Report indicates that the FAA issued determinations on August 1, 2023 that the proposed building elevations posed no hazard to air navigation. The Project would be required to comply with the ALUCP, including applicable noise and safety compatibility policies contained therein, as well as Part 77 of the Federal Aviation Regulations. Therefore, the Project would be consistent with this policy.
PS-6.4 Federal Aviation Regulation Part 77. Do not approve buildings and structures that would penetrate Federal Aviation Regulation (FAR) Part 77 Imaginary Obstruction Surfaces for Brackett Field unless found consistent by the Los Angeles County Airport Land Use Commission (ALUC). Additionally, in accordance with FAR Part 77, require applicants proposing buildings or structures that penetrate the 100:1 Notification Surface to file a Form 7460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) and provide a copy of the FAA determination to the City and the ALUC.	Consistent. Refer to response to proposed Public Safety Element Policy PS-6.1, above. The Project would be consistent with this policy.
Goal PS-7 Noise. A community with minimized harmful effects of noise on sensitive uses, and reduced noise coming from freeways, motor vehicle traffic, trains, Brackett Field, and the Fairplex.	
PS-7.1 Planning Decisions. Consider existing and future noise levels when making land use planning decisions and require mitigation of all significant noise impacts to the extent feasible.	Consistent. As indicated in the Noise Impact Assessment (Appendix I) and *Noise*, below, the Project would not result in significant adverse noise impacts. Therefore, the Project would be consistent with this policy.
PS-7.2 Sensitive Facilities. Locate sensitive facilities such as residential uses, schools, medical facilities, libraries, churches, and convalescent homes away from areas of excessive noise unless proper mitigation measures are in place.	Consistent. Refer to response to proposed Public Safety Element Policy PS-7.1, above. The Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
PS-7.3 Site Design. Protect noise-sensitive uses from excessive noise levels by incorporating site planning and project design techniques to minimize noise impacts. The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project. In cases where sound walls are necessary, they should help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, murals, pedestrian access (if appropriate), and landscaping.	Consistent. The Project has been designed consistent with the OTLVSP requirements to minimize noise impacts to the proposed residential uses from existing uses within the area including the Fairplex. Specifically, the Project has been designed so that all outdoor balconies and recreation areas are oriented away from the fairgrounds and courtyards are surrounded by the proposed residential building to minimize traffic noise. Therefore, the Project would be consistent with this policy.
PS-7.4 Mixed-Use Development. Ensure that mixed-use structures and projects be designed to prevent transfer of noise and vibration from nonresidential areas to residential areas.	Consistent. The Project provides for approximately 1,588 square feet of retail space. The retail space would be located within the western portion of the property and would not provide for significant noise or vibration with the potential to transfer noise to the residential uses. Therefore, the Project would be consistent with this policy.
Goal PS-9 Climate Change and Resiliency Planning	
PS-9.10 Greenhouse Gas Reductions. Reduce communitywide greenhouse gas emissions locally by actively supporting regional efforts to reduce greenhouse gases.	Consistent. The Project is an infill development that would remove former industrial/manufacturing uses and provide new housing and retail opportunities in proximity to existing bus transit, the Metro A (Gold) Line La Verne Station currently under construction, and goods and services within the surrounding area. By siting housing in a transit-rich area, the Project would contribute to an overall reduction in VMT and associated GHG emissions. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
Community Services and Facilities	
Goal CSF-1 Provision of Services and Facilities. A community that values and maintains high quality community services and facilities for all residents, businesses, institutions, and visitors in La Verne.	
CSF-1.1 New Development. Ensure that new growth and development participates in the provision and expansion of community services and facilities, and does not exceed the City's ability to provide them.	Consistent. As discussed in *Public Services*, *Recreation*, and *Utilities and Service Systems*, below, the Project would not result in significant adverse impacts to community services and facilities. The Project would be consistent with the OTLVSP and would be within the population projections anticipated by the City and the 2020 UWMP. The Project would not result in the construction of new or physically altered police, fire, school, or library facilities. The Project would be required to pay parks, recreation, and open space fees, in accordance with Chapter 3.20 of the La Verne Municipal Code, to finance the acquisition, expansion, and development of park, recreation and open space facilities that are needed as a result of new development. In addition, the Project proposes on-site common and private open space areas. Additionally, the Project would be subject to payment of school impact fees in accordance with Senate Bill (SB) 50. Existing infrastructure is available to serve the proposed redevelopment of the site. As such, the proposed Project would not require or result in relocation or construction of community services facilities. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
CSF-2.4 Fair Share. Ensure that all new development provides for and funds its fair share of the costs for adequate water distribution, including line extensions, easements, and dedications.	Consistent. Domestic water and fire water service lines would be installed within the Project site; these would connect to existing facilities within the adjacent roadways. The Project site has historically received water service and existing infrastructure and supplies are available to serve the proposed redevelopment of the site. As such, the proposed Project would not require or result in relocation or construction of water facilities. As discussed in *Utilities and Services Systems*, the Project would be adequately served by existing utilities and services. Therefore, the Project would be consistent with this policy.
CSF-2.10 Stormwater Treatments. Projects shall incorporate Best Management Practices (BMPs) and Low Impact Development measures (LID) to minimize the quantity of stormwater directed to impermeable surface and to treat stormwater before discharge from the site. The facilities shall be sized to meet regulatory requirements.	Consistent. As discussed in *Hydrology and Water Quality*, below, a preliminary LID Plan has been prepared for the proposed Project. The LID Plan proposes BMPs in order to reduce StormWater Quality Design Volume and comply with the County MS4 Permit. Under proposed conditions, onsite storm drain facilities would consist of a combined low flow water quality and peak flow conveyance system. A low flow water quality system would intercept the low flows and provide water quality treatment in order to meet the County LID Ordinance. A peak flow storm drain system would provide peak flow reduction via detention systems in order to meet the capacity requirements of the existing LACFCD drainage facilities. The proposed onsite storm drain facilities would consist of an onsite storm drain network that will collect stormwater in either a catch basin, roof drains, or area drains where it will then be routed for treatment or conveyed offsite. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
Goal CSF-3 Wastewater System. A community with a wastewater system adequate to protect the health and safety of all La Verne residents, businesses, and institutions.	
CSF-3.3 Fair Share. Ensure that all new development provides for and funds its fair share of the costs for adequate sewer collection and treatment, including line extensions, easements, and dedications.	Consistent. The Project site is currently developed and employment-generating uses (manufacturing) have historically occurred within the site. The Project proposes to remove the existing industrial/warehouse buildings and associated improvements and develop a new mixed-use development with residential and commercial uses. The Project would install on-site wastewater utilities to serve the proposed development; these utilities would connect to existing facilities within the adjacent roadways. As discussed in *Utilities and Service Systems*, below, existing infrastructure is available to serve the proposed redevelopment of the site. As such, the proposed Project would not require or result in relocation or construction of wastewater facilities. Therefore, the Project would be consistent with this policy.
Goal CSF-5 Community Safety. A safe community due to the provision of high-quality police and fire services and crime prevention measures.	
CSF-5.8 Roadway Design. Design and maintain roadways in such a way so as to maintain acceptable emergency vehicle response times.	Consistent. The proposed Project would not result in any changes to the geometric design of the roadways within the area and thus, would not interfere with existing emergency access along Arrow Highway or White Avenue. As indicated in the Transportation Impact Study, Project-generated traffic is not anticipated to interfere with the circulation of emergency vehicles in the vicinity of the Project site.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
	Various agencies with jurisdiction over the adjacent railroad right-of-way and at-grade rail crossings, including the California Public Utilities Commission, Southern California Regional Rail Authority (Metrolink), LA Metro, and the Gold Line Foothill Extension Construction Authority, reviewed and provided preliminary input on the proposed Project site plan and proposed access scheme. The Project site driveways have been located at a distance from the nearest at-grade rail crossings to comply with the guidance of Metrolink and the Project proposes improvements to ensure that Project-related queues would not extend into the at-grade rail crossings in order to provide for travel safety. The adequacy of infrastructure and access, as well as consistency with adopted emergency and evacuation plans would be further confirmed as part of the development review process (Municipal Code Chapter 18.16), in order to ensure the safety of City residents and the physical environment. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
Community Design	
Goal CD-2 Design Quality. A community with high-quality buildings, projects, and public spaces that best serve residents and complement the character of La Verne.	
CD-2.6 Parking Areas. Require new development to reduce the visual impacts of parking lots through innovative site design or landscaping techniques.	Consistent. The Project proposes a mixed-use development consisting of residential and retail space within a five-story building partially surrounding a six-level parking structure. The Project proposes complementary architectural features, as well as landscaping along the perimeter of the Project site. As previously described, the Project is consistent with the OTLVSP and zoning for the site, and would comply with the City's development and design standards, including the General Plan Land Use Element, design standards contained within the OTLVSP, and the Zoning Ordinance, which would reduce the visual impacts of the parking structure and surface parking spaces. Therefore, the Project would be consistent with this policy.
CD-2.11 Municipal Code Consistency. Require projects to adhere to adopted design standards included in the City of La Verne Municipal Code, including standards included in adopted Specific Plans, overlays, and other similar implementing plans and programs.	Consistent. As previously discussed, the Project is consistent with the OTLVSP and zoning for the site, and would comply with the City's development and design standards, including the General Plan Land Use Element, design standards contained within the OTLVSP, and the Zoning Ordinance. Therefore, the Project would be consistent with this policy.

Table 10 (continued)
City of La Verne Proposed General Plan Update Consistency Analysis

General Plan Policy	Consistency Analysis
Health and Wellness	
Goal HW-1 Healthy Lifestyle. A community with access to nutritious food and an environment encouraging healthy lifestyles.	
HW-1.1 Development Patterns. Encourage future growth and development within existing service areas to support infill development, redevelopment, and compact, transit-oriented development that promote equity and access to a variety of housing types, affordability levels, and needed community services.	Consistent. Refer to response to proposed Land Use Element Policy LU-1.1, above. The Project consists of infill development that would redevelop an existing industrial facility into mixed-use for residential and commercial uses. The Project would provide for enhanced walkability and is within one-half mile from the Metro A (Gold) Line station. The Project would provide for transit-oriented development consisting of retail with residential uses within a TPA, providing access to a number of community services. Additionally, the Project would include a mix of studio, one-bedroom, two-bedroom, and three-bedroom units at a range of affordability levels. Of the 367 residential units, 44 would be deed restricted affordable units for lower income households, including 18 units restricted to very low-income households. Therefore, the Project would be consistent with this policy.
Sources: City of La Verne Draft General Plan Update, 2024.	

Old Town La Verne Specific Plan (OTLVSP)

According to the City's Zoning Map, the Project site is zoned OTLVSP. The purpose of the OTLVSP is to facilitate and encourage development and improvements that help realize the community's vision for Old Town. The OTLVSP reinforces Old Town as the historic heart of La Verne, enables appropriate expansion of the University of La Verne, anticipates the potentials for transit-oriented development related to the Metro A (Gold) Line Station, and establishes appropriate relationships with the Los Angeles County Fairplex. Implementation of the OTLVSP is regulated through existing City standards (e.g., Zoning Code), as well as the development standards, design standards and guidelines, and land use regulations included in the Specific Plan. Where land use regulations and/or development standards of the Zoning Code are inconsistent with the OTLVSP, the standards and regulations of the Specific Plan shall prevail.

The OTLVSP identifies the Project site as being located within the Mixed-Use 1 District (Figure 9.1 of the OTLVSP), which provides for transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Metro A (Gold) Line Station. This District allows for a mix of commercial and residential as principally permitted uses, including the following specified uses: "Flats and lofts: Ground level," "Flats and lofts: Upper level," and "Retail sales: 10,000 sf or less (neighborhood-serving)." This District also allows surface parking lots or parking structures and Open Space to implement the OTLVSP land use plan. The OTLVSP identifies development standards (Figure 10.1 of the OTLVSP) and design standards (Figure 10.5 of the OTLVSP) for the Mixed-Use 1 District.

The Project is consistent with the intent of the OTLVSP and the Mixed-Use 1 District designation. The proposed development would be subject to the site development standards for the Mixed-Use 1 District, as outlined in the OTLVSP; refer to Table 11, *Site Development Standards Consistency Analysis*, regarding the Project's consistency with the applicable development standards. As demonstrated in Table 11, the Project would be consistent with the Site Development Standards of the OTLVSP.

Table 11
Site Development Standards Consistency Analysis

Site Development Standards	Consistency Analysis
Minimum Lot Size: The minimum lot size is 40,000 square feet	Consistent. The Project site consists of 208,913 square feet (4.8 acres) and would be consistent with the minimum lot size.
Maximum Residential Density: The maximum residential unit density is 60 dwelling units per acre.	Consistent. Based on the allowed residential density of 60 dwelling units per acre, the site could be developed with a maximum of 288 units. The Project proposes up to 367 residential units, which would result in a residential unit density of 76.5 dwelling units per acre. However, the Applicant has requested a density bonus of 79 units in exchange for providing 44 deed restricted affordable units for lower income households; refer to the Density Bonus discussion below.
Building Height Limit. Maximum height limit of seventy-two (72) feet.	Consistent. The proposed Project would have a maximum height of approximately 69 feet to the elevator tower; therefore, the Project would be consistent with the maximum height limit of 72 feet.
Building Setbacks: a. Public Street Setback of zero feet. b. Public Alley Setback of two feet.	Consistent. The Project would be consistent with the public street setback of zero feet. There are no public alleys located adjacent to the Project site; therefore, the public alley setback would not apply.
Parking: 2 parking spaces per 1,000 square feet of retail, 7.5 parking spaces per 1,000 square feet of restaurant, 2 parking spaces per 1,000 square feet of office, 1 parking space per residential bedroom.	Consistent. As discussed in the Transportation Impact Study (Appendix J), application of the OTLVSP parking ratios would result in an on-site parking requirement of 510 parking spaces. The Project proposes a total of 511 parking spaces in accordance with applicable parking requirements, which includes one parking space reserved for United States Postal Service vehicles.
Source: Old Town La Verne Specific Plan, March 2013.	

Density Bonus Request

The Project site is comprised of two parcels (APNs 8377-028-010 and 8377-028-011) totaling approximately 4.8 acres located in the Mixed-Use 1 District of the OTLVSP. Based on the allowed residential density for the Mixed-Use 1 District of 60 units per acre, the site could be developed with a maximum of 288 residential units. The proposed Project includes 44 deed restricted affordable units for lower income households as part of the Density Bonus request. The Project would be eligible for a 27.5 percent Density Bonus pursuant to State law (Government Code Section 65915 et seq.) and the City of La Verne Municipal Code (Chapter 18.114) in exchange for setting aside at least 15 percent of the total number of dwelling units for lower income households. Thus, the Project would be allowed to develop an additional 79 residential units for a total of 367 units, of which 44 units would be for lower income households.

Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and no mitigation would be required.[18]

Additionally, as discussed in Section 2.0 of this report, the Project is requesting Precise Plan Review. In accordance with La Verne Municipal Code Section 18.16.100, in order to approve a Precise Plan, the review authority must find that the project is consistent with the General Plan, applicable Specific Plan, the Zoning Ordinance, other applicable ordinances, and subdivisions requirements and resolutions.

Conclusion

The proposed Project would not result in new or greater land use and planning impacts beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to land use and planning. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

[18] The applicable standards and requirements are those as modified by the Density Bonus Law. (*Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1347–1351.)

Mineral Resources

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?					X
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?					X

OTLVSP FEIR Conclusions

The OTLVSP FEIR concluded no impacts would occur to mineral resources.

Discussion of Project

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The City of La Verne General Plan does not identify significant mineral resources within the City. The Project site is currently developed with industrial/warehouse buildings and associated improvements and is not used for mineral resource recovery activities. Given the Project site is situated in an urban area, is not identified as containing significant mineral resources, and is not used for mineral resource recovery activities, Project implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State or a locally-important mineral resource recovery site. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to mineral resources, and no mitigation would be required.

Conclusion

The proposed Project would not result in new significant mineral resource impacts or a substantial increase in the severity of previously identified significant impacts as these resources do not occur within the Project site or surrounding area. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

Noise

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project result in:					
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X	
b. Generation of excessive groundborne vibration or groundborne noise levels?				X	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	

OTLVSP FEIR Conclusions

As discussed in the OTLVSP FEIR, temporary and intermittent construction noise generated from OTLVSP projects would vary in location over the project implementation period as projects occur. Construction activities would not generate continuously high noise levels, although occasional single-event disturbances from grading and demolition are possible. The OTLVSP FEIR concludes that with implementation of mitigation measures to reduce the construction-related noise levels at nearby receptors to the maximum extent feasible, construction noise impacts would be reduced to a less than significant level.

With respect to operational noise levels, the OTLVSP FEIR concludes that implementation of existing City regulations and mitigation measures would ensure noise impacts on existing land

uses in the OTLVSP area from operation of future developments would be reduced to a less-than-significant level.

As part of the OTLVSP project, future residential uses as part of mixed-use developments could be located immediately adjacent to the Los Angeles County Fairplex. Short-term noise levels generated from shows and events at the Fairplex, including NHRA-related drag racing events, could result in short-term noise levels that would exceed the City's exterior noise standards at the new residential uses associated with the OTLVSP project. The OTLVSP FEIR concludes that while mitigation measures would serve to reduce noise levels to the maximum extent possible, during NHRA-related drag racing events at the Fairplex, the noise impacts on adjacent residential uses in the mixed-use districts of the OTLVSP area would be significant and unavoidable.

Implementation of the OTLVSP would increase traffic noise levels as individual developments commence operation over the Plan's 20-year buildout period. Traffic noise levels at project build-out in 2035 would exceed 70 dBA CNEL along segments of Arrow Highway where future residential uses may be located under the OTLVSP. Furthermore, while traffic noise would generally be the primary noise source in the community, there may be new stationary sources that may be introduced in the future from new land uses that would further contribute to the community's ambient noise levels in the OTLVSP area. As a result, impacts are potentially significant. The OTLVSP FEIR concludes that with implementation of mitigation measures, impacts related to noise and land use compatibility would be reduced to a less-than-significant level.

The increase in traffic resulting from implementation of the OTLVSP project would increase the ambient noise levels at sensitive uses located within and in proximity to the OTLVSP area. However, the increase in noise levels would not exceed the identified threshold of significance; the OTLVSP FEIR concludes that this impact would be less than significant.

The noise levels generated by heating, ventilation, and air conditioning (HVAC) units installed for proposed development under the OTLVSP project could potentially disturb the existing land uses that are located adjacent to the new developments. The OTLVSP FEIR concludes that with implementation of existing regulations and Mitigation Measure 3.8-15, impacts would be less than significant.

There is the potential for commercial developments to be located adjacent to sensitive uses and for noise levels generated by delivery trucks to exceed the City of La Verne's noise standards if loading docks were to be located near residential uses. The OTLVSP FEIR concludes that with adherence to the City's Municipal Code and incorporation of Mitigation Measures 3.8-16 and 3.8-17, impacts related to delivery truck and loading dock noise would be a less-than-significant impact.

During implementation of the project, temporary or periodic increases in noise levels in the OTLVSP area vicinity would result primarily from construction activities associated with the proposed residential and commercial developments. Although implementation of Mitigation

Measures 3.8-1 through 3.8-8 would reduce construction noise levels associated with the OTLVSP project to the maximum extent feasible, under circumstances where future construction sites within the OTLVSP area are located immediately adjacent to existing sensitive land uses, the noise impacts related to a substantial temporary or periodic increase in ambient noise levels above levels existing without the OTLVSP project would remain significant. Therefore, the OTLVSP FEIR determined the impact would be significant and unavoidable.

As discussed in the OTLVSP FEIR, construction activities for the various new developments within the OTLVSP area under the OTLVSP project would have the potential to impact their respective nearby sensitive receptors. The OTLVSP FEIR concludes that with implementation of Mitigation Measures 3.8-12 through 3.8-14, impacts related to groundborne vibration would be less than significant.

As discussed in the OTLVSP FEIR, proposed commercial and residential uses under the OTLVSP project would not be adversely impacted by noise from the Brackett Field Airport. As such, the OTLVSP FEIR concludes that implementation of the OTLVSP project would not expose people residing or working in the OTLVSP area to excessive noise levels from this airport. This impact is less than significant. Additionally, the OTLVSP area is not located within the vicinity of a private airstrip and as such, no impacts associated with excessive noise levels from a private airstrip would occur.

Discussion of Project

This section is based primarily on the *1941 White Avenue MFR/Mixed Use – Noise Impact Assessment – La Verne, CA* (Noise Impact Assessment) prepared by MD Acoustics, dated December 7, 2023 and included in its entirety as Appendix I, Noise Impact Assessment.

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?

Existing Noise Environment

As indicated in the Noise Impact Assessment, the existing ambient noise level is approximately 69 dBA Leq at the Project site and surrounding area. Traffic is the primary sources of noise impacting the site and the adjacent uses. The existing noise level due to White Avenue traffic is 68 dBA CNEL and the existing noise level due to Arrow Highway traffic is 73 dBA CNEL at the nearest proposed residences.

On-Site Traffic Noise

The potential on-site noise impacts due to traffic under Project conditions were calculated at the building facades and open spaces. Traffic noise due to Arrow Highway is anticipated to be 71 dBA CNEL at the southern façade of the proposed building, and traffic noise due to White Avenue is anticipated to be 67 dBA CNEL at the eastern façade of the proposed building. The Project would

be required to comply with the mitigation measures of the OTLVSP FEIR, including Mitigation Measure 3.8-9, which requires that exterior windows of residential units in the Mixed Use 1 district should achieve a minimum rating of STC 50, and Mitigation Measure 3.8-10, which requires residential units in the Mixed-Use 1 and Mixed-Use 2 land use designations of the Specific Plan to orient all outdoor balconies and recreation areas away from the Los Angeles County Fairplex grounds. Since all exterior walls and windows are required to be STC 50 or higher, the interior noise level is estimated to be a maximum of 26 dBA CNEL, which meets the 45 CNEL requirement. In addition, since the Project site is located within the OTLVSP's Mixed-Use 1 land use district, the Project, as proposed, has been designed so that all outdoor balconies and recreation areas are oriented away from the fairgrounds.

With regards to common open space areas proposed as part of the Project, traffic noise due to Arrow Highway is anticipated to be 71 dBA CNEL at the public plaza. This is within the conditionally acceptable range for commercial uses according to the General Plan Noise/Land Use Compatibility Matrix. Traffic noise due to Arrow Highway is anticipated to be 48 dBA CNEL at the pool and eastern courtyards. These courtyards are surrounded by the proposed residential building and noise levels are within the normally acceptable range for multi-family residential uses.

Off-Site Traffic Noise

The potential off-site noise impacts caused by the increase in vehicular traffic as a result of the Project were calculated at a distance of 50 feet. The Project anticipates 1,803 total daily trips. It would take a change of 3 dB or more to hear an audible difference which would occur with a doubling of traffic. The Project is anticipated to increase the existing noise level by less than 1 dB due to an increase in traffic. Therefore, off-site traffic noise would not be significant.

Railway Noise

Railway noise along Metrolink and Metro A Line is anticipated to be one of the primary sources of noise at the Project site. Open space areas that would be impacted by railway noise include the dog park area to the north of the proposed building. Based on calculations conducted as part of the Noise Impact Assessment, total noise due to the railways at the dog park area is anticipated to be 69 dBA CNEL and falls within the conditionally acceptable range from the noise compatibility matrix for multi-family residential land uses.

Project Operational Noise Level Projections

On-site operational noise includes transformers and HVAC equipment. All HVAC equipment is located on the rooftops of the buildings, with one unit per household. The maximum sound power level from a single unit is 72 dBA. Assuming that the 144 units closest to the eastern property line are running simultaneously, the sound level is projected to be 49 dBA before accounting for the mechanical screening. According to Section 12.08.530 of the noise control ordinance of the County of Los Angeles (adopted by the City of La Verne), noise due to air

conditioning equipment must not exceed 55 dBA at any neighboring property line. Thus, the noise due to the HVAC units operating simultaneously would meet the City's noise standard of 55 dBA.

Per ANSI and NEPA requirements for transformer noise, transformers must be no louder than 67 dBA at 1 foot. Any transformer will be at least 150 feet from the nearest sensitive receptors. The noise level at the nearest residential receptor will therefore be 23 dBA and meet the 45 dBA nighttime residential standard.

As such, the Noise Impact Assessment concludes that operational noise complies with Section 12.08.530 of the noise control ordinance of the County of Los Angeles.

Construction Noise

The degree of construction noise may vary for different areas of the Project site and may also vary depending on the construction activities. Noise levels associated with the construction would vary with the different phases of construction. Construction operations would be required to comply with the City's Noise Ordinance, which outlines construction noise level limits and the permissible hours of construction. In addition to the standards set in the City's Noise Ordinance, the Project would be required to comply with applicable mitigation measures from the OTLVSP FEIR. According to the Noise Impact Assessment, the regulatory noise level limit of 75 dBA for single-family residential properties would not be exceeded during each phase of construction at 350 feet from the source with implementation of the City's Noise Ordinance and compliance with the OTLVSP FEIR mitigation measures.

Conclusion

As illustrated above, the proposed Project would not result in a temporary or permanent increase in ambient noise levels in excess of established noise standards. The Project is within the scope of the OTLVSP FEIR and would be required to comply with OTLVSP FEIR Mitigation Measures 3.8-1 through 3.8-7, 3.8-12, and 3.8-13. The proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to a temporary or permanent increase in ambient noise levels. No additional mitigation would be required.

OTLVSP FEIR Mitigation Measures

Measure 3.8-1: The City shall ensure that project approvals within the Specific Plan area require compliance with the City's exterior noise standards for construction (see Table 3.8-8). If it is determined that City noise standards for construction activities would be exceeded, unless a variance is granted, design measures shall be taken to reduce the construction noise levels to the maximum extent feasible to achieve compliance with the City's construction noise standards. These measures may include, but are not limited to, the erection of noise barriers/curtains, use of advanced or state-of-the-art mufflers on construction equipment, and/or reduction in the

amount of equipment that would operate concurrently at the development site. Under conditions where it is determined that compliance with the City noise standards would not be technically feasible, the construction contractor(s) shall apply for a noise variance as permitted under the City Noise Ordinance.

Measure 3.8-2: The City shall ensure that project approvals within the Specific Plan area require that noise and groundborne vibration construction activities whose specific location on a construction site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

Measure 3.8-3: The City shall ensure that project approvals within the Specific Plan area require that the use of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills and jackhammers. When impact tools (e.g., jack hammers, pavement breakers, and caisson drills) are necessary, they shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used whenever feasible.

Measure 3.8-4: The City shall ensure that project approvals within the Specific Plan area require that stationary construction noise sources be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.

Measure 3.8-5: The City shall ensure that project approvals within the Specific Plan area require that all construction truck traffic shall be restricted to routes approved by the City of La Verne, which shall avoid residential areas and other sensitive receptors to the extent feasible.

Measure 3.8-6: The City shall ensure that project approvals within the Specific Plan area require project applicants to designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at construction locations.

Measure 3.8-7: The City shall ensure that project approvals within the Specific Plan area require a preconstruction meeting with the job inspectors and the general contractor or onsite project manager to confirm that noise and vibration mitigation and practices (including construction hours, sound buffers, neighborhood notification, posted signs, etc.) are completed.

Measure 3.8-12: Approval of development permits shall ensure that the operation of construction equipment that generates high levels of vibration, such as large bulldozers, loaded

trucks, and caisson drills, shall be prohibited within 45 feet of existing residential structures and 35 feet of institutional structures during construction of the various new developments in the Specific Plan area. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects.

Measure 3.8-13: Approval of development permits shall ensure that the operation of jackhammers shall be prohibited within 25 feet of existing residential structures and 20 feet of institutional structures during construction activities associated with the various new development proposed in the Specific Plan area.

b. Generation of excessive groundborne vibration or groundborne noise levels?

As indicated in the Noise Impact Assessment, large vibratory rollers are not anticipated during construction. Equipment is anticipated to be approximately 100 feet away from the nearest residential buildings east of the Project site. At a distance of 100 feet, a large bulldozer would yield a worst-case 0.019 PPV (in/sec), which is likely imperceptible and sustainably below any risk of damage (0.5 in/sec PPV is the threshold of old residential structures). As discussed in the OTLVSP FEIR, construction activities for the various new developments within the OTLVSP area under the OTLVSP project would have the potential to impact their respective nearby sensitive receptors. The Project would be required to comply with OTLVSP FEIR Mitigation Measures, including Measures 3.8-12, and 3.8-13 specific to vibration and groundborne noise. As such, compliance with the existing regulatory environment, including OTLVSP FEIR mitigation measures, would ensure the Project would not generate excessive groundborne vibration or groundborne noise levels. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to groundborne vibration or groundborne noise levels. No additional mitigation would be required.

OTLVSP FEIR Mitigation Measures

Refer to Mitigation Measures 3.8-12 and 3.8-13, above.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

As discussed under Hazards and Hazardous Materials, above, the Project site is currently located within the Brackett Field Airport Influence Area and is therefore subject to the Brackett Field

Airport Land Use Compatibility Plan (ALUCP),[19] as well as height restrictions of the Federal Aviation Administration (FAA). The Brackett Field ALUCP was adopted in 2015 (after certification of the OTLVSP FEIR) to ensure that future land use development is compatible with the Airport's current and future aircraft activity. The Project site is located in Compatibility Zone D, which is considered the traffic pattern zone and has low safety risk level. There are no limits to residential density or non-residential intensity in Zone D. The Project proposes a mixed-use development consisting of residential and retail space, which the Airport Land Use Compatibility Memo indicates is compatible within Zone D. In addition, as determined in the Airport Land Use Compatibility Memo and confirmed by the Los Angeles County Airport Land Use Commission, the Project site is outside of any noise and overflight impacts.

As indicated in an August 17, 2023 Staff Report prepared by the Los Angeles County Airport Land Use Commission, it was determined that the proposed Project is consistent with the policies contained in the Brackett Field ALUCP, subject to two conditions as specified in Section 1.5.3.(b) of the ALUCP to maintain consistency. In addition, the Staff Report indicates that the FAA issued determinations on August 1, 2023 that the proposed building elevations posed no hazard to air navigation. The Project would be required to comply with the ALUCP, including applicable noise and safety compatibility policies contained therein, as well as Part 77 of the Federal Aviation Regulations. Compliance with the established regulatory framework would reduce the potential of excessive noise for people residing or working within the Project site. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to excessive noise associated with an airport, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater noise impacts beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations and implementation of the applicable OTLVSP FEIR Mitigation Measures, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to noise. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

[19] Los Angeles County Airport Land Use Commission, *Bracket Field Airport Land Use Compatibility Plan*, December 2015.

Population and Housing

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?					X

OTLVSP FEIR Conclusions

As discussed in the OTLVSP FEIR, new housing development implemented under the OTLVSP would involve a net increase of approximately 2,378 residential units into the area, resulting in a population increase in the range of 6,421 through 6,909 residents. In addition, the proposed project would involve a net total of approximately 484,350 square feet of retail space and 300 hotel rooms. While the maximum number of residential units proposed would exceed the number of households forecasted for La Verne, these units would help accommodate rather than induce population growth. Therefore, the OTLVSP FEIR concludes that the OTLVSP project would result in less than significant impacts related to population and housing.

As discussed in the OTLVSP FEIR, the NOP determined that the OTLVSP project would have no impact from displacing substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere.

Discussion of Project

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The Project site is currently developed and surrounded by existing development. Employment-generating uses (manufacturing) have historically occurred within the site. The Project proposes to remove the existing industrial/warehouse buildings and associated improvements and develop a new mixed-use development with residential and commercial uses within a five-story building partially surrounding a six-level parking structure.

As of January 2023, the City of La Verne has a population of 32,056 persons.[20] The Project involves the development of 367 residential units and approximately 1,588 square feet of retail space, which would induce direct population growth in the City. Based on 2.55 persons per household, the Project's forecast population growth is approximately 936 persons.[21] The Project's forecast population growth would increase the City's existing population by approximately 2.9 percent to 32,992 persons. The La Verne General Plan anticipates a population of 37,430 persons at buildout. In addition, the OTLVSP anticipates a net increase in the range of range of 6,421 through 6,909 residents and approximately 484,350 square feet of retail space. Thus, the Project would be within the population projections anticipated and planned for by the City's General Plan and OTLVSP FEIR and would not induce substantial unplanned population growth in the area.

The Project would not induce substantial unplanned population growth directly through new businesses or indirectly through the extension of roads or other infrastructure. While the Project includes commercial use, due to the relatively small size and nature of the proposed commercial use (retail), it is not anticipated that the Project would generate significant new employment opportunities, beyond what has historically occurred within the site, that would result in unplanned population growth to the area. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to unplanned population growth in the area, and no mitigation would be required.

[20] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023*, May 2023.
[21] January 2023 persons per household per the State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023*, May 2023.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The Project site is currently developed with industrial/warehouse buildings and associated improvements. There is no housing within the Project site. Thus, the proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to displacement of people or housing, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater population and housing impacts beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to population and housing. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

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Public Services

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: • **Fire protection?** • **Police protection?** • **Schools?** • **Parks?** • **Other public facilities?**				X	

OTLVSP FEIR Conclusions

The OTLVSP FEIR concludes that implementation of the OTLVSP would have less than significant impacts related to fire and police protection services.

The OTLVSP FEIR concludes that, with implementation of Senate Bill (SB) 50 fees, impacts related to school facilities are less than significant.

The OTLVSP FEIR addresses parks in the Recreation Section. As discussed in the OTLVSP FEIR, development proposed under the OTLVSP would be subject to the City's park, open space, and recreation fees as established by Resolution No. 12-20 of the Municipal Code. Payment of these fees would help fund creation of new park space and maintenance, improvements, and expansions of existing park and recreational space, which would help offset the impacts on these resources related to new development under the OTLVSP. As such, the OTLVSP FEIR concludes that the OTLVSP project would result in less than significant impacts related to parks and recreational facilities. In addition, impacts related to the operation and construction of the park

and recreation facilities proposed as part of the OTLVSP, including impacts related to noise, traffic and air quality, are analyzed throughout the OTLVSP FEIR as part of the whole of the action. Due to the intermittent and temporary nature of construction-related activities that would be associated with the OTLVSP project, the OTLVSP FEIR concludes that construction impacts related to the proposed park and recreation facilities would be less than significant.

The OTLVSP did not specifically identify the provision or alteration of other public facilities within the OTLVSP.

Discussion of Project

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- ***Fire protection?***
- ***Police protection?***

The proposed Project would not result in the construction of new or physically altered fire or police facilities. The Project site is developed with industrial/warehouse buildings and fire and police services to the site occur under existing conditions. The introduction of residential uses to the Project site would incrementally increase the demand for fire protection, police protection, and emergency medical services to the site. However, the forecast population growth associated with the Project is within the population projections anticipated and planned for by the City's General Plan and OTLVSP. Therefore, the population increase associated with the Project would not significantly impact fire or police protection services resulting in the need for new or physically altered facilities. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to fire and police protection, and no mitigation would be required.

- ***Schools?***

The proposed Project would not result in the construction of new or physically altered schools. The Project site is developed with industrial/warehouse buildings. The introduction of residential uses to the Project site would incrementally increase the demand on schools serving the site. However, the forecast population growth associated with the Project is within the population projections anticipated and planned for by the City's General Plan and OTLVSP. Additionally, the Project would be subject to payment of school impact fees in accordance with Senate Bill (SB) 50. Pursuant to Government Code Section 65995 et seq., payment of statutory fees is considered full mitigation for project impacts. Therefore, the population increase associated with the Project would not significantly impact schools resulting in the need for new or physically altered facilities. Thus, the proposed Project would not result in any new significant impacts or more severe

impacts than those identified in the OTLVSP FEIR with respect to schools, and no mitigation would be required.

- ***Parks?***

The Project site is currently developed with industrial/warehouse buildings and associated improvements. The introduction of residential uses to the Project site would incrementally increase the demand on parks within the vicinity of the site. However, the forecast population growth associated with the Project is within the population projections anticipated and planned for by the City's General Plan and OTLVSP. Chapter 3.20 of the City's Municipal Code establishes a park, recreation, and open space fee to be imposed on all new development in the City. These fees would be used to finance the acquisition, expansion, and development of park, recreation and open space facilities that are needed as a result of new development. In addition, the Project proposes on-site common and private open space areas. With the provision of on-site amenities and compliance with Chapter 3.20 of the City's Municipal Code, the Project would not significantly impact parks resulting in the need for new or physically altered facilities.

The Project site is developed with industrial/warehouse buildings and associated improvements. The introduction of residential uses to the Project site would incrementally increase the demand on other public facilities, including libraries, serving the site. However, the forecast population growth associated with the Project is within the population projections anticipated and planned for by the City's General Plan and OTLVSP. Therefore, the population increase associated with the Project would not significantly impact other public facilities resulting in the need for new or physically altered facilities. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to parks, and no mitigation would be required.

- ***Other Public Facilities?***

As stated, the OTLVSP did not specifically identify the provision or alteration of other public facilities within the OTLVSP. Public facilities are not proposed as part of the Project and Project implementation would not result in alteration of facilities within the potential to result in a significant environmental impact. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to other public facilities, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater public services impacts beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to public services. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

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Recreation

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X	

OTLVSP FEIR Conclusions

As discussed in the OTLVSP FEIR, development proposed under the OTLVSP would be subject to the City's park, open space, and recreation fees as established by Resolution No. 12-20 of the Municipal Code. Payment of these fees would help fund creation of new park space and maintenance, improvements, and expansions of existing park and recreational space, which would help offset the impacts on these resources related to new development under the OTLVSP. As such, the OTLVSP FEIR concludes that the OTLVSP project would result in less than significant impacts related to parks and recreational facilities. In addition, impacts related to the operation and construction of the park and recreation facilities proposed as part of the OTLVSP, including impacts related to noise, traffic and air quality, are analyzed throughout the OTLVSP FEIR as part of the whole of the action. Due to the intermittent and temporary nature of construction-related activities that would be associated with the OTLVSP project, the OTLVSP FEIR concludes that construction impacts related to the proposed park and recreation facilities would be less than significant.

Discussion of Project

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Project site is currently developed with industrial/warehouse buildings and associated improvements. The Project proposes to remove the existing industrial/warehouse buildings and associated improvements and develop a new mixed-use development with residential and commercial uses within a five-story building partially surrounding a six-level parking structure. The introduction of residential uses to the Project site would incrementally increase the demand on parks and other recreational facilities within the vicinity of the site. However, the forecast population growth associated with the Project is within the population projections anticipated and planned for by the City's General Plan and OTLVSP. Chapter 3.20 of the City's Municipal Code establishes a park, recreation, and open space fee to be imposed on all new development in the City. These fees would be used to finance the acquisition, expansion, and development of park, recreation and open space facilities that are needed as a result of new development. In addition, the Project proposes on-site common and private open space areas. With the provision of on-site amenities and compliance with Chapter 3.20 of the City's Municipal Code, the Project would not significantly impact parks resulting in the need for new or physically altered facilities. Further, the proposed on-site common and private open space areas are considered within this analysis as part of the Project. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to parks and recreational facilities, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater recreation impacts beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to recreation. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

Transportation

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X	
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	
d. Result in inadequate emergency access?				X	

OTLVSP FEIR Conclusions

The City certified the General Plan FEIR before the above checklist item (b) was added to the State CEQA Guidelines and prior to VMT becoming the required CEQA metric instead of Level of Service (LOS) in evaluating transportation impacts. However, the VMT is addressed in the analysis of existing and future greenhouse gas emissions within OTLVSP FEIR Section 3.4, Greenhouse Gases and Global Warming.

As discussed in the OTLVSP FEIR and NOP, all development within the OTLVSP would be required to be consistent with City and fire department design standards, including street design and adequate emergency access. In addition, the proposed uses within the OTLVSP would be compatible with the surrounding uses. Therefore, the OTLVSP FEIR concludes that implementation of the OTLVSP would not increase hazards due to a design feature (e.g., sharp curves or dangerous intersections), incompatible uses (e.g., farm equipment), or impacts related to inadequate emergency access, and impacts would be less than significant.

As discussed in the OTLVSP FEIR, the OTLVSP project would not interfere with public transit, bicycle, or pedestrian facilities. Although bike paths and pedestrian facilities may be temporarily

impacted during OTLVSP construction activities, these impacts would only be temporary and intermittent in nature. The performance and safety of bike paths and pedestrian facilities would not be adversely affected during project operations. As such, the OTLVSP FEIR concludes that the OTLVSP project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and impacts would be less than significant. In addition, it is unlikely that transit trips generated as a result of the OTLVSP project would result in the capacity of the transit system to be significantly exceeded. As a result, the OTLVSP FEIR concludes that implementation of the proposed Specific Plan project would result in less than significant transit related impacts.

As discussed in the OTLVSP FEIR, the OTLVSP project could conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. The OTLVSP FEIR concludes that the OTLVSP project would not cause any significant traffic impacts at any of the eight CMP monitoring intersections, nor would the project cause significant impacts according to CMP criteria at the CMP freeway monitoring location at I-210 at San Dimas Avenue or the other three locations analyzed; therefore, impacts would be less than significant. As of 2018, the Los Angeles County Metropolitan Transportation Authority (LACMTA) recommended that all Los Angeles County local jurisdictions to opt out of the California Congestion Management Program (CMP), and the CMP no longer exists in Los Angeles County.

The OTLVSP FEIR concluded that significant traffic impacts would occur due to the full development of the Specific Plan. The OTLVSP FEIR evaluated the potential for LOS impacts at a total of 28 study intersections. During the AM peak hour, four (4) of the 28 study intersections were expected to have significant impacts due to the full buildout of the Specific Plan, including the intersections of White Avenue/Arrow Highway (EIR study intersection no. 10) and Fairplex-Gate 15/Arrow Highway (EIR study intersection no. 28). During the PM peak hour, 11 of the 28 study intersections were expected to have significant impacts due to the full buildout of the Specific Plan, including the intersections of E Street-Fairplex Drive/Arrow Highway (EIR study intersection no. 7), White Avenue/Arrow Highway, and Fairplex-Gate 15/Arrow Highway. The OTVLSP EIR identified mitigation measure to be implemented as need due to traffic volumes to address potentially significant impacts related to traffic.

Discussion of Project

The following analysis is based on the *Transportation Impact Study: 1941 North White Avenue Mixed Use Residential Project* (Transportation Technical Memorandum) prepared by Linscott, Law & Greenspan, Engineers, dated December 14, 2023, and included in its entirety as Appendix J, Transportation Impact Study.

It is noted that level of service (LOS) may be used to identify transportation impacts in CEQA when identifying whether a later project would result in new or substantially more severe

impacts when compared to the impacts analyzed in a prior EIR which was prepared utilizing LOS metrics. The Transportation Impact Study evaluated potential project-related effects on LOS at seven study intersections in the vicinity of the Project site, including both project driveways. The Transportation Impact Study found that the proposed Project is expected to generate 50 net new vehicle trips (48 net new inbound trips and 12 fewer outbound trips) during the weekday AM peak hour. Over a 24-hour period, the Project is forecast to generate 1,318 net new vehicle trips (659 net new inbound trips and 659 net new outbound trips) during a typical weekday.

In order to determine the future with project conditions, traffic expected to be generated by the

Project was added to the future without project traffic conditions. As shown in Table 12, *Summary of Volume to Capacity Ratios, Delays and Levels of Service*, the volume to capacity (*v/*c) ratios and delay at the study intersections incrementally increase with the addition of project-generated traffic, with the exception of Intersection 3 – Project Driveway-Gate 15/ Arrow Highway, which sees a reduction in delay due to the prohibition of left-turns out of the Project driveway. As shown in Table 10, six of the seven study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours under the future with Project conditions. Intersection 4 – White Avenue/ 1st Street is anticipated to operate at a deficient LOS for peak hours. Pursuant to the significance criteria for unsignalized intersections, as the level of service would be LOS F without the Project, the addition of Project traffic at the above study location is not expected to cause the vehicular delay to increase by 10 percent, nor is the peak hour traffic signal warrant satisfied. Therefore, application of the significance criteria to the future without project traffic condition indicates that the Project is not expected to result in significant impacts at any of the seven study intersections.

Table 12
Summary of Volume to Capacity Ratios, Delays, and Levels of Service

No.	Intersection	Peak Hour	Year 2027 Future Pre-Project V/C	LOS	Year 2027 Future w/ Project V/C	LOS	Change V/C or Delay	Significant Impact
1	D Street/ Arrow Highway	AM	0.374	A	0.377	A	0.003	No
		PM	0.485	A	0.488	A	0.003	No
2	E Street-Fairplex Drive/ Arrow Highway	AM	0.528	A	0.531	A	0.003	No
		PM	0.661	B	0.665	B	0.004	No
3	Project Driveway-Gate 15/ Arrow Highway	AM	15.8	C	12.9	B	-2.9	No
		PM	0.0	A	11.7	B	11.7	No
4	White Avenue/ 1st Steet	AM	40.3	E	41.0	E	0.7	No
		PM	52.2	F	45.0	F	1.8	No
5	White Avenue/ Project Driveway	AM	--	--	10.8	B	10.8	No
		PM	--	--	11.1	B	11.1	No
6	White Avenue/ Sierra Way	AM	14.8	B	15.2	C	0.4	No
		PM	13.8	B	14.0	B	0.2	No
7	White Avenue/ Arrow Highway	AM	0.653	B	0.655	B	0.002	No
		PM	0.799	C	0.803	D	0.004	No

The proposed Project is not expected to result in significant LOS impacts at any of the seven study intersections included in the Transportation Impact Study. Therefore, since the proposed Project would not result in any new impacts at the study locations, the Project is determined to be consistent with the impact findings of the OTLVSP FEIR. Since the Project would not result in significant impacts, none of the mitigation measures stated in the OTLVSP FEIR are required to be implemented prior to the construction and occupancy of the Project.

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The Transportation Impact Study concludes that the Project is consistent with relevant City goals and policies related to transit, roadway, bicycle, and pedestrian facilities, as specified in the City of La Verne General Plan, OTLVSP, Active Transportation Plan, and Local Roadway Safety Plan. For instance, the Project would reduce the number of existing driveways along White Avenue and Arrow Highway. Existing driveways would be closed and reconstructed with sidewalk, curb, and gutters consistent with the City's current design standards. These new walkways would provide pedestrian access from the public sidewalk to the proposed Project development, which would decrease pedestrian interaction with vehicles within the site and provide a more comfortable pedestrian experience.

While there are no existing bicycle lanes adjacent to the Project site, the City of La Verne Active Transportation Plan recommends Class I Bicycle/Shared Use Paths along Arrow Highway and along the existing railroad right-of-way between E Street and White Avenue, and Class II Bicycle Lanes along White Avenue. The Project site is planned to provide bicycle parking facilities for use by residents and employees. The addition of bicycle parking infrastructure along with the new walkways on the Project site would not conflict with the City of La Verne Active Transportation Plan.

The Project would be located within close proximity to multiple public transit options. Public rail and bus transit is accessible within the Project area. In addition, public light rail transit services will be provided in the vicinity of the Project upon completion of the Metro A (Gold) Line extension from Glendora to Pomona. The Project would not conflict or modify the existing stop or any transit facilities within the area. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to conflicts with a program, plan, ordinance or policy addressing transit, roadway, bicycle or pedestrian facilities, and no mitigation would be required.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

For the purpose of environmental review under CEQA, the City of La Verne has adopted significance criteria for transportation impacts based on vehicle miles traveled (VMT) for land use projects and plans. The City has adopted three screening criteria which may be applied to screen proposed projects out of detailed VMT analysis. Proposed projects are not required to satisfy all three screening criteria in order to screen out of further VMT analysis; rather, satisfaction of one criterion is sufficient for screening purposes. As indicated in the Transportation Impact Study, the City's Transit Priority Area (TPA) Screening criterion is applicable to the proposed Project. According to PRC Section 21099(a)(7), a TPA is defined as the area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon. Projects which are located within a TPA are presumed to have a less than significant impact, absent substantial evidence to the contrary.

The proposed Project is located within one-half mile of the future Metro A (Gold) Line La Verne Station, which is currently under construction. Construction of the Metro A (Gold) Line extension is anticipated to be completed in 2025, and passenger service through the La Verne Station is expected to commence by the end of 2025 or early 2026. The proposed Project is expected to be built by the end of 2027. Therefore, the proposed project site is located within a TPA.

Pursuant to the City of La Verne's Guidelines, projects which are located within a TPA may be presumed to have a less than significant impact. However, if any of the additional screening criteria shown in Table 13, *Additional VMT Screening Criteria Analysis*, is met, then the presumption of less than significant impacts may not be appropriate for the Project site.

Table 13
Additional VMT Screening Criteria Analysis

VMT Screening Criteria	Analysis
Has an FAR of less than 0.75	The Project would have a FAR of 1.97 (excluding the parking structure).
Includes more parking for residents, customers, or employees of the project than required by the City.	Based on the parking requirements set forth in the OTLVSP, the Project is required to provide a total of 510 parking spaces. The Project proposes a total of 511 parking spaces, which would result in one additional parking space above the parking requirement. However, this additional parking space would be reserved for USPS vehicles in order to facilitate easy access to the proposed Project's mail/parcel room. As such, this reservation does not cause the Project to provide more parking for residents, customers, or employees than required by the OTLVSP and likewise is not expected to encourage residents, customers, or employees to drive in place of transit or active transportation trips. Furthermore, the excess of one parking space provided for USPS vehicles represents a nominal (less than 0.2%) increase in parking. The Project is therefore determined to be in compliance with the parking requirements for the purposes of the City's VMT screening criteria.
Is inconsistent with the applicable Sustainable Communities Strategy (SCS).	As discussed in Section 3.1, the Project is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in SCAG's 2020-2045 RTP/SCS.
Replaces affordable residential units with a smaller number of moderate- or high-income residential units.	The existing Project site is not currently occupied by residential land uses.

Since the Project does not meet any of the above additional criteria as shown on Table 13, the Project meets the presumption of less than significant transportation impact due to the Project's location within a TPA. The proposed Project is therefore determined to have a less than significant transportation impact, and no further analysis of VMT is required.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d. Result in inadequate emergency access?

The Project proposes to remove the existing industrial/warehouse buildings and associated improvements and develop a new mixed-use development with residential and commercial uses, consistent with OTLVSP zoning. Thus, the Project would not introduce an incompatible use to the site. Further, the Project would not result in any changes to the geometric design of public roadways in the vicinity of the Project site.

Vehicular access to the Project site would occur from two driveways. A right-in, right-out only driveway would provide access for Project residents via White Avenue and a right and left-turn in and right-out only driveway would provide access via Arrow Highway. The existing driveways along White Avenue and Arrow Highway would be closed and new curbs and sidewalks would be constructed. Compared to existing conditions at the site, the Project would reduce the number of potential turning conflicts along the Project frontage and therefore improve safety for motorists along White Avenue and Arrow Highway. In addition, the Project would be reviewed for consistency with City and fire department design standards relating to street design and emergency access. There is the potential that one or more traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel during construction activities. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained. Additionally, as indicated in the Transportation Impact Study, Project-generated traffic is not anticipated to interfere with the circulation of emergency vehicles in the vicinity of the Project site. Therefore, 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); or result in inadequate emergency access. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to hazards due to a geometric design feature or incompatible uses or inadequate emergency access, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater transportation impacts beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to transportation. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

Tribal Cultural Resources

Thresholds:	**Substantial Changes to the Project Requiring Major Revisions** ***14 CCR Section 15162 (a)(1)***	**Substantial Changes in Circumstances Requiring Major Revisions** ***14 CCR Section 15162 (a)(2)***	**New Information of Substantial Importance** ***14 CCR Section 15162 (a)(3)(a-d)***	**Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts**	**No Impact**
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X	
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.				X	

OTLVSP FEIR Conclusions

The City certified the OTLVSP FEIR before the above checklist items were added to the State CEQA Guidelines.[22] However, the topic of tribal cultural resources is addressed within the Cultural Resources section of the OTLVSP FEIR.

Although the OTLVSP area is not identified as containing unique subsurface archaeological resources, previously unknown and unrecorded archaeological resources could exist within the Specific Plan area and could be unearthed during excavation and grading activities. The City's General Plan Cultural Resources Chapter Policy 2.5, Implementation Measure (e) requires that in the event of an archaeological site being discovered during excavation or construction activities, the resource be avoided, not disturbed, or an excavation plan be prepared in accordance with the requirements of CEQA. In addition, the OTLVSP includes a policy that states that during construction, should prehistoric or historic subsurface cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist will be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, the City and the archaeologist will determine, in consultation with local Native American groups, appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered will be, as necessary and at the discretion of the consulting archaeologist and in consultation with local Native American groups, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. As such, the OTLVSP FEIR concludes that these policies would minimize potential impacts in this regard to a less than significant level.

There is no indication that any particular site in the OTLVSP area has been used for human burial purposes in the recent or distant past. In addition, the La Verne General Plan Cultural Resources Policy 2.5 protects previously unidentified human remains from accidental damage. As such, adherence to State law, CEQA Guidelines, and the City's policies will ensure that any impacts related to the discovery of human remains during implementation of the OTLVSP would be less than significant.

[22] New legal enactments, such as changes to the State CEQA Guidelines, do not in and of themselves constitute "new information" triggering Public Resources Code Section 21166(c). (*Olen Properties Corp. v. City of Newport Beach* (2023) 93 Cal.App.5th 270, 281; *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318–1320.)

Discussion of Project

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

As indicated in the Cultural Resources Assessment, the Project site has been previously developed and no natural ground surfaces remain. The Cultural Resources Assessment did not identify any archaeological resources within the Project site or within a one-mile radius. Further, a Sacred Lands File Search was conducted by the Native American Heritage Commission (NAHC) for the OTLVSP FEIR and the results were negative, indicating there were no sacred sites in the OTLVSP area. Although not required, the City contacted the Gabrieleno Band of Mission Indians – Kizh Nation, in response to the NAHC's recommendation, advising the Tribe of the proposed Project and the City's intent to impose a condition of approval requiring the Applicant to retain a Native American Monitor for ground-disturbing activities and the required actions in the event discovery of any tribal cultural resources (TCRs) occur during ground-disturbing activities; the condition was deemed acceptable by the Tribe.

The Project would be required to comply with the existing regulatory environment regarding archeological resources and human remains, including General Plan Cultural Resources Chapter Policy 2.5, Implementation Measure (e), which requires that in the event of an archaeological site being discovered during excavation or construction activities, the resource be avoided, not disturbed, or an excavation plan be prepared in accordance with the requirements of CEQA. Consistent with the General Plan, the OTLVSP includes a policy for the protection of resources should they be uncovered during construction activities within the Specific Plan area. This policy that states that during construction, should prehistoric or historic subsurface cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist will be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, the City and the archaeologist will determine, in consultation with local Native American groups, appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered will be, as necessary and at the discretion of the consulting archaeologist and in consultation with local Native American groups, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. Following compliance with this policy and standard

regulatory compliance measures regarding buried cultural resources required in conformance with Section 15064.5(e) of the State CEQA Guidelines, Public Resources Code Section 5097.98, and State Health Code Section 7050.5, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to tribal cultural resources, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater impacts to tribal cultural resources beyond those identified in the OTLVSP FEIR. Following compliance with the existing regulatory environment, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to tribal cultural resources. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

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Utilities and Service Systems

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
Would the project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X	
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?				X	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X	

OTLVSP FEIR Conclusions

As discussed in the OTLVSP FEIR, the total water demand from the OTLVSP project would be accommodated by current water sources for the City of La Verne. As such, the OTLVSP FEIR concludes that the proposed OTLVSP would result in less than significant impacts related to water supply. In addition, because the OTLVSP project would be required to design and install water systems according to standards and provisions set forth by the City of La Verne, the OTLVSP FEIR concludes that impacts related to the construction of water conveyance systems are anticipated to be less than significant.

The OTLVSP project would not exceed the capacity of the existing wastewater treatment plant and total wastewater generated by the project would be accommodated by current wastewater facilities for the City of La Verne and construction of new wastewater facilities to accommodate the project would not be necessary. Therefore, the OTLVSP FEIR concludes that impacts of the OTLVSP related to wastewater would be less than significant. In addition, because the project would be required to design and install drainage systems according to standards and provisions set forth by the City of La Verne, impacts related to the construction of stormwater drainage systems are anticipated to be less than significant.

As discussed in the OTLVSP FEIR, it is expected that the City has sufficient water supplies to serve the OTLVSP project. Therefore, the OTLVSP FEIR concludes that the project would not require expanded entitlements and impacts related to this threshold are less than significant.

Solid waste associated with the OTLVSP project would account for a small portion of remaining capacity of landfills serving the OTLVSP area and the existing landfills would have adequate capacity to accept all project construction and operation waste. The OTLVSP FEIR concludes that since the landfills would have sufficient permitted capacity, the OTLVSP project would not cause an adverse impact to either solid waste collection service or the landfill disposal system; impacts would be less than significant.

The OTLVSP project would comply with the California Integrated Waste Management Act of 1989 (AB 939) and per the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), would provide adequate areas for collecting and loading recyclable materials. The OTLVSP project would comply with all federal, State, and local statutes and regulations related to solid waste. As such, the OTLVSP FEIR concludes that impacts would be less than significant.

Discussion of Project

The Project site is currently served by utilities and public services and the proposed Project would continue to be served by these service providers.

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

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

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Water

The Project site is located within the water service area of the City of La Verne. The City of La Verne's water sources include imported water from the Three Valleys Municipal Water District (TVMWD) and groundwater extracted from Six Basins.[23] The City of La Verne 2020 Urban Water Management Plan (UWMP) concluded that the City will be able to meet projected future water demands under normal, dry, and multiple dry water years through 2040.[24] The Project would be consistent with the OTLVSP and would be within the population projections anticipated by the City and the 2020 UWMP. As such, there would be sufficient water supplies available to serve the Project development during normal, dry, and multiple dry years.

The Project site is currently developed and employment-generating uses (manufacturing) have historically occurred within the site. The Project proposes to remove the existing industrial/warehouse buildings and associated improvements and develop a new mixed-use development with residential and commercial uses. Domestic water and fire water service lines would be installed within the Project site; these would connect to existing facilities within the adjacent roadways. The Project site has historically received water service and existing infrastructure and supplies are available to serve the proposed redevelopment of the site. As such, the proposed Project would not require or result in relocation or construction of water facilities. Thus, the proposed Project would not result in any new significant impacts or more

[23] Civiltec, *City of La Verne 2020 Urban Water Management Plan*, June 2021.
[24] Civiltec, *City of La Verne 2020 Urban Water Management Plan*, June 2021.

severe impacts than those identified in the OTLVSP FEIR with respect to water facilities and water supply, and no mitigation would be required.

Wastewater

The City of La Verne Public Works Department, Sewer Division is responsible for the maintenance of the sewer system within the City.[25] The City is located within the District No. 21 of the Los Angeles County Sanitation District (LACSD).[26] Waste water generated by the proposed Project would be collected in the City sewers and discharged to a trunk sewer pipeline owned by LACSD, where it flows to the LACSD's Pomona Water Reclamation Plant (WRP).[27] The current capacity for the Pomona WRP facility is 15 million gallons per day (MGD) of wastewater and it currently handles an average daily effluent flow of 5.87 MGD.[28] As indicated in the City of La Verne 2020 UWMP, based on a total wastewater flow of approximately 2.1 MGD, and the 2020 City population of 31,321, the amount of wastewater generated by the City is estimated at approximately 67 gallons per capita per day.[29]

The Project site is currently developed and employment-generating uses (manufacturing) have historically occurred within the site. The Project proposes to remove the existing industrial/warehouse buildings and associated improvements and develop a new mixed-use development with residential and commercial uses. The Project would install on-site wastewater utilities to serve the proposed development; these utilities would connect to existing facilities within the adjacent roadways. As previously discussed, the Project's forecast population growth is approximately 936 persons (based on 2.55 persons per household), the Project would generate approximately 62,712 gallons of wastewater (approximately 0.06 MGD) per day. As such, LACSD has sufficient capacity to serve the Project's projected wastewater demand. The Project site has historically received wastewater service and existing infrastructure is available to serve the proposed redevelopment of the site. As such, the proposed Project would not require or result in relocation or construction of wastewater facilities. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR

[25] City of La Verne, *Water / Sewer Maintenance*, https://www.cityoflaverne.org/304/Water-Sewer-Maintenance, accessed January 18, 2024.
[26] Los Angeles County Sanitation District, *Wastewater Treatment Facilities*, *https://www.lacsd.org/services/wastewater-sewage/facilities/wastewater-treatment-facilities*, accessed January 18, 2024.
[27] Los Angeles County Sanitation District, *Facilities*, *https://www.app.lacsd.org/facilities/?tab=2&number=6*, accessed January 18, 2024.
[28] Los Angeles County Sanitation District, *2022 Pretreatment Program Annual Report*, April 2023.
[29] Civiltec, *City of La Verne 2020 Urban Water Management Plan*, June 2021.

with respect to wastewater facilities and wastewater treatment, and no mitigation would be required.

Stormwater

As previously discussed, under existing conditions, surface water drainage at the Project site sheet flows along the existing ground contours to adjacent city streets, which ultimately convey storm flows to LACFCD public facilities at the southeast portions of the site. Under proposed conditions, onsite storm drain facilities would consist of a combined low flow water quality and peak flow conveyance system. A low flow water quality system would intercept the low flows and provide water quality treatment in order to meet the County LID Ordinance. A peak flow storm drain system would provide peak flow reduction via detention systems in order to meet the capacity requirements of the existing LACFCD drainage facilities. The proposed onsite storm drain facilities would consist of an onsite storm drain network that will collect stormwater in either a catch basin, roof drains, or area drains where it will then be routed for treatment or conveyed offsite.

The Project site is currently developed and existing stormwater drainage infrastructure conveys on-site flows to existing LACFCD stormwater facilities. No off-site drainage improvements are proposed as part of the Project. Thus, the proposed Project would not require or result in relocation or construction of stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to stormwater facilities, and no mitigation would be required.

Electricity, Natural Gas, and Telecommunications

Southern California Edison (SCE) provides electrical service[30] and Southern California Gas Company provides natural gas services to the residents and businesses in the City of La Verne.[31] The Project site is served by multiple telecommunications providers including Spectrum, Frontier, and T-Mobile. The Project site is currently developed and employment-generating uses (manufacturing) have historically occurred within the site. Existing electricity, natural gas, and telecommunications infrastructure exists adjacent to the Project site. White Avenue and Arrow Highway, adjacent to the Project site, are within UUD No. 8. As part of the Project, the utilities

[30] Southern California Edison, *Incorporated Cities and Counties Served by SCE*, *https://www.sce.com/sites/default/files/inline-files/Incorporated_Cities_and_Counties_and_Unicorporated_Areas_Served_by_SCE.pdf*, accessed January 18, 2024.
[31] Southern California Gas Company, *Company Profile,* https://www.socalgas.com/about-us/company-profile, accessed January 18, 2024.

currently located on White Avenue and Arrow Highway, adjacent to the Project site would be placed underground. The Project is consistent with OTLVSP zoning for the site and would not require or result in relocation or construction of electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to electricity, natural gas and telecommunications facilities, and no mitigation would be required.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The City of La Verne contracts with the Waste Management Inc. to provide the refuse and recycling services in the City, including the Project site.[32] The Project site is currently developed and employment-generating uses (manufacturing) have historically occurred within the site. Under the proposed Project solid waste pickup and disposal service would continue to be provided to the Project site.

State law requires a 65 percent diversion rate for construction and demolition projects. The Project would be required to divert at least 65 percent of the nonhazardous construction and demolition debris from the Project site by recycling, reuse, and/or salvage. Project operation is not expected to generate solid waste in excess of the capacity of local infrastructure. Based on the OTLVSP FEIR waste generation rates for residential and retail uses, the Project is estimated to generate approximately 538,718 pounds (269 tons) of solid waste per year.[33] The City is served by several landfills with a majority of waste disposed of at the El Sobrante Landfill (approximately 65 percent). The El Sobrante Landfill has a maximum permitted capacity of 209,910,000 cubic yards and a remaining capacity of 143,977,170 cubic yards. Thus, the landfill would have adequate capacity to serve the Project. Further, this conservatively does not account for the reduction in solid waste associated with the previous manufacturing use that would no longer require disposal. The City would continue to implement its diversion programs and require compliance with all federal, State and local statutes and regulations for solid waste, including those identified under the most current CALGreen standards and in compliance with AB 939 and

[32] City of La Verne, *Refuse and Recycling Services*, https://www.cityoflaverne.org/465/RefuseWaste-Management, accessed January 18, 2024.
[33] Based on 367 dwelling units and 1,460 pounds per dwelling unit per year and 1,588 square feet and 1,825 pounds per 1,000 retail square feet per year.

SB 1383. The proposed Project would result in less than significant impacts concerning solid waste. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to solid waste, and no mitigation would be required.

Conclusion

The proposed Project would not result in new or greater impacts to utilities and service systems beyond those identified in the OTLVSP FEIR. Following compliance with existing laws and regulations, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to utilities and service systems. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

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Wildfire

Thresholds:	Substantial Changes to the Project Requiring Major Revisions *14 CCR Section 15162 (a)(1)*	Substantial Changes in Circumstances Requiring Major Revisions *14 CCR Section 15162 (a)(2)*	New Information of Substantial Importance *14 CCR Section 15162 (a)(3)(a-d)*	Impact Adequately Addressed in the OTLVSP FEIR – No Additional Impacts or Increase in Severity of Impacts	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?					X
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?					X
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?					X
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?					X

OTLVSP FEIR Conclusions

The City certified the OTLVSP FEIR before the above checklist items were added to the State CEQA Guidelines. [34] However, the topic of wildfire hazards is addressed in the Hazards and Hazardous Materials section of the OTLVSP FEIR.

As discussed in the OTLVSP FEIR, implementation of the OTLVSP project would provide infill and redevelopment within an urban developed area that is not located within a wildland fire hazard area and is not prone to wildland fire hazards. Projects would also be reviewed and approved by the La Verne Fire Department prior to receipt of development permits, which would further minimize potential impacts associated with wildland fires. As such, the OTLVSP FEIR concludes that implementation of the OTLVSP would have less than significant impacts related to wildland fires.

Discussion of Project

The Project site is located within an urbanized area. The Project site and surrounding area are not within or located adjacent to state responsibility areas or lands classified as very high fire hazard severity.[35] The Project would be required to comply with all City and La Verne Fire Department requirements for fire prevention and safety measures, including site access. Therefore, no wildfire impacts are anticipated to occur. Thus, the proposed Project would not result in any new significant impacts or more severe impacts than those identified in the OTLVSP FEIR with respect to wildfire, and no mitigation would be required.

Conclusion

The proposed Project would not result in new significant wildfire impacts or a substantial increase in the severity of previously identified significant impacts as the Project site is not within or adjacent to state responsibility areas or lands classified as very high fire hazard severity. Additionally, there have not been any changes in circumstances, or any new information requiring additional environmental review.

[34] New legal enactments, such as changes to the State CEQA Guidelines, do not in and of themselves constitute "new information" triggering Public Resources Code Section 21166(c). (*Olen Properties Corp. v. City of Newport Beach* (2023) 93 Cal.App.5th 270, 281; *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318–1320.)

[35] California Department of Forestry and Fire Protection, *FHSZ Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed January 16, 2024.

4.0 CEQA GUIDELINES SECTION 15332. IN-FILL DEVELOPMENT PROJECTS

4.1 Class 32 Categorical Exemption Conditions Analysis

CEQA Guidelines Section 15332 establishes the following conditions for projects characterized as in-fill development to meet the conditions to be exempt. As demonstrated below, the proposed Project meets the conditions for a Class 32 Categorical Exemption.

Condition (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

General Plan

According to the existing City of La Verne General Plan, the Project site is designated Commercial/Business Park. The Commercial/Business Park land use designation allows for retail commercial, office, light manufacturing, industrial, and mixed uses. Such uses can either be in individual buildings or in low intensity suburban centers. A maximum lot coverage of 50 percent is permitted.

The City is currently in the process of a comprehensive General Plan Update. As part of the General Plan Update, the Project site's land use designation is proposed to be changed to Specific Plan Mixed Use (SP-MU). The Specific Plan-Mixed Use land use designation refers to areas implemented with Specific Plans, such as the OTLVSP, which allow for a mix of land uses within that area, including residential, commercial/business park, industrial, community facilities, and/or open space. The maximum density and intensity of each use will be identified in the applicable Specific Plan; a maximum lot coverage of 50 percent would no longer be applicable.

As discussed above in Section 3.2, the proposed Project would be consistent with the existing land use designation and the land use designation proposed as part of the General Plan Update. The Project's proposed lot coverage of 60 percent would exceed the currently permitted maximum lot coverage of 50 percent. However, the Project Applicant is requesting a Density Bonus waiver to allow a maximum lot coverage of 60 percent to accommodate the affordable units pursuant to State Density Bonus Law and La Verne Municipal Code.

The City of La Verne General Plan and proposed General Plan Update have several policies that are relevant to the Project. Table 9 and Table 10, located within Section 3.2, *Land Use and Planning*, provide an evaluation of the Project's consistency with the applicable City of La Verne General Plan and proposed General Plan Update policies. As indicated in Table 9 and Table 10, the Project would be consistent with the applicable general plan policies.

Zoning

According to the City's Zoning Map, the Project site is zoned OTLVSP. The OTLVSP identifies the Project site as being located within the Mixed-Use 1 District (Figure 9.1 of the OTLVSP), which provides for transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Metro A (Gold) Line Station. This District allows for a mix of commercial and residential as principally permitted uses, including the following specified uses: "Flats and lofts: Ground level," "Flats and lofts: Upper level," and "Retail sales: 10,000 sf or less (neighborhood-serving)." This District also allows surface parking lots or parking structures and Open Space to implement the OTLVSP land use plan.

As previously discussed, the Project is consistent with the OTLVSP and the Mixed-Use 1 District designation. The proposed development would be subject to the site development standards for the Mixed-Use 1 District, as outlined in the OTLVSP; refer to Section 3.2 and Table 11, *Site Development Standards Consistency Analysis*, regarding the Project's consistency with the applicable development standards. As demonstrated in Table 11 and further discussed below, the Project would be consistent with the Site Development Standards of the OTLVSP.

Density Bonus Request

As previously discussed, the Project site is comprised of two parcels (APNs 8377-028-010 and 8377-028-011) totaling approximately 4.8 acres located in the Mixed-Use 1 District of the OTLVSP. Based on the allowed residential density for the Mixed-Use 1 District of 60 units per acre, the site could be developed with a maximum of 288 residential units. The proposed Project includes 44 deed restricted affordable units for lower income households as part of the Density Bonus request. The Project would be eligible for a 27.5 percent Density Bonus pursuant to State law (Government Code Section 65915 et seq.) and the City of La Verne Municipal Code (Chapter 18.114) in exchange for setting aside at least 15 percent of the total number of dwelling units for lower income households. Thus, the Project would be allowed to develop an additional 79 residential units for a total of 367 units, of which 44 units would be for lower income households. The applicable standards and requirements are those as modified by the Density Bonus Law. (*Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1347–1351.)

Condition (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The Project site is located in the City of La Verne within the County of Los Angeles. The site is comprised of two parcels (APNs 8377-028-010 and 8377-028-011) totaling approximately 4.8 acres located at the northwest corner of Arrow Highway and White Avenue. As described in Section 2.0, Project Description, the Project site is located within a developed urban area with commercial and residential uses to the north zoned as OTLVSP, commercial and residential uses to the east zoned commercial/professional district, and auto repair uses and the Fairplex south and west zoned as OTLVSP; refer to Exhibit 2.

Condition (c) *The project site has no value as habitat for endangered, rare or threatened species.*

The Project site has most recently been occupied by a paper mill manufacturing paper products, disposable absorbents, and packaging material. The site is currently developed with four interconnected industrial and warehouse buildings totaling approximately 106,000 square feet situated along the northern and eastern perimeter of the site. According to the Biological Resources Assessment, and as discussed above in Section 3.2, the Project site does not contain any habitat suitable for endangered, rare, or threatened species. Similarly, the Project area is located within a highly developed area of the City and does not provide habitat suitable for endangered, rare, or threatened species.

Condition (d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

As discussed above in Section 3.2, the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Condition (e) *The site can be adequately served by all required utilities and public services.*

As discussed above in Section 3.2, adequate utilities and public services are available to serve the proposed Project.

4.2 Exceptions to Categorical Exemptions Analysis

CEQA Guidelines Section 15300.2 establishes exceptions to categorical exemptions identified in Article 19. Categorical Exemptions. A Project meeting any of these exceptions would not qualify for a categorical exemption pursuant to CEQA. As demonstrated below, none of the exceptions are applicable to the Project.

Exception (a) Location. Classes 3, 4, 5, 6 and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, expect where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state or local agencies.

Exception (a) is specifically applicable to CE Classes 3, 4, 5, 6, and 11. The Project does not qualify for any of these classes. The Project is being considered and analyzed for both CEQA Guidelines Section 15182, Projects Pursuant to a Specific Plan and CEQA Guidelines Section 15332, In-fill Development Projects (Class 32). Thus, this exception is not applicable.

Exception (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The Project proposes a mixed-use residential and retail development on a currently developed and underutilized site within an area of the City identified for higher density, transit-oriented development. The proposed Project is consistent with the General Plan land use designation and zoning for the site, and development of the site has been anticipated by the OTLVSP and analyzed within the OTLVSP FEIR. As described in Section 3.2, above, development and operation of the Project would not result in a new or greater impacts beyond those identified in the OTLVSP FEIR. Following compliance with the existing regulatory environment and implementation of the applicable OTLVSP FEIR Mitigation Measures, there would be no new significant impacts or a substantial increase in the severity of previously identified significant impacts associated with the Project. Thus, the Project would not result in a significant environmental impact and would not contribute to a significant cumulative impact. Exception (b) would not apply to the Project.

Exception (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that they activity will have a significant effect on the environment due to unusual circumstances.

There are no unusual circumstances associated with the Project site or the Project. The Project site is located within an urbanized area of the City and does not include any site-specific environmental conditions that would preclude the proposed development. The Project proposes a mixed-use residential and retail development on a currently developed and underutilized site within an area of the City identified for higher density, transit-oriented development. The proposed Project is consistent with the General Plan land use designation and zoning for the site.

Exception (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

As stated in Section 3.2, above, there are no officially-designated or eligible State Scenic Highways within proximity to the Project site. Thus, the proposed Project would not result in damage to scenic resources within an officially designated State Scenic Highway. Exception (d) would not apply to the Project.

Exception (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

Government Code Section 65962.5 requires the DTSC and SWRCB to compile and update a regulatory sites listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water

analysis pursuant to Section 116395 of the Health and Safety Code. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste. The Project site is not listed pursuant to Government Code Section 65962.5.[36] Thus, Exception (e) would not apply to the Project.

Exception (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

According to the Cultural Resources Assessment conducted by LSA in July 2023 (Appendix C), the Project site is developed with modified 1930s orange packing house and two new industrial building additions in 1986 and 1995. A Historic Resource Evaluation was prepared in 1994 for this Project site, which determined that the 1924 orange packing house was not eligible for designation under any criteria. The Historic Resource Evaluation conducted by LSA as part of the Cultural Resources Assessment also concluded that the orange packing house has lost integrity and can no longer convey its historic associations, and therefore does not meet the criteria for listing in the California Register. Additionally, although the property is included in the Old Town Specific Plan and the Lordsburg Specific Plan, the property has been significantly altered and no longer retains the requisite integrity to convey historical significance under any designation criteria. The Project would not cause a substantial adverse change in the significance of a historical resource and Exception (f) would not apply.

[36] California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed January 16, 2024.

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5.0 CONCLUSION

As detailed herein, on the basis of substantial evidence in the light of the whole record, the proposed 1941 White Avenue Project meets the criteria pursuant to Public Resources Code Section 21155.4(a), CEQA Guidelines Section 15182(b), *Projects Proximate to Transit*, CEQA Guidelines Section 15182(c), *Residential Projects Implementing Specific Plans*, and CEQA Guidelines Section 15332, *In-fill Development Projects*.

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6.0 REFERENCES

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