PUBLIC REVIEW DRAFT

CITY OF PALOS VERDES ESTATES

2021-2029 HOUSING ELEMENT PROGRAM 13 REZONING PROJECT

MARCH 4, 2025

Prepared By

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Palos Verdes Estates 2021-2029 Housing Element Program 13 Rezoning Project

Initial Study/Mitigated Negative Declaration

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
2020 UWMP	California Water Service 2020 Urban Water Management Plan
AAQS	California Ambient Air Quality Standards
AB	Assembly Bill
ADU	Accessory Dwelling Units
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BIOS	Biogeographic Information and Observation System
BMP	Best Management Practice
Br_2	Bromine Gas
CAFE	Federal Corporate Average Fuel Economy
CalGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resource Board
CBC	California Building Standards Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	California Fire Code
CH4	Methane
Cl_2	Chlorine Gas
CNEL	Community Noise Exposure Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dBA L_{eg}	A-weighted decibel
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EIR	Environmental Impact Report
EO	Executive Order
EOP	Emergency Operation Plan
EPA	Environmental Protection Agency
EWMP	Palos Verdes Peninsula Enhanced Watershed Management Plan
F_2	Fluorine Gas
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program

FTA	Federal Transit Administration
GHG	Greenhouse Gas
HCD	California Department of Housing and Community Development
HCP	Habitat Conservation Plan
HEU	Housing Element Update
H_2O	Water Vapor
HO-O	Housing Opportunity Overlay
Housing Element	City of Palos Verdes Estates Housing Element 2021-2029
HRA	Health Risk Assessment
HUC	Hydrologic Unit Code
HVAC	Heating, Ventilation, And Air Conditioning
IS	Initial Study
LACDRP	Los Angeles County Department of Regional Planning
LACFD	Los Angeles County Fire Department
LCI	Governor's Office of Land Use and Climate Innovation
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
LID Plan	Post Construction Stormwater Mitigation Plan
LOS	Level of Service
LST	Localized Significance Threshold
mgd	Million Gallons Per Day
MND	Mitigated Negative Declaration
MRF	Material Recovery Facility
MS4	Los Angeles County Municipal Stormwater Permit
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
MU-O	Mixed-Use Overlay
MWD	Metropolitan Water District of Southern California
NCCP	Natural Community Conservation Plan
ND	Negative Declaration
NO_X	Nitrous Oxide
NPDES	National Pollutant Discharge Elimination System
NWI	National Wetlands Inventory
O_3	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
PM	Particulate Matter
PPV	Peak Particle Velocity
PRC	Public Resource Code
PVEPD	Palos Verdes Estates Police Department
PVLD	Palos Verdes Library District
PUC	Public Utilities Commission
RCRA	Resource Conservation Recovery Act
RHNA	Regional Housing Needs Allocation

R-M	Residential Multiple-family
ROG	Reactive Organic Gasses
SB	Senate Bill
SCAG	Southern California Council of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SEA	Significant Ecological Area
SO_2	Sulfurous Dioxide
SoCalGas	Southern California Gas Company
SR	State Route
SUSMP	Los Angeles County Standard Urban Stormwater Mitigation Plan
SWPPP	Storm Water Pollution Prevention Plan
TAC	Toxic Air Contaminants
TAZ	Traffic Analysis Zone
USDA	United States Department of Agriculture
USFW	United States Fish and Wildlife Service
VdB	Velocity Decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WBMD	West Basin Municipal Water District
WMP	Wildlife Movement Pathway
WRD	Water Replenishment District of Southern California

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1 Introduction and Purpose

State law requires the preparation of a Housing Element as part of a jurisdiction's General Plan (Government Code Section 65302(c)). The Housing Element must include the identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives and scheduled programs for the preservation, improvement, and development of housing. The Housing Element must also identify adequate sites for housing and make adequate provision for the existing and projected needs of all economic segments of the community (Section 65583).

Each jurisdiction within the Southern California Council of Governments (SCAG) region, which includes the City of Palos Verdes Estates (City), must prepare an updated Housing Element or Housing Element Update (HEU) for the sixth planning cycle, which covers the 2021–2029 planning period. The HEU identifies strategies and programs that focus on 1) providing diversity in housing opportunities; 2) maintenance and preservation of the housing stock; and 3) affirmatively furthering fair housing.

The City of Palos Verdes Estates Housing Element 2021-2029 (Housing Element) was adopted on May 28, 2024. As part of the Housing Element, the City identified five candidate parcels within three sites to be rezoned to accommodate by-right housing. Two new housing overlay zones would be implemented: the Mixed-Use Overlay (MU-O) and Housing Opportunity Overlay (HO-O). These sites could support a variety of housing choices and are conveniently located near employment and transportation options for all residents.

Two candidate sites, Malaga Cove (Site 1) and Lunada Bay (Site 2), would be rezoned with MU-O designation and the First Church of Christ, Scientist (Site 3) would be rezoned with the HO-O overlay zone. Both overlay zones would allow for by-right residential uses with objective design standards. These overlay zones would layer on top of the base zoning regulations, leaving in place the option to develop under the base zoning while providing the opportunity to develop to a greater intensity without an additional General Plan Amendment (GPA) or zone change. However, due to recent changes in State Housing law, the HO-O overlay would prohibit the development of single-family dwelling units.

1.1 Statutory Authority Requirements

In accordance with the California Environmental Quality Act (CEQA) of 1970, as amended (California Public Resources Code, Section 21000-21177) and pursuant to the State CEQA Guidelines (Title 14, California Code of Regulations [CCR], Chapter 3, Section 15063), the City, acting in the capacity of the Lead Agency, is undertaking the preparation of an Initial Study (IS) to determine if the proposed Project would have significant environmental impacts. The environmental document is intended as informational, undertaken to provide an environmental basis for subsequent discretionary actions on the proposed Project. The resulting documentation is not, however, a policy document and its adoption neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approval would be required.

The environmental documentation and supporting analysis will be subject to a public review period. During this review, public comments on the documentation should be addressed to the City. Following the review of any comments received pertaining to the CEQA review, the City will consider these comments as part of the project's environmental review and determination.

1.2 Purpose of the Initial Study

The purpose of the IS is to: (1) identify environmental impacts; (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND), or Negative Declaration (ND); (3) enable a Lead Agency or Applicant to modify a project, mitigating potential adverse impacts; (4) facilitate an environmental assessment early in the design of a project; (5) provide documentation of the factual basis for the finding in an MND or ND that a project would not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously prepared EIR could be used for a project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the

effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

Section 15063 of the State CEQA Guidelines identifies specific disclosure requirements for inclusion in an IS. Pursuant to those requirements, an IS must include the following: (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of a project's compatibility with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the IS.

1.3 California Environmental Quality Act Compliance

In accordance with CEQA and the State CEQA Guidelines, this IS has been prepared for the proposed Project and its associated discretionary approvals. The IS indicates that the potentially significant impacts of the proposed Project can be reduced to less than significant levels with implementation of mitigation measures, and therefore, the proposed Project requires preparation of an Initial Study/Mitigated Negative Declaration (IS/MND).

The IS/MND serves as the environmental document that presents the analysis of project impacts on each of the environmental topic areas in the CEQA Environmental Checklist provided in Section 3. This document will serve to inform City decision makers, representatives of affected trustee and responsible agencies, and other interested parties of the potential environmental effects that may occur with approval and implementation of the proposed Project.

1.4 Organization of the Initial Study

The IS/MND is organized into sections, as described below:

- **Section 1: Introduction and Purpose.** This section provides an introduction, project summary, and overview of the conclusions in the IS/MND.
- **Section 2**: **Project Description.** This section provides a brief description of the project location, relevant background information, and a description of the existing conditions of the project site and vicinity. This section provides a description of the proposed Project and necessary discretionary approvals.
- **Section 3: Environmental Checklist.** The completed Environmental Checklist Form from the State CEQA Guidelines provides an overview of the potential impacts that may or may not result from project implementation. The Environmental Checklist Form also includes "mandatory findings of significance", as required by CEQA. The analysis concludes the significance of impacts and standard conditions, regulatory requirements, and mitigation measures to reduce potentially significant impacts.
- **Section 4: Persons and Organizations Consulted-List of Preparers.** This section identifies the authors and agencies that assisted in the preparation of the IS/MND by name, title, and company or agency affiliation.

2 Project Description

2.1 Project Location

The City is a coastal city within the Los Angeles, Long Beach metropolitan area, approximately 30 miles southwest of downtown Los Angeles within Los Angeles County, California. The City covers approximately 4.8 square miles, situated on the Palos Verdes Peninsula. The City is generally bound to the west/southwest by the Pacific Ocean, the City of Torrance to the north, the City of Rolling Hills Estates to the east, and the City of Rancho Palos Verdes to the south (refer to Exhibit 1). The nearest highway to the City is State Route (SR)-1, to the north of the City. Palos Verdes Drive West and Palso Verdes Drive North provide primary access to the City.

The City has identified a total of three sites to rezone, Malaga Cove (Site 1), Lunada Bay (Site 2), and the First Church of Christ, Scientist (Site 3). Site 1 and Site 2 would be re-zoned to include a MU-O overlay and Site 3 would include a HO-O overlay. Both overlay zones would allow for by-right residential uses with objective design standards. The opportunity sites (referred herein as "opportunity sites" or "sites") are all within the incorporated area of the City. Table 1 provides additional information regarding the sites and Exhibit 2 provides the location of the sites. To present a conservative analysis of potential environmental impacts, this Draft IS/MND assumes a maximum number of residential units on each site totaling 156 units.

Table 1.
Opportunity Sites Inventory

Site No.	Name	Address	Assessor's Parcel Number (APN)	Existing Uses	Acreage (Acres)	Year Built	Density Range	Maximum Capacity
1	Malaga Cove	316 Tejon Pl; 304 Tejon Pl	7539-016-018; 7539-016-019	Office	0.42 0.26	1956; 1952	25-30	20
2	Lunada Bay	2325 Palos Verdes Dr. W	7542-015-025	Office/Retail/ Restaurant	0.68	1967	25-30	20
3	First Church of Christ, Scientist	4010 Palos Verdes Dr. N; 4010 Palos Verdes Dr. N	7538-027-010; 7538-027-009	Church	4.63	1969	20-25	116
				Totals:	**5.99**	**—**	**—**	**156**

Source: City of Palos Verdes Estates, 2024

2.2 Project Background

One important aspect of Housing Element updates is the identification of housing growth needs and a jurisdiction's capacity to accommodate that growth based on available sites for residential development. This process is referred to as the Regional Housing Needs Allocation (RHNA). At the beginning of each new housing element planning period, the California Department of Housing and Community Development (HCD) determines the total regional housing need. Each Council of Governments or regional jurisdiction in the State identifies projected housing units needed for all economic segments based on the Department of Finance population estimates. State housing element law requires housing elements to be updated regularly to reflect a community's changing housing needs (Government Code Section 65584). RHNA allocates to each city and county a "fair share" of the region's projected housing needs by household income group. In each jurisdiction, the RHNA is distributed among four different income groups. This ensures that each city or county is planning for housing that meets the needs of all economic segments of the community, including lower income households. A critical measure of compliance is the ability of a jurisdiction to accommodate its share of the regional housing needs based on a RHNA.

As determined by Southern California Association of Government's (SCAG's) 2021 Regional Housing Needs Assessment (RHNA) Plan, the total new housing need for the City during the 2021-2029 planning period is 199 units. This total is distributed by income category as shown in Table 2.

Table 2.
2021-2029 Palos Verdes Estates Housing Needs

Very Low[1]	Low	Moderate	Above Moderate	Total
82	44	48	25	199

Source: SCAG 2021

Notes:

[1] 50 % of the very-low need is assigned to the extremely-low income category pursuant to Government Code Section 655583(a)(1)

The City of Palos Verdes Estates Housing Element 2021-2029 (Housing Element) was adopted on May 28, 2024. The Housing Element includes several strategies to accommodate the RHNA, including accommodating residential development within existing citywide vacant single-family sites, Accessory Dwelling Units (ADUs), and the three opportunity sites described above.

The Housing Element identified Program 13: Zoning Code Review and Update; Program 13 provides ministerial approval of projects for three opportunity sites within five parcels that will be rezoned with either a Mixed-Use Overlay or Housing Opportunity Overlay designation. The text of Program 13 from the Housing Element is provided below for reference.

Program 13: Zoning Code Review and Update

Increase opportunities for the development of market rate, affordable, including lower income and special needs housing, by modifying zoning code standards and programs. The update shall address the following:

A. **Emergency Shelter Parking:** The Zoning Code will be updated to require sufficient parking to accommodate all staff working in an emergency shelter, provided that the standards will not require more parking for emergency shelters than other residential or commercial uses within the same zone, in compliance with AB 139.

B. **Streamlined and Ministerial Review for Eligible Affordable Housing Projects:** The Zoning Code will be updated to ensure that eligible multi-family projects with an affordable housing component, such as candidate Housing Opportunity Overlay and Mixed Use Overlay sites, are provided streamlined review and are subject to objective design standards consistent with relevant provisions of SB 35 and SB 330, as provided for by applicable sections of the Government Code, including but not limited to Sections 65905.5, 65913.4, 65940, 65941.1, 65950, and 66300. State law defines objective design standards as those that "involve no personal or subjective judgement by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and public official prior to submittal." The City will prepare objective design standards as part of this program. The objective design standards will prescribe the optimum standards, such as reduced parking requirements, reduced setbacks, additional stories and no minimum unit sizes, to allow for development in the Overlay zones.

C. **Create two Housing Overlay Zones.** For the 6th cycle Housing Element, the City is assigned a RHNA of 183 units (78 very low income, 41 low income, 45 moderate income, and 19 above moderate-income units). In addition, the City has incurred a carryover of 16 lower income units (4 very low income, 3 low income, 3 moderate income, and 6 above moderate-income units) from the 5th cycle Housing Element. Therefore, the City has a total RHNA obligation of 199 units (82 very low income, 44 low income, 48 moderate income, and 25 above moderate-income units). Based on the sites inventory and projected ADUs, the City is able to accommodate 271 units (145 very low and low income, 57 moderate income,

and 68 above moderate-income units). To accommodate the shortfall carryover from the 5th cycle, the City has identified three candidate sites within five parcels for overlay zoning.

a. Mixed-Use Overlay (MU-O) zone. Two candidate sites will be rezoned with a Mixed-Use Overlay (MU-O) zone with a density range of 25-30 units per acre. These candidate sites can accommodate at least 34 units at the minimum density of 25 du/ac. Consistent with the requirements of Government Code Section 65863, providing for the lower income RHNA shortfall must permit ownership and rental housing and each site (can be comprised of multiple parcels), must be able to accommodate at least 16 units per site, and meet residential performance standard requirements including allowing 100 percent residential uses and requiring at least seventy percent of the floor area for residential uses pursuant to Government Code section 65583.2, subdivision (h). Furthermore, the City must provide by-right approval of projects that include 20 percent of the units as housing affordable to lower income households and establish or modify development standards as appropriate to achieve maximum densities.
b. Housing Opportunity – Overlay Zone. One candidate site will be rezoned with a Housing Opportunity - Overlay (HO-O) zone with a density range of 20-25 units per acre. This candidate site can accommodate at least 92 units at the minimum density of 20 du/ac. Consistent with the requirements of Government Code Section 65863, providing for the lower income RHNA shortfall must permit ownership and rental housing and each site (can be comprised of multiple parcels) must be able to accommodate at least 16 units per site and meet residential performance standard requirements including allowing 100 percent residential uses and requiring at least 50 percent of the floor area for residential uses for a mixed-use project pursuant to Government Code section 65583.2, subdivision (h). Furthermore, the City must provide by-right approval of projects that include 20 percent of the units as housing affordable to lower income households and establish or modify development standards as appropriate to achieve maximum densities.

The overlay zones would provide the following incentives in exchange for providing 20% affordable units (very low and low income) on these sites:

1. Ministerial review
2. Increased densities
3. Increased number of stories
4. Reduced setbacks
5. Increased floor area ratios
6. Reduced Parking Ratios
7. Reduced project-specific open space standards
8. As an additional incentive, developers can access state density bonus law, including by right alternative parking standards, in addition to using the densities allowed in the Overlay.

The overlay zones would allow for by-right residential uses subject to objective design standards.

D. **Monitor and Adjust Sites Inventory as necessary.** Site 2 of the Sites Inventory is subject to long-term leases for one or more of the existing tenants. However, since the site will be rezoned with a Mixed-Use Overlay, there is potential for said tenants to continue operating in a vertically mixed-use condition. Site 3 of the Sites Inventory is subject to private deed restrictions prohibiting multi-family development. As described in section IV.B, almost all the land within the City is subject to deed restrictions prohibiting multi-family development and the City has no authority to alter or remove these private deed restrictions. Therefore, the City will monitor Sites 2 and 3 and will take one of the following actions within one year if the long-term leases and/or deed restrictions prohibiting multi-family development remain in place by December 2026:

a. Identify alternative site(s) and/or
b. Rezone site(s) or areas

Alternative sites or rezoned areas will be at least of equivalent size, capacity and allowable densities and will be suitable for development in the planning period and existing uses will not constitute an impediment to additional development in the planning period.

E. Preserve the maximum height of 35 feet while allowing three stories in R-M zones and sites available for the Housing Opportunity and Mixed-Use Overlay designations.

F. **Increase development certainty for applicants.** The City will strive to establish development permit approval certainty for applicants. This may include one or more of the following options: the creation of a neighborhood compatibility guidebook, Objective design standards, and/or a realistic development timeframe for permit approval. This program will be implemented by the fourth quarter 2025.

G. **Explore flexible development standards to allow for increased density.** The City will amend the zoning code to permit flexible development standards that would allow for increased residential density and potentially reduced construction costs for affordable housing projects. Flexible development standards will at least include the following:

   a. reducing the minimum unit size for a 1-bedroom unit from 750 square feet to 600-650 square feet, a 2-bedroom unit from 950 to 750 square feet and a 3-bedroom from 1,050 to 1,000 square feet

   b. reducing multifamily parking requirements from 2 spaces per 1-bedroom plus 0.5 spaces for each additional bedroom and 0.25 guest spaces per unit to 1 space for a studio, 1.5 space for a 1 bedroom, 2 spaces for a 2 bedroom and 2.5 spaces for a 3 bedroom, inclusive of guest parking.

2.3 Project Characteristics

The City has identified five candidate parcels within three sites to be rezoned to accommodate by-right housing, which will be implemented as part of Housing Program 13. Two new housing overlay zones would be implemented as part of the proposed Project: the Mixed-Use Overlay (MU-O) and Housing Opportunity Overlay (HO-O). These sites could support a variety of housing choices and are conveniently located near employment and transportation options for all residents.

The opportunity sites are presented in Table 1. Table 3 provides the existing and proposed General Plan land use designation and zoning. To present a conservative analysis of potential environmental impacts, this Draft IS/MND assumes a maximum number of residential units on each site totaling 156 units (see Table 1). Assuming a factor of 2.57 for housing, this document assumes the proposed Project could result in a maximum of 401 new residents.[1] This factor is based on existing single-family homes, which typically have a higher person per household than multi-family homes, which provides a conservative analysis. It is unlikely that all the sites would develop at maximum density and this approach provides a conservative analysis with respect to environmental impacts.

[1] California Department of Finance. 2024. Table 2: E-5 City/County Population and Housing Estimates, 1/1/2024. Website: https://dof.ca.gov/wp-content/uploads/sites/352/Forecasting/Demographics/Documents/E-5_2024_InternetVersion.xlsx. Accessed September 30, 2024.

Table 3.
Existing and Proposed General Plan Land Use and Zoning Designations

Site No.	Name	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation	Existing Zoning Designation	With Proposed Overlay Zones
1	Malaga Cove	C	C	C	C with MU-O
2	Lunada Bay	C	C	C	C with MU-O
3	First Church of Christ, Scientist	R-1	R-1	R-1	R-1 with HO-O

Source: City of Palos Verdes Estates 2024

General Plan Designations:
C – Commercial Centers
R-1 – Residential Single family

Zoning Designations:
C – Commercial
MU-O – Mixed-Use – Overlay Zone
HO-O – Housing Opportunity – Overlay Zone

Each site is described in detail below. The following information is based, in part, on Appendix D of the Housing Element. For Malaga Cove (Site 1) and Lunada Bay (Site 2), the rezonings are consistent with the General Plan designation, and no GPA is necessary.

Site 1 – Malaga Cove

Site 1 is made up of 2 parcels for a total of 0.68 acres. The site contains two 1 and 2 -story office buildings, totaling 15,450 square feet, for an FAR of 0.52. This site is the westernmost portion of the Malaga Cove area. The site's location and existing conditions photos are provided as Exhibits 3a and 3b.

Roughly one quarter of the site area is devoted to vehicular parking and circulation. Access is taken from Tejon Place. Several vacancies, including the entire second floor of one of the site's buildings (a 3,330 square foot office space) were observed at the time of adoption of the Housing Element. Existing uses include offices for realtors, interior designers, and an outpatient medical office.

The MU-O zoning designation would allow for the existing uses to continue operating on the ground floor of any future development in a vertically mixed configuration. Parking for any ongoing uses would be incorporated into the design of future residential development. As the current FAR is only 0.52 (0.43 and 0.66 for each parcel respectively), the site could be intensified to an FAR of up to 1.25 and accommodate one or more of the existing uses. It is likely that the existing buildings would be demolished and replaced, therefore any existing use would need to be temporarily relocated. The rezoning is consistent with the existing General Plan designation and no GPA would be required on this site.

Site 2 – Lunada Bay Patio Building

Site 2, the Lunada Bay Patio Building, referred to herein as Lunada Bay, consists of one parcel totaling 0.68 acres, and is one of 3 blocks that make up the Lunada Bay Plaza commercial area. The site contains one building consisting of one story over one level of at-grade parking in a "podium" condition and two-story liner shops/offices. The building area is 36,478 square feet. One row of perpendicular parking is provided along a portion of the east building frontage. Access is provided by Palos Verdes Drive West, Via Anacapa, and La Costa Lane. The site's location and existing conditions photos are provided as Exhibits 4a and 4b.

The site's single building contains several active tenants, however, these uses would have the potential to continue in a vertically mixed-use residential situation under the U-O zone.

The rezoning is consistent with the existing General Plan designation and no GPA would be required on this site.

Site 3 – First Church of Christ, Scientist Site

The First Church of Christ, Scientist Site consists of two parcels totaling 4.63-acres (3.56 acres & 1.07 acres each). Church facilities include a 12,082 square foot church building with ample open parking, open areas, and landscaping. Access is taken off of Palos Verdes Drive North and Vía Campesina. The site is large enough to allow the current church use to continue while accommodating residential units. The site's location and existing conditions photos are provided in Exhibits 5a and 5b. A GPA would be required to accommodate the required number of units.

Zoning Code Amendments

The City would update the Zoning Ordinance and make associated updates to the Zoning Map to rezone the sites as shown in Table 3 to implement the RHNA site inventory, consistent with the Housing Element.

2.4 Project Approvals

No specific individual development proposal has been submitted at this time. Pursuant to Program 13, to facilitate future ministerial approval of individual development projects on these sites, this Draft IS/MND provides site-specific effects of individual projects that may occur in the future in accordance with the General Plan and zoning. To provide a conservative analysis, this Draft IS/MND evaluates potential impacts assuming maximum densities pursuant to the General Plan and zoning.

City of Palos Verdes Estates

The City of Palos Verdes Estates City Council, as the legislative body, will consider the following discretionary actions that collectively comprise the proposed Project:

- A General Plan Amendment for the First Church of Christ, Scientist (Site 3) to accommodate the density allowed by the HO-O Zone
- Amendments to the Palos Verdes Estates Municipal Code to create by-right MU-O and HO-O Zones
- Amendments to the Palos Verdes Estates Municipal Code to include Objective Design Standards
- Rezoning Malaga Cove (Site 1) and Lunada Bay (Site 2) to apply the MU-O Zone and the First Church of Christ, Scientist (Site 3) to apply the HO-O Zone

3 Initial Study Checklist

Environmental Factors Potentially Affected

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

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

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Sheryl Brady
Signature

02/25/2025
Date

3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project**:**				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) 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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to aesthetics include, but are not limited to, the following:

- California Coastal Act
- California Scenic Highway Program
- Los Angeles County General Plan
- City of Palos Verdes Estates General Plan
- Palos Verdes Estates Municipal Code

Environmental Setting

Scenic Vistas and Scenic Resources

For purposes of determining significance under CEQA, scenic resources are the visible natural and cultural features of the landscape that contribute to the public's enjoyment of the environment. A scenic vista is defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Public views are those that are experienced from a publicly accessible vantage point, such as a roadway or public park. Scenic vistas can be officially designated by public agencies or informally designated by tourist guides.

The City is a coastal community with open shoreline and cliffs on its western boundary and rolling hills throughout the City limits. The General Plan does not define specific scenic resources within the City, however, it recognizes areas of open shoreline, bluffs, coastal canyons, and preserved parklands with hillsides and

canyons as areas of scenic value.[2] Scenic resources within the City consist primarily of the Tidelands and Shoreline Preserve area on the western side of the City, and designated parkland areas within City limits. Public views of the Pacific Ocean and coastal resources are available from hilltops, blufftops, designated open space areas, and roads throughout the City.

Malaga Cove (Site 1) is surrounded by commercial and office uses, and vegetation. There are no publicly accessible views of scenic resources from this site. Intervening developments, vegetation, and the topography of the surrounding area block any potential views of scenic resources from Malaga Cove (Site 1). Lunada Bay (Site 2) is surrounded by commercial and residential uses and is bordered by Palos Verdes Drive West to the east. There are no publicly accessible views of scenic resources from the site due to the site's topography and intervening development and vegetation. First Church of Christ, Scientist (Site 3) is bordered by Vía Campesina to the north and Rolling Ridge Road to the east and is surrounded by residential development. There are no publicly accessible views of the shoreline, bluffs, coastal canyons, or areas of preserved parkland from this site. There is abundant vegetation in the vicinity of the project site that blocks any potential views of scenic resources. None of the sites provide publicly accessible views, or scenic vistas, or scenic resources within the City.

Scenic Highways

The California Department of Transportation (Caltrans) manages the California State Scenic Highway Program, which designates state scenic highways. Scenic highways are highways located in areas of natural beauty. A scenic highway becomes officially designated when the local governing body applies to and is approved by Caltrans for scenic highway designation and adopts a Corridor Protection Program that preserves the scenic quality of the land that is visible from the highway right of way. Public views are those that are experienced from a publicly accessible vantage point.

The Caltrans Scenic Highway System indicates that no existing or proposed state scenic highways are located in the vicinity of the sites, or within City limits.[3] Therefore, there are no designated state scenic highways in the City.

Light and Glare

The sites are located in well-lit, residential areas of the City where there are moderate levels of ambient nighttime lighting, including vehicle headlights from adjacent roadways, architectural and security lighting, and indoor building illumination. Glare is generally a result of reflections off of pavement, vehicle windows and chrome, and building materials that include reflective glass and other shiny materials. Potential impacts from light and glare are directly related to the level of urbanization in the vicinity of the sites.

Impact Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact: The proposed Project would not have a substantial adverse effect on a scenic vista. According to the General Plan, aesthetic resources in the City that are highly valued and defining features of the City predominantly consist of the shoreline, bluffs, coastal canyons, and preserved parkland with hillsides and canyons. The shoreline is located along the western boundary of the City and hillsides occur throughout the City. Public views of these resources are primarily available from local roads up to the hillsides, canyons, or down to the ocean, including intermittent views along Palos Verdes Drive North, and views to or from other public areas such as parks, beaches, and trails.

The Pacific Ocean and associated beaches, bluffs, and shoreline are located approximately 1,860 feet west of Lunada Bay (Site 2), the westernmost site. The shoreline at Malaga Cove (Site 1) is located approximately 2,200

[2] City of Palos Verdes Estates. 1973. Palos Verdes Estates General Plan, pages 19-21.
[3] California Department of Transportation (Caltrans). 2018. California Scenic Highway Mapping System. Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed November 6, 2024.

feet northwest of the site. First Church of Christ, Scientist (Site 3) is located approximately 1.64 miles southeast of the closest shoreline. Public views of the Pacific Ocean, bluffs, coastal canyons, and shoreline are not available from any of the proposed sites due to the topography of the sites, distance between the shoreline and the sites, as well as intervening commercial and residential structures and vegetation located in the vicinity of all three sites. Intervening development and vegetation also block any potential publicly accessible views of hillsides and canyons in the City from the sites.

The arterial and local roadways adjacent to the sites would not provide publicly accessible expansive or panoramic views or scenic vistas of valued scenic resources in the area. A publicly accessible roadway, Palos Verdes Drive West, is located immediately east of Lunada Bay (Site 2). The section of Palos Verdes Drive West that borders this site does not provide expansive views of any designated scenic resources; residential uses and vegetation occur both east and west of this roadway in this portion of the City and block any potential scenic viewpoints. Furthermore, the maximum building height within the proposed overlay zones would be 35 feet and up to three stories, similar to surrounding residential development, which would preclude future development from substantially interrupting publicly accessible views. Therefore, none of the sites provide publicly accessible views of a scenic vista and the proposed Project would therefore not result in substantial adverse effects to publicly accessible views of a scenic vista; impacts would be less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact: There are no state or interstate highways within City limits. The nearest state-designated scenic highway to the City is State Route 91, known as Riverside Freeway, located more than thirty-two miles east of the City, between State Route 55 and the eastern boundary of the City of Anaheim.[4] Therefore, no impact to scenic resources within a state scenic highway would occur.

c) In non-urbanized areas, would the project 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?

Less Than Significant Impact: The sites are within an urbanized area, and the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Notably, the proposed Project's compliance with relevant standards relating to scenic quality is required as part of the design review process, as set forth in Municipal Code Chapter 17.04, General Provisions, and Chapter 18.36, Neighborhood Compatibility. Therefore, the proposed Project would not conflict with applicable zoning or regulations governing scenic quality, and impacts would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact: The proposed Project would not create new sources of light or glare that would adversely affect day or nighttime views in the area.

Light

Malaga Cove (Site 1) is located within a commercial and office use environment. Lunada Bay (Site 2) is located within a commercial and residential environment. First Church of Christ, Scientist (Site 3) is located within a residential neighborhood. Thus, light emanating from any one source contributes to the overall lighting impacts rather than being solely responsible for lighting impacts on a particular use. As uses surrounding the sites are

[4] California Department of Transportation (Caltrans). 2019. California Scenic Highway Mapping System. Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed November 6, 2024.

already impacted by lighting from existing development within the area, any additional amount of new light sources must be noticeably visible to light-sensitive uses to have any notable effect.

It is anticipated that night lighting for future development would be provided to illuminate apartment and retail entrances, landscaping, and the driveways and parking areas. All proposed light fixtures would be subject to the requirements of Chapter 18.28, Outdoor Lighting, and Section 18.72.030, Objective design standards for multi-family and mixed-use development, of the Municipal Code, which include regulations to minimize light pollution and light rays to properties outside of the property of origin.

Therefore, all proposed light fixtures would be designed to reduce light pollution. The proposed Project would not create a new source of substantial light that would adversely affect day or nighttime views in the areas surrounding the three sites, and impacts would be less than significant.

Glare

Future development would be required to comply with the City's criteria for light and glare, to be confirmed during design review as set forth in Municipal Code Chapter 17.04, General Provisions, and Chapter 18.36, Neighborhood Compatibility. Therefore, the proposed Project would not create a new source of substantial glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant.

Overall

The proposed Project would not create a new source of light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

Mitigation Measures

The proposed Project would not result in significant impacts related to aesthetics; therefore, no mitigation measures are required.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to agricultural and forestry resources include, but are not limited to, the following:

- California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)
- Williamson Act/California Land Conservation Act
- California Public Resources Code Sections 12220(g) and 4526
- Government Code Section 51104(g)

Environmental Setting

The City does not contain any Prime Farmland, Unique Farmland, Farmland of Statewide Importance, forest land, or timberland. The California Department of Conservation, which has the authority to designate land as farmland, has designated land within the City as Urban and Built-Up Land, which does not qualify for any farmland protections.[5] No land within the City limits is under a Williamson Act contract.[6]

[5] California Department of Conservation. 2022. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 11, 2024.
[6] California Department of Conservation. 2022. California Williamson Act Enrollment Finder. Website: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/. Accessed October 11, 2024.

Impact Analysis

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

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact: The sites have been previously developed and are located within an urban setting. The City is primarily a residential and commercial community. No parcels within the City are zoned for agricultural uses, nor is any land designated as forest land, timberland, or timberland zoned Timberland Production.[7] Therefore, the proposed Project would not convert Prime Farmland, farmland of unique or Statewide importance, or agricultural use to non-agricultural uses, or result in the conversion of forest land or timberland zoned Timberland Production within the City. Therefore, the proposed Project would have no impact on agricultural or forestry resources.

Mitigation Measures

The proposed Project would not result in significant impacts related to agriculture and forestry resources; therefore, no mitigation measures are required.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

[7] City of Palos Verdes Estates. 1973. General Plan: Land Use Element.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The following analysis is based, in part, on the Palos Verdes Estates Housing Element Air Quality, Energy, and GHG Impact Summary Project Air Quality & Greenhouse Gas Impact Analysis prepared by EPD Solutions Inc. (EPD), which is provided as Appendix A.

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to air quality include:

- Federal Clean Air Act
- California Air Resource Board (ARB) Rules in the California Code of Regulations
- California Ambient Air Quality Standards (AAQS)
- South Coast Air Quality Management District (SCAQMD) Rules and Air Quality Management Plan (AQMP)
- Southern California Association of Governments Connect SoCal[8]

Environmental Setting

The sites are located within the City of Palos Verdes Estates which is part of the South Coast Air Basin (Basin). The Basin is bound by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter. The climate is mild due to the presence of cool sea breezes. The climate consists of a semi-arid environment with mild winters, warm summers, and comfortable humidity. Precipitation usually only occurs a few times during the winter. Air near the surface is moist due to the presence of a shallow marine layer. Fog frequently occurs in the region.

Impact Analysis

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

Less Than Significant Impact: The proposed Project would be subject to the air quality plan set in place by the SCAQMD. Under the Federal Clean Air Act, SCAQMD is required to establish thresholds of significance for air quality for construction and operational activities for land use development projects to reduce emissions of criteria pollutants for which the Basin is in non-attainment. The 2022 Air Quality Management Plan (AQMP) is the current AQMP. The AQMP uses two criteria to determine the significance of a project's impact on air quality.

The **first criterion** requires that a project does not generate population and employment growth inconsistent with Southern California Association of Governments (SCAG)'s growth forecasts. The first criterion refers to the SCAG's growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, if the level of housing and employment growth associated with the proposed Project is consistent with the applicable assumptions used in the development of the AQMP, the proposed Project would not jeopardize attainment of the air quality levels identified in the AQMP. As explained in further detail in Section 3.14, Population and Housing, although the proposed Project could induce

[8] The 2025-2050 RTP/SCS was adopted by the Southern California Association of Governments (SCAG) and is still under review by the California Air Resources Board (CARB). Therefore, for the purposes of air quality, this analysis evaluates consistency with the 2020-2045 RTP/SCS.

growth, that growth would contribute to fulfilling the City's housing needs established by SCAG in the RHNA. The RHNA is based on the growth forecasts provided in Connect SoCal, which is based on local input. Any direct or indirect population growth associated with the proposed Project (i.e., jobs associated with construction) is therefore already assumed and is therefore consistent with the growth projected in Connect SoCal. Therefore, the proposed Project would be consistent with the first criterion.

The **second criterion** set forth by the 2022 AQMP requires that a project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Consistency with the second criterion refers to the California Ambient Air Quality Standards. As discussed under Section 3.3(b) and (c), short-term construction emissions, long-term operational emissions, and localized concentrations of all potential pollutants would be less than thresholds set forth by SCAQMD. In addition, the future development consistent with the proposed Project would comply with all SCAQMD rules and regulations, including Rule 403 that requires excessive fugitive dust emissions controlled by regular watering or other dust prevention measures and Rule 1113 that regulates the ROG content of paint. Therefore, the proposed Project would be consistent with the second criterion.

Conclusion

The determination of 2022 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed Project would not result in a long-term impact on the region's ability to meet State and Federal air quality. Also, the proposed Project would be consistent with the goals and policies of the 2022 AQMP for control of fugitive dust. As discussed above, the proposed Project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is, therefore, considered consistent with the 2022 AQMP. For the reasons stated above, the proposed Project would not conflict with the applicable air quality plan and impacts would be less than significant.

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

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

Less Than Significant Impact:

Construction – Regional and Local Emissions

Because the three sites are not anticipated to be constructed concurrently and would not have the same construction schedules, a combined analysis would not be appropriate.

Future development consistent with the proposed Project would emit criteria pollutants for a short-term during construction activities. As shown in Table 4 and Table 5, the construction emissions would not exceed the SCAQMD's daily emission thresholds at the regional or local level at the nearest sensitive receptor.[9]

Table 4.
Regional Construction Emissions Estimates by Site

Site	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Malaga Cove (Site 1)	24.4	18.5	15.9	0.1	5.5	1.6
Lunada Bay (Site 2)	24.4	18.0	15.7	<0.1	5.1	1.6

[9] The SCAQMD provides different localized significance thresholds dependent on anticipated ground disturbance and distance to sensitive receptors. This analysis utilizes the applicable threshold based on site specific information. See Appendix A for additional information.

Table 4.
Regional Construction Emissions Estimates by Site

Site	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
First Church of Christ, Scientist (Site 3)	39.7	37.5	33.5	<0.1	7.8	4.5
SCAQMD Significance Threshold	75	100	550	150	150	55
Threshold Exceeded	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Output Sheets (See Appendix A)

Notes:

NO_X = nitrogen oxides, CO = carbon monoxide, PM_{10} = particulate matter 10 microns in diameter, $PM_{2.5}$ = particulate matter 2.5 microns in diameter.

Numbers may not sum due to rounding.

Table 5.
Localized Construction Emissions Estimates by Site

Site	Maximum Daily Localized Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Malaga Cove (Site 1)	14.7	13.6	4.2	1.6
SCAQMD Localized Significance Threshold	91	664	5	3
Threshold Exceeded	**No**	**No**	**No**	**No**
Lunada Bay (Site 2)	14.7	17.9	3.8	1.6
SCAQMD Localized Significance Threshold	91	664	5	3
Threshold Exceeded	**No**	**No**	**No**	**No**
First Church of Christ, Scientist (Site 3)	37.5	32.4	8.3	4.5
SCAQMD Localized Significance Threshold	164[1]	1,381.5	11.5	6.5
Threshold Exceeded	**No**	**No**	**No**	**No**

Source: CalEEMod Output Sheets (See Appendix A)

Notes:

NO_X = nitrogen oxides, CO = carbon monoxide, PM_{10} = particulate matter 10 microns in diameter, $PM_{2.5}$ = particulate matter 2.5 microns in diameter.

1. This SCAQMD threshold was utilized based on the anticipated amount of ground disturbance and location of the nearest sensitive receptor.

Numbers may not sum due to rounding.

Therefore, a less than significant regional and local air quality impact would occur.

Construction - Toxic Air Contaminants

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure risks. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. The nearest existing sensitive receptors are located along the property lines surrounding each of the sites, less than 25 meters from potential areas of on-site construction activity.

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction activities. The Office of Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments to provide a description of the algorithms, recommended exposure variates, cancer and noncancer health values, and the air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987.[10] Hazard identification includes identifying all substances that are evaluated for cancer risk and/or non-cancer acute, 8-hour, and chronic health impacts. In addition, identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given construction schedules are expected to be short-term (less than two years), construction activity is not expected to be a long-term (i.e., 30 years) substantial source of toxic air contaminant (TAC) emissions and corresponding individual cancer risk.

Future development consistent with the proposed Project would implement the best available pollution control strategies to minimize potential health risks during construction. Impacts related to short-term toxic air contaminants would therefore be less than significant.

Operation – Regional and Local Emissions

Future development would emit criteria pollutants during operations. As shown in Table 6, emissions would not exceed the SCAQMD's daily emission thresholds at the regional level at the nearest sensitive receptor.

Table 6.
Regional Operation Emissions By Site and Total

Site	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Malaga Cove (Site 1)	0.9	0.3	4.5	<0.1	0.7	0.2
Lunada Bay (Site 2)	0.9	0.3	4.1	<0.1	0.7	0.2
First Church of Christ, Scientist (Site 3)	6.3	2.9	32.7	<0.1	5.7	1.5
Total Operational Emissions	**8.1**	**3.5**	**41.3**	**<0.1**	**7.1**	**1.9**
SCAQMD Significance Threshold	55	55	550	150	150	55
Threshold Exceeded	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Output Sheets (See Appendix A)

Notes:

NO_X = nitrogen oxides, CO = carbon monoxide, PM_{10} = particulate matter 10 microns in diameter, $PM_{2.5}$ = particulate matter 2.5 microns in diameter.

Numbers may not sum due to rounding.

According to the SCAQMD Localized significance thresholds (LST) methodology, LSTs apply to a project's stationary sources and onsite mobile emissions. Projects that involve mobile sources that spend long periods queuing and idling at a site, such as transfer facilities or warehousing and distribution buildings, have the potential to exceed the operational LTS. The potential land uses at the sites are not anticipated to involve vehicles idling or queueing for long periods of time. Therefore, due to the lack of significant stationary source emissions, impacts related to operational localized significance thresholds are presumed to be less than

[10] Office of Environmental Health Hazard Assessment. 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments. February. Website: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed December 18, 2024.

significant. Therefore, a less than significant regional and local air quality impact would occur from operation of the proposed Project.

Operation - Toxic Air Contaminants

The potential land uses do not include uses that are major sources of toxic air contaminants (TAC) emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be less than significant in this regard.

CO Hot Spot Emissions

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (e.g., adversely affecting residents, school children, hospital patients, and the elderly). The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area under State standards. Given that the CO emissions estimates are far below the SCAQMD established thresholds (see Table 6), the proposed Project would not be expected to add a substantial new source of CO and would not result in the creation of a CO hotspot. Therefore, the proposed Project would not result in CO hotspot impacts.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). Ozone precursors VOCs and NOx affect air quality on a regional scale. Health effects related to ozone layers are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. The proposed Project's less than significant increases in regional air pollution from criteria air pollutants, as discussed above, would have nominal or negligible impacts on human health. Therefore, for the purpose of this analysis, since the proposed Project would not exceed SCAQMD thresholds for construction and operational air emissions, the proposed Project would have a less than significant impact for air quality health impacts as well.

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

Less Than Significant Impact: According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, chemical plants, composting activities, dairies, fiberglass molding, food processing plants, landfills, refineries, and wastewater treatment plants. Future development consistent with the proposed Project would not include any uses identified by the SCAQMD as being associated with odors. Although construction has the potential to emit odors, these odors would be limited to the construction period and would disperse quickly. Future development would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. Future development would also comply with the SCAQMD Regulation XI, Rule 1113: Architectural Coating, which would minimize odor impacts from reactive organic gas emissions during architectural coating. Future development would also be required to comply with Rule 402, Nuisance, which states: "a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." Given the size and proposed uses, it is not anticipated that the proposed Project would result in other emissions such as odors during construction or operation. Therefore, impacts would be less than significant.

Mitigation Measures

The proposed Project would not result in significant impacts related to air quality; therefore, no mitigation measures are required.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Information and analysis in this section is based, in part, on the Biological Resources Assessment for the Palos Verdes Estates 2012-2019 Housing Element Program 13 Rezoning Project prepared by ELMT Consulting (ELMT), which is provided as Appendix B.

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to biological resources include, but are not limited to, the following:

- Endangered Species Act of 1973
- Migratory Bird Treaty Act
- Clean Water Act
- California Endangered Species Act
- California Fish and Game Code
- California Department of Fish and Wildlife Species of Concern
- Porter-Cologne Water Quality Control Act
- Oak Woodlands Conservation Act
- California Native Plant Society
- The Greater Los Angeles County Open Space for Habitat and Recreation Plan
- Palos Verdes Natural Community Conservation Plan and Habitat Conservation Plan
- Palos Verdes Estates General Plan
- City Municipal Code

Environmental Setting

Literature Review

A literature review and records search were conducted for biological resources by an ELMT biologist for potentially occurring species on or within the vicinity of the sites. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the sites were determined through a query of the California Department of Fish and Wildlife's (CDFW's) QuickView Tool in the Biogeographic Information and Observation System (BIOS), CNDDB Rarefind 5, the California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special status species published by CDFW, and the United States Fish and Wildlife Service (USFWS) species listings.

Field Survey

ELMT Biologist Andrew N. Mestas inventoried and evaluated the condition of the habitat within the sites on October 10, 2024. All plant and wildlife species observed, as well as dominant plant species within each plant community, were recorded. Plant species observed during the field investigation were identified by visual characteristics and morphology in the field. Unusual and less familiar plant species were photographed during field investigations and identified in the laboratory using taxonomical guides. Wildlife detections were made through observation of scat, trails, tracks, burrows, nests, and/or visual and aural observation. In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of on-site plant communities and land cover types, and presence of potential jurisdictional drainage and/or wetland features were noted.

Existing Site Conditions

Onsite topography is characterized by generally flat paved areas of topographic relief with sloped regions that adhere to the natural sloping of the surrounding area. The majority of the sites are developed, with an assortment of ornamental plants that decorate unpaved areas. Due to existing land uses, no native plant communities or natural communities of special concern were observed on or adjacent to the sites. The sites provide suitable foraging and nesting habitat for a variety of bird species adapted to urban environments. Bird species detected onsite during the investigation include house finch (*Haemorhous mexicanus*), California towhee (*Melozone crissalis*), red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaida macroura*), American crow (*Corvus brachyrhynchos*), and northern mockingbird (*Mimus polyglottos*). The sites provide limited habitat for a mammalian species adapted to regular disturbance and developed conditions. No mammalian species were detected onsite during the investigation. Common mammalian species that could be expected to occur onsite include raccoon (*Procyon lotor*), black rat (*Rattus rattus*), ground squirrel

(*Otospermophilus beecheyi*), coyote (*Canis latrans*), and domestic cat (*Felis catus*). No water features exist on the sites which would support aquatic or amphibious species. The sites have moderate potential to support monarch butterfly (*Danaus plexippus pop.1*).

Impact Analysis

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation Incorporated: During the field survey, no special status species were observed on any of the sites. The biologist conducting the field survey noted that the sites consist of developed land that has been subject to decades of anthropogenic disturbance from associated development. These disturbances have eliminated the natural plant communities that once occurred on-site which has removed suitable habitat for special-status plant species known to occur in the general vicinity of the sites. Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species, it was determined that the sites do not provide suitable habitat for any of the special-status plant species known to occur in the area and all are presumed to be absent from the sites.

According to the CNDDB, seventy-two (72) special-status wildlife species have been reported in the Torrance and Redondo Beach quadrangles. As mentioned previously, however, the sites have been disturbed by development for decades and no longer serve as habitat space for any candidate or special status terrestrial animals.

Based on habitat requirements for specific special-status wildlife species and the availability and quality of habitats needed by each species, it was determined that the sites have a moderate potential to support foraging habitat for Cooper's hawk (*Accipiter cooperii*), monarch butterfly (*Danaus plexippus pop.1*), and rufous hummingbird (*Selasphours rufus*); and a low potential to support foraging habitat for great egret (*Ardea alba*), great blue heron (*Ardea herodias*), snowy egret (*Egretta thula*), and California gull (*Larus californicus).* None of the species are federally or state listed as endangered or threatened. All remaining special-status wildlife species are presumed to be absent due to a lack of suitable habitat. Implementation of MM BIO-1 would reduce impacts to bird species to a less than significant level by requiring pre-construction surveys prior to any work taking place during the nesting season, and if necessary, the establishment of buffer zones by a qualified Biologist. Implementation of MM BIO-2 would reduce potential impacts to monarch butterflies to a less than significant level by requiring that a qualified biologist conduct a site survey prior to ground disturbance or vegetation removal to determine if the sites support overwintering groves/monarch population. The assessment would provide information on where the overwintering habitat is located; what construction activities would impact overwintering habitat; what are the impacts (e.g., number and species of trees removed); where impacts would occur; and measures to measures to avoid, minimize, or mitigate for those potential impacts.

The sites are not located within federally designated Critical Habitat for any species. Critical Habitat for California gnatcatcher (*Polioptila californica californica*) is located throughout the peninsula within the small patches of undeveloped areas. The sites have all been previously developed and do not serve as critical habitat for the California gnatcatcher.

Implementation of MM BIO-1 and MM BIO-2 would reduce impacts to less than significant.

b) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

No Impact: The sites are previously disturbed sites with no connections to contiguous native habitats, aquatic resource areas (such as rivers or riparian corridors), or sensitive natural communities. The majority of the sites consist of developed land that has been subject to a high degree of anthropogenic disturbances associated with

development, which has eliminated any natural communities which once occurred within the boundaries of the sites. Therefore, there would be no impact.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact: ELMT reviewed jurisdictional waters information through examining historical aerial photographs to gain an understanding of the impact of land-use on natural drainage patterns in the area. The USFWS National Wetland Inventory (NWI) and Environmental Protection Agency (EPA) Water Program "My Waters" data layers were also reviewed to determine whether any hydrologic features and wetland areas have been documented on or within the vicinity of the sites. No jurisdictional drainage and/or wetland features were observed on the sites. No blueline streams have been recorded on the sites either. As a result, the proposed Project would not have an adverse impact on federally protected wetlands, and no impact would occur.

d) Would the project 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?

No Impact: The Los Angeles County Department of Regional Planning (LACDRP) refers to habitat linkages, wildlife corridors, and major open spaces as "Significant Ecological Areas" (SEAs) and typically defines SEAs as habitat that consists of large, contiguous blocks with intervening areas of roads, rural residential development, and other low intensity disturbance. The LACDRP establishes and protects SEAs with the goal of maintaining high levels of connectivity between core habitat areas via a network of core open space areas and wide linkages and corridors. As mapped by the LACDRP, the sites are not within or near a SEA covered by the SEA ordinance. A portion of the Palos Verdes Peninsula and Coastline SEA occurs approximately 3,034 feet to the southeast of the Lunada Bay (Site 1), while a large majority exists as the ocean bordering the western coast, however, this SEA is not covered by the SEA ordinance. Additionally, the sites support developed land which is surrounded by existing development. Therefore, the proposed Project would not have any direct or indirect impacts to a SEA. Further, the sites do not function as a Wildlife Movement Pathway (WMP) or support wildlife movement opportunities through the area. As a result, the proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and no impact would occur.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact: Future development would be required to comply with the City's tree protection laws contained in Chapter 12.16, Street Trees, of the Municipal Code. The Municipal Code provides protection for trees and shrubs to serve the public health, safety and general welfare of the City. In accordance with the Municipal Code, "street trees" are defined as trees or shrubs in public places along city streets, roads, boulevards and alleys, and trees and shrubs include all woody vegetation growing, planted or to be planted on any public place or area. It is unlawful and it is prohibited for any person, firm, association, corporation or franchisee of the City to plant, move, remove, destroy, cut, trim, deface, injure or replace any tree or shrub in, upon, or along any public street or other place of the City or to cause the same to be done without first obtaining a written permit from the Public Works Director, issued in accordance with the procedures set forth in Chapter 12.16. Prior to the removal of any trees or shrubs on the sites that qualify as "street trees", the applicant and/or construction contractor for a specific individual development proposal would have to obtain a permit from the City to remove any street trees or shrubs trees from a project site. Future development would be subject to all applicable local policies and regulations related to the protection of biological resources, such as Chapter 12.16. Compliance with applicable goals, policies, programs, and State and federal requirements would ensure that future development consistent with the proposed Project would not conflict with any local policies or ordinances protecting biological resources would result in a less than significant impact.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact: The City has not adopted a habitat conservation plan (HCP), natural community conservation plan (NCCP), or any other approved conservation plan. The sites are not located within any state habitat or natural community conservation plans.[11,12] As such, development would not be subject to an HCP or NCCP. Furthermore, the sites consist of existing vacant/undeveloped areas that have been subject to a variety of anthropogenic disturbances. As a result, the proposed Project would not conflict with the provisions of an adopted HCP or NCCP, or other approved local, regional, or state habitat conservation plan.

Mitigation Measures

MM BIO-1 Migratory and Nesting Birds Protection

- Prior to any ground disturbance or vegetation removal activities that may disrupt birds during the nesting season (January 15 to September 15), the applicant for a specific individual development proposal shall cause a nesting bird clearance survey to be conducted. A pre-construction clearance survey for nesting birds shall be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur.
- If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer. The size of the no disturbance buffer shall be determined by the wildlife biologist and shall depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel shall be instructed on the sensitivity of nest areas. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.
- The applicant for a specific individual development proposal shall ensure that nesting bird surveys are repeated if there is a lapse in activities related to the subject proposal of 7 days or more.

MM BIO-2 Monarch Butterfly Overwintering Habitat Survey

- Prior to any ground disturbance or vegetation removal activities, the applicant for a specific individual development proposal shall conduct an overwintering grove habitat and impact assessment. The qualified biologist shall conduct season appropriate surveys to determine if the site supports overwintering groves/monarch population. The assessment shall provide information on where overwintering habitat is located; what project activities would impact overwintering habitat; what are the impacts (e.g., number and species of trees removed); where impacts would occur; and measures to measures to avoid, minimize, or mitigate for

[11] California Department of Fish and Wildlife. 2024. Natural Community Conservation Planning (NCCP) Summaries. Website: https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans. Accessed December 3, 2024.
[12] Data Basin. 2024. Habitat Conservation Plan California. Website: https://databasin.org/maps/new/#datasets=c116dd0d32df408cb44ece185d98731c. Accessed November 18, 2024.

those potential impacts. These measures shall be included as conditions of approval for building and grading permits issued for demolition and construction.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Regulatory Framework

Regulations exist at the federal, state, and local levels with regard to cultural resources include:

- National Historic Preservation
- National Register of Historic Places
- Federal Native American Graves Protection and Repatriation Act
- California Register of Historic Resources
- California Native American Graves Protection and Repatriation Act
- California Health and Safety Code Section 7050.5
- California Public Resources Code Sections 21084.1, 5020, and 5097
- California Government Code Section 6254
- Senate Bill (SB) 18
- Assembly Bill (AB) 52
- City of Palos Verdes Estates General Plan

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (PRC Section 21084.1) and tribal cultural resources (PRC Section 21074 [a][1][A]-[B]). Tribal cultural resources are discussed in Section 3.18, Tribal Cultural Resources, of this IS/MND. CEQA Guidelines Section 15064.5 states the term "historical resources" shall include the following:

1. A resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources (CRHR) (PRC Section 5024.1, Title 24, California Code of Regulations [CCR]), Section 4850 et. seq.).
2. A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic,

agricultural, educational, social, political, military, or cultural annals of California, may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources (PRC Section 5024.1, Title 24 CCR, Section 4852) as follows:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Is associated with the lives of persons important in our past
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- Has yielded, or may be likely to yield, information important in prehistory or history

Properties listed on the National Register of Historic Places are automatically listed on the CRHR, along with State Landmarks and Points of Interest. The CRHR can also include properties designated under local ordinances or identified through local historical resource surveys.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a],[b]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information,
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is indirectly associated with a scientifically recognized important prehistoric or historic event or person.

Environmental Setting

The assessment provided below is based, in part, on the results of the Due Diligence Cultural Resources Assessment prepared for the opportunity sites by CRM TECH. The assessment included a California Historical Resource Information System (CHRIS) search of the South Coast Central Information Center (SCCIC) on October 26, 2024[13], a field inspection, and historical background research. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resource studies within sites and a one-mile radius surrounding them. The CHRIS search did not identify any recorded archaeological resources within any of the sites. The assessment is provided in Appendix C of this document.

Malaga Cove (Site 1)

The nearest resources to Malaga Cove (Site 1) are a prehistoric site found below surface at the nearby Memorial Garden and a historic-period site consisting of the Malaga Cove Library Farnham Martin's Park, a few hundred feet north and southeast of Site 1, respectively, across a densely populated urban landscape. With respect to the two buildings on-site, during the field inspection it was observed that both buildings have Spanish Eclectic elements, such as low-pitched terra cotta tile roofs, red tile staircases and walkways, and a few archways. Much of the fenestration appears to be original casement windows. Neither is a particularly representative or outstanding example of their architectural style, and research has not identified any notable merits in the architecture or history of these buildings. There is no substantial evidence from the sources consulted during

[13] Record search results contain sensitive information pertaining to cultural resources and have been withheld from public distribution pursuant to Public Resources Code, Section 5079.9 and 5097.993.

the study that the buildings would qualify as a "historical resource," as defined by PRC Section 5020.1(j) and Title 14 CCR Section 15064.5(a)(1)-(3).

Lunada Bay (Site 2)

Other than the Lunada Bay Patio Building, 11 cultural resources were previously identified and recorded in a one-mile radius of the site, including seven prehistoric sites, one prehistoric isolate, and three historic-period sites; none of them are within a quarter-mile of the subject property. With respect to the building on-site, the SCCIC record search determined that the Lunada Bay Patio Building, constructed in 1967, was previously recorded into the California Historical Resources Inventory in 2013 during a cultural resources study for a cellular transmission tower project. During the field inspection, the building was found to appear much the same as it did in 2013. It is a relatively common Spanish Eclectic-influenced commercial building from the mid-20th century and a product of standard construction practices of the time. No architect or builder was identified in the record forms, and the building was evaluated as not meeting any of the criteria for listing in the National Register of Historic Places, which are essentially identical to the California Register criteria. There is no substantial evidence from the sources consulted during the study that the building would qualify as a "historical resource," as defined by PRC Section 5020.1(j) and Title 14 CCR Section 15064.5(a)(1)-(3).

First Church of Christ, Scientist (Site 3)

Within a one-mile radius of this location, SCCIC records identified two cultural resources that have been recorded into the California Historical Resources Inventory; the resources were found more than a half-mile to the southeast and southwest of the site. During the field inspection, it was observed that the church is a tall one-story Spanish Eclectic-style building compounded of two main masses joined on the southerly side by a smaller mass and on the northerly side by an arched colonnade. The building is not an exceptional example of the Spanish Eclectic style. There is no substantial evidence from the sources consulted during the study that the building would qualify as a "historical resource," as defined by PRC Section 5020.1(j) and Title 14 CCR Section 15064.5(a)(1)-(3).

Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact: The proposed Project would not cause a substantial adverse change in the significance of any historical resource. As noted above, no historical resources are located at the Malaga Cove (Site 1), Lunada Bay (Site 2), or First Church of Christ, Scientist (Site 3) sites. There would be no impact

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated: A CHRIS records search was completed at the SCCIC California State University, Fullerton, on October 26, 2024. The CHRIS search did not identify any recorded archaeological resources within any of the opportunity sites. As further discussed in Section 3.18, Tribal Cultural Resources, the sites were negative for Native American cultural resources. Given that Malaga Cove (Site 1) and Lunada Bay (Site 2) are occupied by buildings or paved with concrete or asphalt and there is no vestige of the native landscape, it is unlikely for any undisturbed, potentially significant archaeological deposits of prehistoric or early historical origin to occur on or near the surface on these sites. The eastern half of First Church of Christ Scientist (Site 3) is developed with church facilities and parking. The western portion of the site is undeveloped but has been landscaped, leaving no native landscape. As such, it is unlikely for any potentially significant archaeological deposits of prehistoric or early historical origin to occur on or near the surface of the sites. While the likelihood of discovery is low, it is possible that earthmoving activities associated with construction could encounter previously undiscovered resources. To avoid potential impacts to archaeological resources in the unlikely event that such resources are discovered during construction, MM CUL-1 and MM CUL-2 would be required. MM CUL-1 requires implementation of a Worker Environmental Awareness Program (WEAP) prior to the start of construction activities to educate workers of the procedures if an unanticipated

discovery is made and MM CUL-2 would require the halting of construction if there is an unanticipated discovery. Implementation of MMs CUL-1 and CUL-2 would reduce impacts to archaeological resources to less than significant.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact: None of the sites are part of a formal cemetery and are not known to have been used for disposal of historic or prehistoric human remains. Based on the SCCIC record search, there are no known human remains on the sites. Therefore, human remains are not expected to be encountered during construction. However, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.94 and 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. Therefore, with adherence to existing regulations, future development consistent with the proposed Project would have a less than significant impact on human remains.

Mitigation Measures

MM CUL-1 Worker Environmental Awareness Program

Worker Environmental Awareness Program (WEAP) training shall be provided to all construction personnel and monitors who are not trained archaeologists prior to the start of construction activities. A basic presentation and handout or pamphlet shall be prepared to ensure proper identification and treatment of inadvertent cultural resource discoveries. The purpose of the WEAP training is to provide specific details on the kinds of cultural materials, both prehistoric and historic, that may be identified during construction activities and explain the importance of and legal basis for the protection of cultural resources. Each worker shall also be provided with the proper procedures to follow in the event that cultural resources or human remains are discovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate notification of the site supervisor.

MM CUL-2 Unanticipated Discovery of Cultural Resources

In the event that potential prehistoric or historic-era archaeological resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within a 50-foot buffer of the find shall immediately stop and a qualified archaeologist must be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. The applicant and/or construction contractor for a specific individual development proposal shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement.

Depending on the significance of the find under the California Environmental Quality Act (CEQA), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, or data recovery) may be warranted. If Native American resources are discovered or are suspected, each of the consulting tribes for the project will be notified, as dictated by California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). An archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and

submitted to the City of Palos Verdes Estates for review. This report shall document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the South Central Coastal Information Center, interested consulting tribes, and the California Office of Historic Preservation, if required.

3.6 Energy

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

Information and analysis in this section is based, in part, on the Air Quality, Energy, and Greenhouse Gas Impact Analysis for the Palos Verdes Estates Housing Element Project, prepared by EPD, which is provided as Appendix A.

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to energy include, but are not limited to, the following:

- Federal Corporate Average Fuel Economy (CAFE) Standards
- Federal Energy Independence and Security Act
- EPA and National Highway Traffic Safety Administration Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards Rule
- California Building Energy Efficiency Standards (Title 24, Part 6)
- California Green Building Standards (Title 24, Part 11; CalGreen)
- California Energy Code
- AB 1493
- AB 758
- SB 350
- SB 100
- SB 1078
- SB 1389
- AB 32 (California Global Warming Solutions Act of 2006) and SB 32
- SB 375
- Executive Order (EO) S-1-07
- EO N-79-20

- Southern California Association of Governments Connect SoCal[14]
- Palos Verdes Estates General Plan
- Palos Verdes Estates Energy Efficiency Climate Action Plan

Environmental Setting

Three federal agencies primarily regulate energy use and consumption through various means and programs. These three federal agencies include the United States Department of Transportation (DOT), United States Department of Energy, and the Environmental Protection Agency (EPA). At the state level, the California Public Utilities Commission (PUC) and the California Energy Commissions (CEC) are two main agencies which have authority over energy usage.

SCE would provide electricity to the site; SoCalGas would provide natural gas service to the site. Each year, utility providers are required by law to produce a power content label which explains where the utility they provide are sourced from. SCE's most recent power content label was produced in 2022: 33.2% of their power mix comes from eligible renewable sources (primarily in the form of solar energy), 24.7% came from natural gas, 8.3% came from nuclear power plants, 3.4% came from hydroelectric sources and 30.3% came from unspecified sources. SoCalGas sources their power from natural gas. They have implemented strategies to produce 20% renewable natural gas by 2030 and aim to produce net zero greenhouse gas emissions by 2045.

Table 7 provides the electricity consumption in the SCE Service Area for 2022, and Table 8 provides the natural gas consumption in the SoCalGas Service Area for 2022.

Table 7.
Electricity Consumption in the SCE Service Area for 2022

Agriculture and Water Pump (GwH)	Commercial Building (GwH)	Commercial Other (GwH)	Industry (GwH)	Mining and Construction (GwH)	Residential (GwH)	Streetlights (GwH)	Total Usage (GwH)[1]
3,150	30,496	5,321	12,877	1,776	31,604	647	85,870

Source: California Energy Commission. 2022. Electricity Consumption By Entity. http://www.ecdms.energy.ca.gov/elecbyutil.aspx. Accessed May 13, 2024.
Notes: Numbers are rounded to the nearest whole number.
[1] Numbers may not sum due to rounding.

Table 8.
Gas Consumption in the SoCalGas Service Area for 2022

Agriculture and Water Pump (MMthm)	Commercial Building (MMthm)	Commercial Other (MMthm)	Industry (MMthm)	Mining and Construction (MMthm)	Residential (MMthm)	Streetlights (MMthm)	Total Usage (MMthm)[1]
77	867	99	1,606	147	2,230	N/A	5,026

Source: California Energy Commission. 2022. Gas Consumption By Entity. California Energy Commission, Natural Gas Consumption by Entity, https://ecdms.energy.ca.gov/gasbyutil.aspx. Accessed May 13, 2024.
Notes: Numbers are rounded to the nearest whole number.
[1] Numbers may not sum due to rounding.

Impact Analysis

[14] The 2025-2050 RTP/SCS was adopted by the Southern California Association of Governments (SCAG) and is still under review by the California Air Resources Board (CARB). Therefore, for the purposes of energy, this analysis evaluates consistency with the 2020-2045 RTP/SCS.

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact:

Construction

Because the three sites are not anticipated to be constructed concurrently and would not have the same construction schedules, a combined analysis would not be appropriate. Construction activities would consume energy in two general forms: (1) the fuel energy consumed by motor vehicle fuel in the form of petroleum and equipment, and (2) bound energy in construction materials, such as asphalt, steel concrete, pipes, and manufactured or processed materials such as lumber and glass. Table 9 summarizes fuel consumption at each of the three sites. These energy uses would be temporary and would cease once construction is completed. Construction activities would be conditioned to require compliance with existing fuel standards, machinery efficiency standards, and California Air Resources Board (CARB) requirements that limit idling of trucks. Pursuant to CCR Title 13, Motor Vehicles, Section 2449(d)(3), idling of construction vehicles would be limited to periods below five minutes in length. Future development would be required to meet the CCR Title 24 energy efficiency standards and comply with all applicable City energy codes. Furthermore, there are no unusual project characteristics that would necessitate the use of construction equipment that is less energy efficient than at comparable construction sites in other parts of the State. Therefore, potential short-term construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption during construction, and impacts would be less than significant.

Table 9.
Construction Fuel By Site

Site	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Malaga Cove (Site 1)	11,597	2,604
Lunada Bay (Site 2)	12,078	2,213
First Church of Christ, Scientist (Site 3)	38,214	25,896

Source: CalEEMod Output Sheets, Fuel Calculations (See Appendix A)

Operation

Energy and Natural Gas

Energy use associated with operations would be typical of residential and commercial uses, requiring electricity and propane gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, and security systems. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. Table 10 provides the anticipated energy consumption at each of the sites and for the sites combined.

Table 10.
Total Project Annual Operational Energy Requirements

Electricity (Kilowatt-Hours)		
Malaga Cove (Site 1)	75,988	
Lunada Bay (Site 2)	75,988	
First Church of Christ, Scientist (Site 3)	467,974	
Total:	**619,950**	
Natural Gas (Thousands British Thermal Units)		
Malaga Cove (Site 1)	222,137	
Lunada Bay (Site 2)	222,137	
First Church of Christ, Scientist (Site 3)	1,288,394	
Total:	**1,732,668**	
Petroleum (Gasoline) Consumption		
	Annual VMT	**Gallons of Gasoline Fuel**
Malaga Cove (Site 1)	340,868	11,813
Lunada Bay (Site 2)	340,868	11,813
First Church of Christ, Scientist (Site 3)	1,882,414	65,236
Total:	**2,564,150**	**88,862**

Source: CalEEMod: Output Sheets (See Appendix A)

Operations would be similar to other existing uses within the City and would be required to comply with Title 24, including Part 6 of the California Building Standard Code, and all applicable City business and energy codes and ordinances. Through compliance with existing standards, operation would not result in a fuel demand on a per-development basis that is greater than other development projects in Southern California and operation of future development would not result in wasteful, inefficient, or unnecessary consumption and would further promote minimal consumption of energy resources. Therefore, impacts would be less than significant in this regard.

Renewable Energy

Pursuant to the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the proposed Project would be required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by SCE and SoCalGas. Regarding the State's Renewable Energy Portfolio Standards, future development would be required to meet the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning (a quality assurance process that ensures a building performs as intended throughout its design, construction, and operation) to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Additionally, and for the reasons stated above, future development would not interfere with the achievement of the 60 percent Renewable Portfolio Standard set forth in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to SCE. As electricity retailers reach these goals, emissions from end user electricity use would decrease from current emission estimates. In addition, future buildings would be solar ready in compliance with current Title 24 requirements, which would allow for the future installation of rooftop solar. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which would ensure that all requirements are met. As such, the proposed Project would not inhibit the use of and would allow for future flexibility with respect to renewable energy, and impacts would be less than significant.

Fuel

Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Construction trips include workers, vendors, and haul vehicles. Transportation energy used during operation would come from delivery vehicles, maintenance vehicles, residents, and the public visiting the site. As described in Section 3.17, Transportation, the proposed Project would co-locate housing, jobs, and transit and would not result in a significant VMT impact. The potential land uses are not those that would result in excessive and wasteful vehicle trips or vehicle energy consumption. Therefore, impacts would be less than significant.

Conclusion

For the reasons set forth above, construction and operation would not result in wasteful, inefficient, and unnecessary consumption of energy and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

Mitigation Measures

The proposed Project would not result in significant impacts related to energy resources; therefore, no mitigation measures are required.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to geology and soils include, but are not limited to, the following:

- Federal National Earthquake Hazards Reduction Program
- National Pollutant Discharge Elimination System Permit
- Excavation Rules and Regulations
- Paleontological Resources Preservation Act
- California Alquist-Priolo Earthquake Fault Zoning Act
- California Building Standards Code
- California Public Resources Code
- California Seismic Hazards Mapping Act
- 2020 County of Los Angeles All-Hazards Mitigation Plan
- City of Palos Verdes Estates General Plan
- Palos Verdes Estates Municipal Code
- City of Palos Verdes Estates Local Hazard Mitigation Plan

Environmental Setting

Seismicity

According to the California Department of Conservation California Earthquake Hazards Zone Application, there are no major fault zones located within the City.[15] According to the California Department of Conservation Fault Activity Map of California and the Safety Element of the General Plan, the Palos Verdes Fault runs both onshore and offshore from the Palos Verdes peninsula. The section of the Palos Verdes Fault that runs onshore begins on the shoreline just north of the City, in Torrance, runs southeast across the peninsula, and continues offshore near San Pedro. The section of the fault located nearest to Palos Verdes Estates is concealed and estimated to

[15] California Geologic Survey. 2021. EQ Zapp: California Earthquake Hazards Zone Application. September. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed November 5, 2024.

be Late Quaternary, having experienced displacement during the past 700,000 years.[16] The Palos Verdes Fault is considered active and has the potential to trigger a magnitude 7.8 earthquake.[17]

The nearest fault zone of significance to the sites is the Newport-Inglewood-Rose Canyon Fault Zone, which is located approximately 9.8 miles east of First Church of Christ Scientist (Site 3). Other active faults in the vicinity of the site include the Whittier-Elsinore Fault, approximately 27 miles to the northeast, the Raymond Fault, approximately 25 miles to the northeast, and the San Andreas Fault, approximately 55 miles to the northeast.[18]

Topography and Soils

The City is situated along the Palos Verdes Peninsula, an irregular trending stretch of coastline that is characterized by numerous coves and pocket beaches that are backed by a landward succession of steep to near vertical sea cliffs, typically gently to moderately seaward sloping terrace terrain, and ultimately by low rolling hills that rise from sea level to 1,460 feet above mean sea level. The Palos Verdes Hills that characterize the topography of the City are part of the Coast Range. The City is situated on marine terraces which have been uplifted in the geological past by tectonic forces acting on this region of Southern California. The marine terrace surface consists of Middle Miocene and younger sediments that are underlain at depth by a Mesozoic Catalina Schist, which was uplifted approximately 16 million years ago. During and after tectonic uplift from this ancient sea level, a succession of marine terrace deposits (ancient beach deposits), including the Monterey Formation, were accumulated above this wave cut bench. Subsequent volcanic activity has resulted in sills and irregularly-shaped intrusions of basalt, minor pillow basalt, and extensive tuff. The Monterey Formation is overlain by Pliocene Repetto Siltstone along the northern edge of the peninsula and City. Based on a geologic map of the City generated in 1946, the primary soil types anticipated to underly the sites include Altamira shale and/or nonmarine terrace cover (reddish-brown sand).[19]

Malaga Cove (Site 1) generally slopes in a northerly direction and has two existing retaining walls along the eastern and southern property boundaries. Lunada Bay (Site 2) is generally flat with a minimal slope in a southeasterly direction. Grades across First Church of Christ, Scientist (Site 3) generally descend in a northerly or easterly direction.

Paleontological Resources

Many fossil types have been previously discovered on the Palos Verdes Peninsula. Therefore, the sites have the potential and sensitivity for paleontological resources.[20]

[16] California Department of Conservation. 2015. Fault Activity Map of California. Website: https://maps.conservation.ca.gov/cgs/fam/. Accessed November 22, 2024.
[17] Wolfe, Franklin D., Shaw, John H., and Andreas Plesch. 2022. Bulletin of the Seismological Society of America. "Origin of the Palos Verdes Estates Restraining Bend and Its Implications for the 3D Geometry of the Fault and Earthquake Hazards in Los Angeles, California." October. Vol. 112, issue 5, pp. 2689-2714. Website: https://ui.adsabs.harvard.edu/abs/2022BuSSA.112.2689W/abstract. Accessed November 22, 2024.
[18] California Department of Conservation. 2015. Fault Activity Map of California. Website: https://maps.conservation.ca.gov/cgs/fam/. Accessed November 22, 2024.
[19] Woodring, Bramlette, and Kew. 1946. Geology and Paleontology of Palos Verdes Hills, California: U.S. Geological Survey Professional Paper 207. Website: https://pubs.usgs.gov/of/2004/1050/geol1946.htm. Accessed November 5, 2024.
[20] Los Angeles County General Plan. Conservation and Natural Resources Element, page 166.

Impact Analysis

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

Less Than Significant Impact With Mitigation Incorporated: None of the sites are located within an Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo Earthquake Fault Zone is the Newport-Inglewood-Rose Canyon Fault Zone, which is located approximately 9.8 miles east of First Church of Christ, Scientist (Site 3), the easternmost site. Based on the General Plan and the California Department of Conservation Fault Activity Map, the Palos Verdes Fault is expected to occur mostly offshore, as well as north and east of the City; therefore, it is unlikely that the fault directly intersects with the sites.

Pursuant to MM GEO-1, prior to the issuance of building permits, the applicant for a specific individual development proposal would prepare a final design-level geotechnical investigation that would be submitted to the City of Palos Verdes Estates for review and approval. The recommendations from the approved design-level geotechnical investigation would be incorporated into the project plans. Conformance with the design requirements would be enforced through building plan review and approval by the City. Proper engineering of structures would ensure that impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact With Mitigation Incorporated: Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary loss of shear strength due to pore pressure build up under the cyclic shear stresses associated with intense earthquakes. Primary factors that trigger liquefaction are moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands) and saturated soil conditions (shallow groundwater). According to the California Department of Conservation California Earthquake Hazards Zone Application, none of the sites are within a zone for earthquake induced liquefaction.[21]

In addition, pursuant to MM GEO-1, prior to the issuance of building permits, the applicant for a specific individual development proposal would prepare a final design-level geotechnical investigation that would be submitted to the City of Palos Verdes Estates for review and approval. The recommendations from the approved design-level geotechnical investigation would be incorporated into the project plans. Conformance with the design requirements would be enforced through building plan review and approval by the City. Proper engineering of structures would ensure that impacts would be less than significant.

iv) Landslides?

No Impact: Seismically induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. None of the sites are located within a landslide zone.[22] Therefore, no impact would occur.

[21] California Department of Conservation. 2021. Earthquake Zones of Required Investigation. September. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed November 5, 2024.
[22] California Department of Conservation. 2021. Earthquake Zones of Required Investigation. September. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed November 5, 2024.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact:

Construction

As described in more detail in Section 3.10, Hydrology and Water Quality, future development that disturbs more than one acre would be required to comply with the federal NPDES permit. In addition, future development would be required to comply with Municipal Code Section 13.08.050, Requirements for industrial, commercial and construction activities.

The Municipal Code requires standard construction BMPs and, as discussed further in Section 3.10, Hydrology and Water Quality, implementation of erosion control measures to minimize or avoid potential impacts related to soil erosion and loss of topsoil during construction activities. Applicable BMPs may include, among others, hydroseeding, biodegradable erosion control blankets, silt fences at downstream storm drain inlets, and post-construction clearing of accumulated debris and sediment in drainage structures. As part of the standard conditions of approval, prior to approval of a grading plan, the applicant of any specific development shall prepare Erosion Control Plans, which would be submitted to the Public Works Director for approval prior to construction activities. Compliance with existing regulations as described above would prevent construction activities from resulting in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

Operation

Future development would be required to follow State, regional, and local regulations, including the implementation of BMPs and compliance with the City's LID guidelines, regarding drainage, erosion, and runoff, which would prevent soil erosion and loss of topsoil. Therefore, operation would not cause substantial soil erosion or loss of topsoil, and impacts would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact With Mitigation Incorporated:

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. Lateral spreading is associated with terrain near free faces such as excavation, channels, or open bodies of water. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. Based on regional mapping of the Palos Verdes Hills and Peninsula, it is anticipated that the sites are underlain at depth by Mesozoic Catalina Schist, which is successively overlain by marine terrace deposits, including the Monterey Formation, and nonmarine terrace deposits. Due to the low liquefaction potential of the sites, there is not a significant likelihood of lateral spreading.

Subsidence occurs when loose, sandy soils, settle during earthquake shaking. The major cause of ground subsidence is the excessive withdrawal of groundwater. Malaga Cove (Site 1) and Lunada Bay (Site 2) have been previously developed, and the construction of future development would not require excessive withdrawal of groundwater resulting in subsidence. The proposed development of First Church of Christ, Scientist (Site 3) would occur within an urbanized area with existing development; therefore, it is not anticipated that construction of future development at this site would require excessive withdrawal of groundwater resulting in subsidence.

Collapsible soils consist of loose, dry, low-density materials that collapse and compact with the addition of water or excessive loading. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. This saturation eliminates the clay bonds holding the soil grains together. Collapsible soils result in structural damage such as foundation instability, as well as floors, and walls instability. According to the United States Department of Agriculture (USDA) Web Soil Survey, all three sites are anticipated to be underlain by a combination of the following soil types, depending on soil depth: fine sandy

loam, loam, silty clay loam, gravelly sandy clay loam, gravelly clay loam, silt loam, clay, and bedrock. These soil types are considered well drained and do not pose a unique risk of collapse.[23]

Though it is not anticipated that the sites are underlain by unstable soils, pursuant to MM GEO-1, prior to the issuance of building permits, the applicant for a specific individual development proposal would prepare a final design-level geotechnical investigation that would be submitted to the City of Palos Verdes Estates for review and approval. The recommendations from the approved design-level geotechnical investigation would be incorporated into the project plans. Conformance with the design requirements would be enforced through building plan review and approval by the City. Compliance with MM GEO-1 would ensure that structures would be adequately designed to minimize any effects of unstable soils, including lateral spreading, subsidence, liquefaction, and collapse, and impacts would be less than significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact With Mitigation Incorporated: Expansive soil shrinks and swells with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, or utility leakage. Repeated changes in soil volume due to water content fluctuations may compromise structure foundations. Expansive soils are commonly very fine-grained with high to very high percentages of clay.

Pursuant to MM GEO-1, prior to the issuance of building permits, the applicant for a specific individual development proposal would prepare a final design-level geotechnical investigation that would be submitted to the City of Palos Verdes Estates for review and approval. The recommendations from the approved design-level geotechnical investigation would be incorporated into the project plans. Conformance with the design requirements would be enforced through building plan review and approval by the City and ensure that structures would be adequately designed to minimize any effects of expansive soils, and impacts would be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact: As discussed in more detail in Section 3.19(a) and (c), future development would connect to the existing sanitary sewer line infrastructure provided by the City, which has adequate capacity to serve the future development. The construction or operation of septic tanks or other alternative wastewater disposal systems would not be included. Therefore, no impact regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated: Given the soils that underlie the City, it is anticipated that the sites are underlain by the Monterey Formation, including marine terrace deposits, and Middle Miocene deposits. Middle Miocene deposits in marine terraces have varying potential to yield fossils of importance. According to the Los Angeles County General Plan Conservation and Natural Resources Element, vertebrate land mammal, marine mammal, and marine vertebrate fossils have been discovered in parts of the Palos Verdes Peninsula, including the fossils of a grey whale, dolphin, mastodon, and mammoth.[24]

The sites are in an urban area and Malaga Cove (Site 1) and Lunada Bay (Site 2) have been previously developed. The First Church of Christ, Scientist (Site 3) is partially disturbed. Any substantial excavations below the uppermost soil layers (10 feet in depth or greater) should be closely monitored at all three sites. In the event of

[23] United States Department of Agriculture Natural Resources Conservation Service. 2019. Web Soil Survey. Website: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed December 03, 2024.
[24] Los Angeles County General Plan. Conservation and Natural Resources Element. Page 166.

an unexpected discovery, implementation of MM GEO-2 would ensure paleontological resources or unique geologic features are not significantly affected, and impacts would be less than significant.

Mitigation Measures

MM GEO-1 Design-Level Geotechnical Investigation

Prior to the issuance of building permits, the applicant for a specific individual development proposal shall prepare a final design-level geotechnical investigation that shall be submitted to the City of Palos Verdes Estates for review and approval. The investigation shall be prepared by a qualified engineer and identify recommendations to achieve compliance with the applicable California Building Standards Code geologic, soils, and seismic requirements, if necessary. The recommendations from the approved design-level geotechnical investigation shall be incorporated into the project plans. Conformance with the design requirements shall be enforced through building plan review and approval by the City.

MM GEO-2 Paleontological Resources Monitoring During Project Construction

- A Qualified Paleontological Monitor (i.e., a paleontologist who meets the Society of Vertebrate Paleontology [SVP 2010] standards as a Paleontological Resource Monitor) shall be present during all earth-disturbing construction activities on-site at a depth of 10 feet below ground surface or greater (or as determined by the Qualified Paleontological Monitor). The duration and timing of the monitoring shall be determined by the Qualified Paleontological Monitor. If the Qualified Paleontological Monitor determines that full-time or part-time monitoring is no longer warranted based on observed geology, he or she may recommend reducing monitoring to periodic spot-checking or may recommend that monitoring cease entirely. Monitoring shall be reinstated if any new ground disturbances of previously undisturbed areas are required, and reduction or suspension shall be reconsidered by the Qualified Paleontologist at that time.
- In the event a fossil or unique geological feature is discovered during construction, excavations within 50 feet of the find shall be temporarily halted or delayed until the discovery is examined by the Qualified Paleontological Monitor. The applicant of any specific development application shall include a standard inadvertent discovery clause in every project-related construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the Paleontologist shall design and implement a data recovery plan that is consistent with the standards prescribed by the SVP in the guideline document Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010). Any recovered fossil should be deposited in an appropriate repository, such as the University of California Museum of Paleontology, San Bernardino County Museum, or the Natural History Museum of Los Angeles County, where it will be properly curated and made accessible for future studies.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Information and analysis in this section is based, in part, on the Air Quality, Energy, and Greenhouse Gas Impact Analysis for the Palos Verdes Estates Housing Element Project, prepared by EPD, which is provided as Appendix A.

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to Greenhouse Gas Emissions include, but are not limited to, the following:

- Corporate Average Fuel Economy law
- Clean Air Act
- California Energy Efficiency Standards for Residential and Nonresidential Buildings
- California Green Building Standards Code
- Executive Order S-3-05
- Executive Order S-01-07
- SB 97
- AB 32
- SB 100
- SB 375
- Assembly Bill 939 and Senate Bill 1374
- Executive Order S-13-08
- Executive Order B-30-15
- Executive Order B-29-15
- Executive Order B-37-16
- California Air Resource Board Climate Change Scoping Plan
- Southern California Association of Governments Connect SoCal[25]
- Palos Verdes Estates Climate Action Plan
- Palos Verdes Estates Energy Efficiency Climate Action Plan

[25] The 2025-2050 RTP/SCS was adopted by the Southern California Association of Governments (SCAG) and is still under review by the California Air Resources Board (CARB). Therefore, for the purposes of greenhouse gas emissions, this analysis evaluates consistency with the 2020-2045 RTP/SCS.

Environmental Setting

Gases in the earth's atmosphere play a large role in determining the surface temperature of the planet. Radiation from the sun is absorbed by the earth and then emitted back to space. Gases transparent to the sun's radiation in the earth's atmosphere trap the radiation as it is emitted back by the earth in the form of lower frequency infrared radiation creating a greenhouse effect. Gases which naturally occur in the atmosphere consist of water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), fluorine (F_2), chlorine (Cl_2), bromine (Br_2), and ozone (O_3). Although these gases occur naturally, human activities substantially affect the concentrations present. The largest concern for greenhouse gas emissions for land use projects include CO_2, CH_4, and NO_x. Construction related activities resulting in exhaust emissions may come from fuel combustion for heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from motor vehicle trips generated by the residents and visitors.

Impact Analysis

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

Less Than Significant Impact:

The proposed Project would not directly or indirectly generate greenhouse gas emissions that may have a significant impact on the environment. As shown in Table 11, construction and operation of the sites would result in the production of 155, 155, and 861 tons of carbon dioxide equivalent ($MTCO_2e$) at Malaga Cove (Site 1), Lunada Bay (Site 2), and First Church of Christ, Scientist (Site 3), respectively, which are below SCAQMD's significance threshold of 3,000 $MTCO_2e$ per year.

All three sites are currently developed with existing uses, which emit GHGs. To provide a conservative estimate, no credits were taken for the existing uses. As shown in Table 11, total GHG emission during operation emitted would be approximately 1,146 MT CO_{2e} per year, which is below SCAQMD's threshold of 3,000 metric tons per year.

Therefore, the proposed Project would not generate GHGs above applicable thresholds during construction or operation, and impacts would therefore be less than significant.

Table 11.
Total GHG Emissions By Site

Site	Annual GHG Emissions-Construction ($MTCO_2e$)			Total Construction Emissions Amortized Over 30 Years ($MTCO_2e$)	Gross Operational GHG Emissions ($MTCO_2e$)	Total GHG Emissions ($MTCO_2e$) By Site
	2025	2026	Total			
Malaga Cove (Site 1)	42	97	139	5	150	155
Lunada Bay (Site 2)	49	94	143	5	150	155
First Church of Christ, Scientist (Site 3)	43	434	476	16	846	861
Total:	—				**1,146**	—

Source: CalEEMod Output Sheets (See Appendix A)

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact: As shown in Table 11, total GHG emission emitted would be approximately 1,146 MT CO_2 per year, which is below SCAQMD's threshold of 3,000 metric tons per year. As described in more detail in the Air Quality, Energy, and Greenhouse Gas Impact Analysis (see Table 37 in that report), future development would also be consistent with the 2022 CARB Scoping Plan. Therefore, the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, and impacts would be less than significant.

Mitigation Measures

The proposed Project would not result in significant impacts related to GHG emissions; therefore, no mitigation measures are required.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to hazards and hazardous materials include, but are not limited to, the following:

- Occupational Health and Safety Act
- Code of Federal Regulations, Titles 29 and 40
- Resource Conservation and Recovery Act and Comprehensive Environmental Response, Compensation, and Liability Act
- Hazardous Materials Transportation Act
- Aboveground Petroleum Storage Act, and Spill Prevention, Control, and Countermeasure Rules
- Clean Water Act
- California Hazardous Waste Control Law
- California Health and Safety Code
- California Code of Regulations, Title 8
- California Code of Regulations Title 22, Division 4.5
- Porter-Cologne Act
- California Emergency Response Plan
- California Department of Forestry and Fire Protection
- California Building Code
- California Public Resources Code
- 2020 County of Los Angeles All-Hazards Mitigation Plan
- City of Palos Verdes Estates Emergency Operations Plan
- City of Palos Verdes Estates General Plan
- Palos Verdes Estates Municipal Code
- City of Palos Verdes Estates Local Hazard Mitigation Plan

Environmental Setting

Hazards are defined as anything which could pose a potential danger or risk. This section focuses on hazards from hazardous materials and wastes as well as hazards posed from wildfires. Hazardous materials are defined as chemicals which are either toxic, corrosive, flammable, reactive, or an irritant which could cause potential harm during an accident. The Hazardous Waste and Substances List, commonly referred to as the Cortese list, is a government list of known hazardous materials or hazardous waste sites which meet one or more provision of Government Code Section 65962.5. The list is maintained by the California Department of Toxic Substances Control (DTSC) through their Envirostor database as well as the California State Water Resources Control Board's Geotracker database. Geotracker and Envirostor indicate the presence of two hazardous waste sites within 1000 feet of the opportunity sites. These sites have been closed for several years and therefore no longer pose a threat to the public. Nearby hazardous waste sites are described in detail in Section 3.9(d).

Impact Analysis

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact: Construction activities would likely involve the temporary transportation, management, and use of oils, fuels, and other potentially flammable substances, such as paints, solvents, and cleaners. During operation, mixed use and multifamily residential uses are not anticipated to use, store, dispose or transport large volumes of hazardous materials. Hazardous materials which may be present during operation would be associated with landscaping and building maintenance and are not considered to be significantly risk inducing when used as intended.

Future development consistent with the proposed Project would be subject to federal, State, and local regulatory requirements related to the transport, use, or disposal of hazardous materials. Any handling, transporting, use, or disposal of hazardous materials would comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies, such as the Environmental Protection Agency (EPA) and California Department of Transportation (Caltrans), and regulations, including, but not limited to, the Hazardous Materials Transportation Act, California Public Resources Code, the Resource Conservation and Recovery Act (RCRA), the Local Hazard Mitigation Plan (LHMP) for Palos Verdes Estates, Title 22 and 26 of the California Code of Regulations governing hazardous materials transport, and Title 19 of the California Code of Regulations and Chapter 6.95 of the Health and Safety Code for site remediation.

Therefore, through compliance with applicable federal, State, local law and applicable plans and regulations, public hazard risk as a result of hazardous materials transport, use or disposal during construction and operation of future development consistent with the proposed Project would be less than significant.

b) Would the project 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?

Less Than Significant Impact With Mitigation Incorporated: The proposed Project would not 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. As described in more detail in Section 3.9(d), none of the sites are located on hazardous materials sites as compiled pursuant to Government Code Section 65962.5.

Moreover, future development consistent with the proposed Project would be subject to and would comply with the California Code of Regulations, Title 8 of which promulgates Cal/OSHA requirements to protect public and worker safety and includes topics such as materials exposure limits, equipment requirements, protective clothing, hazardous materials, and accident prevention, and construction safety and exposure standards for lead and asbestos. Additionally, Title 8, Sections 1529 and 5208 regulate all occupational exposures to asbestos in all industries and would protect workers and the public from asbestos exposure. Title 17 of the California Code of Regulations further provides regulations with respect to the disturbance of materials containing naturally occurring asbestos, and compliance with CCR, Title 8, Section 1532.1 would ensure that workers would not be exposed to lead.

Additionally, MM HAZ-1 requires the preparation of a Phase I Environmental Site Assessment (Phase I ESA) for review and approval by the City and completion of any necessary remedial activities to be conducted under the oversight of the appropriate regulatory agency. Therefore, construction activities would not expose workers, the public, or the environment to hazardous materials.

During operation, the proposed uses are not anticipated to use, store, dispose or transport large volumes of hazardous materials. Hazardous materials which may be present during operations would be associated with landscaping and building maintenance and are not considered to be significantly risk inducing when used as

intended and would not result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The local Certified Unified Program Agency (CUPA) for the City is the Los Angeles County Fire Department, which would ensure that these and all other applicable programs related to reasonably foreseeable upset and accident conditions are implemented during construction and operation.

Future development would be subject to all applicable regulatory requirements concerning the proper handling, treatment, and disposal of hazardous materials and MM HAZ-1. Therefore, the proposed Project would have less than significant impacts related to upset and accident conditions involving the release of hazardous materials.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact: The nearest school for Malaga Cove (Site 1) is the Town and Country Nursery School, located approximately 0.25 miles north of the site; the nearest school for Lunada Bay (Site 2) is the Palos Verdes High School, located approximately 0.25 mile north of the site; and the nearest school for First Church of Christ Scientist (Site 3) is Silver Spur Elementary School, which is located approximately 0.60 miles southwest of the site. As discussed in Section 3.9(a), future development is not anticipated to use, store, dispose of, or transport large volumes of hazardous materials. Therefore, there would be a less than significant impact.

d) Would the project be located on a site that 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?

No Impact: None of the sites are located on hazardous materials sites as compiled pursuant to Government Code Section 65962.5. Based on Geotracker and Envirostor data, two hazardous materials sites exist within 1,000 feet of the sites: Lunada Bay Automotive (T0603704996) and Mobil #11-MQV (T0603703402).[26,27] The Mobil #11-MQV site is located to the north of Malaga Cove (Site 1), across from Tejon Place. The site consists of a former LUST which emitted gasoline into an aquifer used for the drinking water supply. The site has been closed since 1996 and no longer poses a risk to the public.[28] The Lunada Bay Automotive site is located approximately 500 feet north of Lunada Bay (Site 2). The site consists of a former leaking underground storage tank (LUST), which leaked diesel contaminants into nearby soil. The site has been closed since 2016 and no longer poses a risk to the public.[29]

Because none of the sites are located on the Cortese list or within 1,000 feet of an active cleanup site, no impact would occur.

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?

Less Than Significant Impact: The nearest major airport to the sites is the Los Angelos International Airport (LAX). LAX is located approximately 10.7 miles north of the City. The Torrance Airport, Zamperini Field is a public

[26] Department of Toxic Substance Control. Envirostor. Website: https://www.envirostor.dtsc.ca.gov/public/. Accessed October 11, 2024.
[27] State Water Resource Board. Geotracker. 2024. Website: https://geotracker.waterboards.ca.gov/. Accessed October 11, 2024.
[28] State Water Resource Board. 1996. Mobil #11-MQV. Website: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703402. Accessed September 26, 2024
[29] State Water Resource Board. 2016. Lunada Bay Automotive (T0603704996). Website: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704996. Accessed September 26, 2024.

use airport which is much smaller in scale and primarily only serves private aircraft.[30] It is located approximately 1.5 miles to the northwest of First Church of Christ Scientist (Site 3). None of the sites are within Zamperini Field's influence or safety hazard area.[31]

Because of the distance between the sites and nearby airports, excessive noise is not anticipated to be hazardous to residents or people working within the sites. Therefore, the proposed Project would not significantly impact occupants or workers on site with excessive noise or safety hazards due to being within an airport land use plan or within two miles of a public use airport. Impacts would therefore be less than significant.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact: The City established the City of Palos Verdes Estates Emergency Operations Plan (EOP) in 1974 and most recently updated their EOP in 2019. The City is also covered under the County of Los Angeles Operational Area Emergency Operations Plan which was last updated in November 2023. There are three routes of evacuation: Palos Verdes Drive West, Palos Verdes Drive North and Granvia Altamira. There are 4.5 miles of undeveloped ocean front that also provide a secondary evacuation area. All the sites are located within a mile of these evacuation routes.

The proposed Project is not anticipated to interfere with either of these evacuation plans as none of the sites would induce significant traffic impacts as discussed in Section 3.17, Transportation.[32] Additionally, the Los Angeles County Fire Department reviewed the Project Description and determined future development would not substantially impact their response times in the area based on their adopted guidelines and did not indicate concerns with respect to emergency evacuation associated with future development.[33] Therefore, the proposed Project would not significantly impact the circulation system, including during a disaster requiring emergency evacuation.

As a result, the proposed Project would result in a less than significant impact with respect to impairing the implementation of an adopted emergency response or evacuation plan.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact: The entirety of the City is located within a very high fire hazard severity zone (VHFHSZ) in a local responsibility area (LRA) as identified by Cal Fire, who maintains the state maps for fire hazard severity zones.[34] Chapter 8.12 of the Municipal Code implements the California Fire Code (CFC) on a local level. Future development would be required to comply with applicable provisions of the CFC with regard to access, water supply, and building materials, consistent with the CFC. Future development would also be required to follow all applicable code and ordinances requirements for brush clearance. Because the sites are within a very high fire hazard severity zone, the CFC requires the preparation of a Fuel Modification Plan to reduce risks to occupants. Public Resources Code Section 4291 further requires projects within this area to maintain, at all times, a minimum of 30 feet of defensible space in every direction from structures adjacent to forest, brush, grass, or lands covered with flammable material. In addition, future development would be required to comply with all applicable requirements as set forth in Chapter 7A of the most current adopted CBC.

[30] Los Angeles Department of Regional Planning. 2009. Airport Land Use Commission (ALUC). Website: https://case.planning.lacounty.gov/aluc/airports#anc-apm. Accessed October 4, 2024.
[31] Los Angeles Couty Airport Land Use Commission. 2003. Torrance Municipal Airport - Zamperini Field: Airport Influence Area. Website: https://case.planning.lacounty.gov/assets/upl/project/aluc_airport-torrance.pdf. Accessed October 14, 2024.
[32] EPD Solutions, Inc. 2024. Palos Verdes Estates Housing Element Site 3 Traffic Impact Analysis Report. November 25.
[33] Durbin, Ronald. M, Chief, Forestry Division, Prevention Service Bureau. Personal communication: letter. December 5, 2024.
[34] Cal Fire. 2024. Fire Hazard Severity Zone Viewer. April 1. Website: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed September 26, 2024.

Future development would also be required to comply with the City's Safety Element[35] and Local Hazard Mitigation Plan.[36] Compliance with Action 1.2A of the Safety Element requires that development review includes review of hazard maps, including fire perimeters, and requires the City Community Development Department enforce required development standards on projects within hazardous areas in a way that mitigates applicable hazards. Action 2.2A requires that new developments meet the standards of the CFC and CBC and prepare a fire protection plan that describes project specific fuel modification methods and maintenance to achieve compliance with the state requirement for defensible space. Compliance with Action 2.2B requires that adequate fire flow be maintained on sites as defined by the CBC, which would be confirmed during Project approval.

The adopted Local Hazard Mitigation Plan establishes additional requirements and objectives to further reduce potential wildfire impacts. Implementation Item 3 establishes objectives requiring projects in wildland urban interface areas to adhere to the Los Angeles County Fire Department's Ready Set Go program. This program requires that plants selected for sites to be fire resistant and that defensible space to be maintained around the site perimeter – which is also a requirement of the CFC.

Through compliance with all applicable regulatory requirements impacts related to exposure of people and structures to wildland fires and associated hazards, either directly or indirectly, would be less than significant.

Mitigation Measures

MM HAZ-1 Environmental Site Assessment

Prior to the issuance of building permits, the applicant for a specific individual development proposal shall retain a qualified environmental consulting firm to prepare a Phase I Environmental Site Assessment (Phase I ESA) in accordance with the American Society for Testing and Materials (ASTM) Standards in effect at the time of request of issuance of building permits. The Phase I ESA shall determine the presence of recognized environmental conditions and provide recommendations for further investigation (e.g., preparation of a Phase II ESA, if applicable). Prior to receiving a building or grading permit, the applicant for a specific individual development proposal shall provide documentation from the overseeing agency (e.g., the Los Angeles County Fire Department or Los Angeles Regional Water Quality Control Board) that sites with identified contamination have been remediated to levels where no threat to human health or the environmental remains for the proposed uses.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

[35] Dudek. 2023. City of Palos Verdes Estates Safety Element. Website: https://bof.fire.ca.gov/media/tdhlk53p/rpc-2-b-vi-2-pve-safety-element_draft-final-graphics-062223_adamfk.pdf. Accessed December 10, 2024.
[36] City of Palos Verdes Estates. 2018. Local Hazard Mitigation Plan.

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

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to hydrology and water quality include, but are not limited to, the following:

- Clean Water Act (CWA)
- River and Harbors Act
- Federal Antidegradation Policy
- National Toxics Rule and California Toxics Rule
- Executive Order 11988
- National Flood Insurance Act and Flood Disaster Protection Act
- Porter-Cologne Water Quality Control Act
- National Pollutant Discharge Elimination System (NPDES)
- California Toxics Rule and State Implementation Policy
- Water Quality Control Plan for the Los Angeles Region

- LA County Standard Urban Stormwater Mitigation Plan (SUSMP)
- City of Palos Verdes Estates Local Hazard Mitigation Plan
- Palos Verdes Peninsula Enhanced Watershed Management Plan (EWMP)
- California Water Service 2020 Urban Water Management Plan (2020 UWMP)
- Water Replenishment District of South California Groundwater Basins Master Plan
- Palos Verdes Estates General Plan
- Palos Verdes Estates Municipal Code

Environmental Setting

The Peninsula Water Management Group (WMG) manages waters within cities located on the Palos Verdes Peninsula. Their management area is divided into two Hydrologic Unit Code 12 (HUC-12) equivalent watersheds: 1) Santa Monica Bay (SMB) Watershed and 2) the Greater Dominguez Channel Watershed Management Area. Those watersheds are subdivided into two sub watersheds: the Los Angeles Harbor Sub Watershed and the Machado Lake Sub Watershed. A change in drainage divides the Peninsula from the northeast to the southwest with the westerly and southwesterly portions draining into Santa Monica Bay and the northeasterly portion draining to Machado Lake and the Los Angeles Harbor sub watershed.

The SMB Watershed accounts for 63% (14.2 square miles) of the total Peninsula WMG area, and includes portions of the cities of Palos Verdes Estates, Rancho Palos Verdes, and Rolling Hills Estates. The Los Angeles Harbor Sub watershed accounts for 15% (3.4 square miles) of the total Peninsula WMG area and includes portions of the cities of Rancho Palos Verdes and Rolling Hills Estates. The Machado Lake sub watershed accounts for 22% (4.9 square miles) of the total Peninsula WMG area, and includes portions of the cities of Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills Estates, and the County of Los Angeles. Drainage from the Peninsula WMG agencies is conveyed via natural soft bottom canyons in conjunction with structured storm drain systems.[37]

The City's water infrastructure is owned, maintained, and operated by California Water Service (Cal Water). Metropolitan Water District of Southern California (MWD) provides water to Cal Water. MWD's groundwater supply is extracted from the West Coast Groundwater Basin that underlies much of its service area. Water is also imported from the Colorado River and the State Water Project in northern California.[38] Imported water is stored in Diamond Valley Lake, which has a capacity of 810,000 acre-feet of water, Lake Mathews, which has a capacity of 182,000 acre-feet, Lake Skinner, which has a capacity of 44,000 acre-feet, and six other small reservoirs. Water is conveyed along the Colorado River aqueduct and the State Water Project, in pipelines, and from treatment plants.[39]

Although the Palos Verdes District overlies the West Coast Subbasin of the Los Angeles Groundwater Basin, groundwater is not being used as a source of supply. The district is located in an area of the West Coast Subbasin where groundwater is unconfined marine sediment, and wells have not been found to be cost effective.[40]

[37] Palos Verdes Peninsula Watershed Management Group. 2019. Enhanced Watershed Management Program. April 5.
[38] California Water Service (Cal Water). 2024. District Information. Website: https://www.calwater.com/district-information/?dist=rd. Accessed October 2, 2024.
[39] Metropolitan Water District of Southern California. How We Get Our Water: Infrastructure Serving Our Communities. Website: https://www.mwdh2o.com/your-water/how-we-get-our-water/#:~:text=add_circle,close. Accessed October 2nd. 2024.
[40] California Water Service. 2021. 2020 Urban Water Management Plan. June.

Impact Analysis

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact:

Construction

The proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Future development consistent with the proposed Project would be required to follow State, regional, and local regulations regarding onsite stormwater retention, to prevent contamination of surface waters and local groundwater. The City regulates the municipal stormwater system and stormwater through Chapter 13.08, Storm Drains and Stormwater Management and Pollution Control, of the Municipal Code. To comply with the federal National Pollutant Discharge Elimination System (NPDES) requirements and maintain the Los Angeles County Municipal Stormwater Permit (MS4), the Los Angeles County Sanitation Districts, which provides sewer and wastewater services to the City, is required to screen and monitor its runoff to avoid compromising downstream water quality standards. The MS4 permit also requires all projects to abide by the low impact development (LID) standards which require site planning and design practices on all projects to minimize stormwater runoff.

In compliance with these regulations, future development consistent with the proposed Project would be required by the City to implement BMPs for construction and, if they disturb more than one acre of soil, a Storm Water Pollution Prevention Plan (SWPPPs) to avoid erosion, pollution, sedimentation, and runoff that would degrade water quality. Pursuant to the City's standard condition of approvals, future development shall retain or mitigate storm water runoff onsite, thereby lessening adverse downstream water quality associated with a development, to be reviewed and approved by the Public Works Director. Additionally, as a standard condition of approval, prior to approval of the grading plan, the applicant of any specific development application shall prepare a detailed hydrology and hydraulics report corresponding with the detailed plans for grading, site development, storm drain improvements, and street improvements, including analysis of offsite drainage tributary to the site, for approval of the Public Works Director.

Compliance with existing regulations as described above would reduce potential impacts to local storm water drainage facilities and would prevent future development from violating any water quality standards or waste discharge requirements or substantially degrade surface and/or ground water quality during construction.

Operation

In addition to the regulations described above, future development consistent with the proposed Project would be required to comply with the City's Low Impact Development (LID) ordinance (see Chapter 13.08, Storm Drains and Stormwater Management and Pollution Control, of the Municipal Code) which mandates that projects include BMPs, elucidated in the LA County LID Manual Section 7, to control stormwater runoff from the project development. LID site design approaches and BMPs promote the use of natural systems for infiltration, evapotranspiration, and use of stormwater. Compliance with the LID ordinance and implementation of its required features would minimize any increase in polluted stormwater runoff from potential development of the sites.

While potentially hazardous cleaning, maintenance, and landscaping supplies may be utilized during operation, compliance with existing regulations would ensure that their handling, storage, and potentially required cleanup would not increase the level of contamination, or cause regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act.

Therefore, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality and impacts would be less than significant.

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

Less Than Significant Impact: Although the Palos Verdes District overlies the West Coast Subbasin of the Los Angeles Groundwater Basin (California Department of Water Resources [DWR] Basin No. 4-011.03), the district relies on surface water sources for its potable water supply; groundwater is not being used as a source of supply for the District. Furthermore, the Palos Verdes District 2020 Urban Water Management Plan (2020 UWMP) states that Cal Water will be able to serve 100 percent of projected demands in normal, single-dry and multiple-dry years. As such, Cal Water expects that, under all hydrologic conditions, purchased water supplies in combination with the future recycled supplies will fully serve future potable demands.[41]

Future development consistent with the proposed Project would be subject to applicable State, regional, and local regulatory requirements concerning the efficient use and conservation of water resources and preservation of groundwater resources and quality. In addition, compliance with the following standard conditions of approval would minimize interference with groundwater supply and recharge during construction:

1. Prior to approval of the grading and drainage plan, the applicant shall prepare a geotechnical/soils report for the proposed grading, infrastructure, and LID improvements for review and approval of the Public Works Director.
2. The grading and drainage plan shall be prepared under the supervision of a civil engineer licensed in the state of California and he/she must sign the plan. The printed name and contact information of the Engineer shall be included on the face of the grading plan. The grading plan shall be approved by the Public Works Director.
3. Grading and drainage design is subject to Public Works/City Engineer review and approval. Any design changes required due to the plan check review are required to be addressed by the applicant prior to final plan approval. Separate application, review, and permitting fees apply.
4. The grading plan shall provide for acceptance and proper disposal of all off-site drainage flowing onto or through the site. Should the quantities of flow exceed the capacity of the conveyance facility, the applicant shall provide adequate drainage facilities and/or appropriate easement(s), if necessary, as approved by the Public Works Director.
5. Prior to approval of the grading plan the applicant shall prepare a detailed hydrology and hydraulics report corresponding with the detailed plans for grading, site development, storm drain improvements, and street improvements, including analysis of offsite drainage tributaries to the site, for approval of the Public Works Director.
6. Temporary erosion control measures shall be implemented immediately following grading to prevent transport and deposition of earthen materials onto downstream/downwind properties, public rights-of-way, or other drainage facilities. Erosion Control Plans showing these measures shall be submitted along with the grading plan for approval by the Public Works Director. If required, separate street plans, including plan and profile, shall be prepared by a registered Civil Engineer and submitted for review and approval by the City Engineer.

Future development would be required to adhere to applicable federal and State laws and regulations, programs, and standards, including goals, policies, and actions as described above. For the foregoing reasons, impacts with respect to groundwater supply, recharge, and groundwater management would be less than significant.

[41] California Water Service. June 2021. 2020 Urban Water Management Plan. Accessed October 14, 2024

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact: Future development would be required to follow State, regional, and local regulations regarding drainage, erosion, and runoff. In compliance with these regulations, future development would be required by the City to implement BMPs for construction and, if they disturb more than one acre of soil, a Storm Water Pollution Prevention Plan (SWPPPs) to avoid erosion, pollution, sedimentation, and runoff that could substantially alter the existing drainage pattern. Future development would also be required to comply with the City's LIDs which would ensure future development would retain or mitigate stormwater runoff onsite, thereby lessening adverse downstream water quality and flooding impacts. Adherence to the City's LID guidelines would also ensure that future development would implement BMPs to prevent creating runoff water which would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff. Future development would also be required to comply with the Los Angeles County MS4 permit which requires that a post construction stormwater mitigation plan (LID Plan) be prepared outlining the BMPs utilized by a project to conform to the stormwater performance requirements. Section 13.08.050 of the Municipal Code, Requirements for Industrial, Commercial, and Construction Activities, would require the implementation of BMPs during construction to avoid erosion, pollution, sedimentation, and runoff that would degrade water quality. The Municipal Code also requires construction sites implement an effective combination of erosion and sediment control BMPs from the municipal NPDES permit to prevent erosion and sediment loss, and the discharge of construction waste. In addition, future development would be required to comply with the standard conditions of approval described in Section 3.10(b), thereby lessening adverse downstream water quality and flooding impacts associated with construction.

Compliance with the regulations referenced above would ensure that the proposed Project would not significantly alter existing drainage patterns of the site or its vicinity in a way that would result in substantial erosion or siltation, flooding onsite or offsite, an exceedance of the capacity of the stormwater drainage system, or substantial sources of polluted runoff during operation.

iv) Impede or redirect flood flows?

Less Than Significant Impact: FEMA FIRMs identify the sites in Zone X, Area of Minimal Flood Hazard.[42] Zone X is the area determined to be outside the 500-year flood and protected by levee from 100-year floods. Therefore, based on this designation, the sites are unlikely to experience flooding. As a result, the proposed Project would not impede or redirect flood flows such that it would exacerbate environmental hazards. Therefore, this impact is less than significant.

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

No Impact: As stated in Section 3.10(c), the sites are in Zone X on FEMA FIRMs, which is outside of the 100-year and 500-year flood plains and are unlikely to be affected by flood hazards.

[42] Federal Emergency Management Agency (FEMA). Flood Data Viewers and Geospatial Data. Web: https://www.fema.gov/flood-maps/national-flood-hazard-layer. Accessed October 3, 2024.

Tsunami Hazard Area Maps are produced collectively by the California Governor's Office of Emergency Services, the California Geological Survey, AECOM Technical Services, and the Tsunami Research Center at the University of Southern California. Tsunami hazard maps display risk associated with a site. The sites are all outside the tsunami hazard area.[43]

The sites are all far enough away from bodies of water which could create a seiche that they are unlikely to be affected. Malaga Cove (Site 1), located approximately 2,060 feet away from the nearest shoreline, is the closest site to the Pacific Ocean which is the only body of water in the vicinity which could cause a seiche.

As a result, none of the sites are likely to be affected by flood, seiche, or tsunami hazards that would risk release of pollutants due to project inundation, and no impact would occur.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact: As discussed in Section 3.10(a)(b)(c), future development consistent with the proposed Project would be required to adhere to all applicable federal, State and local laws and regulations, programs, standards and other requirements, including, but not limited to, the Municipal Code, mandatory NPDES permit requirements, and standard conditions of approval and would not conflict with or obstruct implementation of a water quality control plan.

With respect to a sustainable groundwater management plan, the sites are within the West Coast Groundwater Basin, which is regulated by the Water Replenishment District of Southern California (WRD). The WDR has implemented a Groundwater Basins Master Plan and 2 Year Strategic Plan. The Groundwater Basins Master Plan establishes goals to replace the current use of imported water for basin replenishment and to enhance utilization of the West Coast and Central Basins. The 2 Year Strategic Plan contains goals to expand sustainable replenishment opportunities, sustain extraction capacity, and maximize environmental resiliency and innovation. The proposed Project would be subject to State, regional, and local regulations including the Groundwater Basin Master Plan and 2 Year Strategic Plan. Therefore, the proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and there would be no impact.

Mitigation Measures

The proposed Project would not result in significant impacts related to hydrology and water quality; therefore, no mitigation measures are required.

[43] California Geological Survey. CGS Information Warehouse: Tsunami Hazard Area Map. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/. Accessed October 3, 2024.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to land use and planning include, but are not limited to, the following:

- OurCounty - Los Angeles Countywide Sustainability Plan
- Southern California Association of Governments Connect SoCal[44]
- City of Palos Verdes Estates General Plan (including the 2021-2029 Housing Element)
- City of Palos Verdes Estates Municipal Code

Environmental Setting

The City of Palos Verdes Estates is within the Los Angeles Long Beach metropolitan area and is located approximately 30 miles southwest of downtown Los Angeles. The City is a low density coastal community situated on the Palos Verdes Peninsula. Due to its close proximity to the City of Los Angeles, the City has access to major businesses, industrial, and recreational areas. The Planning Area for the City primarily consists of rugged terrain which largely limits development to residential and commercial uses. Malaga Cove (Site 1) currently is used for office space. It is designated and zoned for commercial use. Lunada Bay (Site 2) is currently used for office space, retail, and restaurants and is designated and zoned for commercial use. The First Church of Christ Scientist (Site 3) is developed with a Church. Detailed information about the opportunity sites is provided in Section 2, Project Description.

Impact Analysis

a) Would the project physically divide an established community?

No Impact: The opportunity sites are within an urbanized environment. These sites were selected by the City considering criteria that make the sites suitable for, and with the potential to, develop residential uses. This selection process took into account sites that would allow for housing on locations that would be integrated into, and would not divide, established neighborhoods within the City. Furthermore, no large linear features such as a railroad or highway, which could disrupt and divide an existing community, would be required to accommodate the housing. Additionally, no access points or roads would be removed which could impact mobility within an existing community. Redevelopment of the sites would not physically alter the arrangement

[44] The 2025-2050 RTP/SCS was adopted by the Southern California Association of Governments (SCAG). Though it has not yet been adopted by the California Air Resources Board, for the purposes of land use and planning, this analysis evaluates consistency with the 2025-2050 RTP/SCS because that is the effective plan for the applicable regional regulatory body with respect to land use and planning impacts.

of an existing community, and the proposed Project would not divide an established community. No impact would occur.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact:

OurCounty - Los Angeles Countywide Sustainability Plan Consistency

OurCounty is a regional sustainability plan for Los Angeles. The plan includes several goals which help mitigate environmental effects throughout the region. Goal 2 is to promote "buildings and infrastructure that support human health and resilience". Goal 5 is to protect "thriving ecosystems, habitats, and biodiversity". Goal 8 is to produce "a convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency". The proposed Project would be consistent with these goals. Development in an already urbanized area would not require expansion of infrastructure which would impede thriving ecosystems or habitats. By providing mixed-use that includes housing, the proposed Project would reduce reliance on cars and promote walkability by providing amenities and services close to residences.

New development would be subject to energy conservation requirements in the California Energy Code (Title 24, Part 6, of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings), CALGreen (Title 24, Part 11 of the California Code of Regulations). In addition, as described in OurCounty, as of 2018, Los Angeles County had "a shortfall of 581,823 homes affordable to the lowest-income renters". The plan incorporates a 2025 target of providing 110,000 new affordable housing units.[45] Implementation of the proposed Project would help the City work towards this regional goal of providing additional housing in a sustainable manner. Therefore, the proposed Project would be consistent with OurCounty.

Connect SoCal- The 2025-2050 Regional Transportation Plan/Sustainable Communities Strategy Plan Consistency

Connect SoCal provides a growth vision for population and jobs access within southern California, which informs the RHNA. The RHNA is based on the growth forecasts as provided in Connect SoCal and, therefore, adheres to Senate Bill 375, approved by the legislature in 2008, which requires consistency between regional transportation plans and regional housing plans. As described in the methodology for the Final RHNA Plan, RHNA is consistent with Connect SoCal: "the RHNA methodology includes the Growth Forecast reviewed with local input as a distribution component, particularly for projected housing need. Local input is a basis for SCAG's Connect SoCal Plan, which addresses greenhouse gas emissions at the regional level since it is used to reach the State Air Resources Board regional targets."[46] A consistency analysis between the RHNA and Connect SoCal is included as an attachment to the Final RHNA Allocation Methodology.

The 2025-2050 RTP/SCS establishes four top-line goals, which include the following:

- **Mobility:** Build and maintain an integrated multimodal transportation network
- **Communities:** Develop, connect and sustain communities that are livable and thriving
- **Environment:** Create a healthy region for the people of today and tomorrow
- **Economy:** support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents

It also includes a subgoal to "produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households". The plan has an additional subgoal to "create human-

[45] County of Los Angeles. OurCounty: Los Angeles Countywide Sustainability Plan, page 34.
[46] Southern California Association of Governments. 2020. Final RHNA Allocation Methodology. March 5.

centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances".[47]

The proposed Project would add both affordable housing and market rate housing, which would help the City meet its allocated RHNA numbers. Mixed-use, in-fill developments would promote walkability and reduce the need for car travel by co-locating retail and housing. By creating new mixed use housing options within an already urbanized area, it would also help centralize development and sustain an already existing community and thereby not encroach upon surrounding natural areas. By redeveloping an already developed site, it reduces the environmental impact of housing currently needed in the community. Therefore, the proposed Project would be consistent with the 2025-2050 RTP/SCS.

General Plan and Zoning Code Consistency

While the proposed Project would result in changes to land use designations and zoning, those changes are a legislative policy decision by the City to comply with State housing law and do not signify a potential environmental effect. Potential environmental impacts associated with those land use changes are evaluated throughout this document and impacts were found to be less than significant.

Conclusion

The proposed Project would not conflict with applicable land use plans, policies, or regulations that were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant.

Mitigation Measures

The proposed Project would not result in significant impacts related to land use and planning; therefore, no mitigation measures are required.

[47] SCAG. 2024. Connect SoCal 2020-2050 Final Program Environmental Impact Report. Page ES-7. April 4.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to mineral resources include, but are not limited to, the following:

- Surface Mining and Reclamation Act of 1975
- Division of Oil, Gas, and Geothermal Resources
- Division of Mines and Geology

Impact Analysis

a) Would the project 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) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact: The sites have been previously developed and are located within an urban setting. None of the sites were previously determined to have any known mineral resources underlying them. No activities related to mineral resources currently occur within the sites and none of the sites are designated for this use. As a result, no loss of availability to a known mineral resource would occur due to implementation of the proposed Project.

The only mineral resources known within the City include small pockets of Palos Verdes stone and diatomaceous earth. The City has determined that commercial development of any natural resource whether by mining, quarrying or drilling, onshore or offshore, is not in the interest of its residents and is considered to be unacceptable.[48] The proposed Project would not include the mining, quarrying or drilling of these resources.

Therefore, the proposed Project would have no impact on a known mineral resource that would be of value to the region and residents of the state and would not result in the loss of or the availability of a locally important mineral resource recovery site.

Mitigation Measures

The proposed Project would not result in significant impacts related to mineral resources; therefore, no mitigation measures are required.

[48] City of Palos Verdes Estates. 1973. General Plan: Conservation Element, page 16.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity 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?	☐	☐	☒	☐

Information and analysis in this section is based, in part, on the Noise and Vibration Analysis for the Palos Verdes Estates 2012-2019 Housing Element Program 13 Rezoning Project prepared by MIG, Inc, which is provided as Appendix D.

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to noise include, but are not limited to, the following:

- Noise Control Act of 1972
- Federal Transit Administration Standards and Guidelines
- California Department of Transportation Standards and Guidelines
- Office of Planning and Research General Plan Guidelines
- California Building Standards Code
- Assembly Bill 1307
- Palos Verdes Estates General Plan
- Palos Verdes Estates Municipal Code

Environmental Setting

Noise-Sensitive Receptors

Noise sensitive land uses and receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Land uses in the City consist primarily of single-family residential uses, with some multi-family and neighborhood commercial uses. The opportunity sites are either

entirely or partially bordered or otherwise surrounded by sensitive residential and/or open space land uses; First Church of Christ, Scientist (Site 3) also includes a church building that could remain at the site.

Short-Term Ambient Noise Levels

MIG monitored existing noise levels around the sites from approximately 10:20 AM to 3:00 PM on November 6th, 2024. Based on observations made during the monitoring period, vehicle traffic was the predominant source of noise at all three sites, with stationary source equipment and landscaping equipment also contributing to the ambient noise environment. Palos Verdes Drive West and Palos Verdes Drive North were the busiest roadways that contributed the most to traffic noise levels in the vicinity of each site.

24-Hour Noise Exposure Levels

MIG Inc also monitored 24-hour community noise exposure level (CNEL) using traffic data. The modeled CNEL at each site resulted in less than 55 CNEL, which is considered to be a relatively quiet ambient noise environment.

Impact Analysis

a) Would the project result in 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?

Less Than Significant Impact With Mitigation Incorporated: Title 8, Health and Safety, Chapter 8.28 of the Municipal Code establishes that excessive noise is detrimental to the health and safety of individuals and is considered a public nuisance, and that the City shall prohibit unnecessary, excessive, or annoying noises from all sources. Chapter 8.28 contains noise performance standards. The following provides an analysis of temporary construction and permanent operational noise that could be generated by future development.

Short Term Impacts: Temporary Construction Noise

The rezonings and GPA would not authorize or approve any specific development project but could reasonably be expected to result in future mixed use and residential development. Typical construction activities associated with single- and multi-family residential and mixed-use development include demolition and construction activities which could result in temporary noise impacts. These activities could include: staging, demolition, site preparation (e.g., land clearing), fine and mass grading (including soil import or export), utility trenching, foundation work (e.g., excavation, pouring concrete pads, potential drilling for piers or piles), material deliveries (requiring travel along city roads), building construction (e.g., framing, welding), paving, coating application, and site finishing work. In general, these activities would involve the use of worker vehicles, delivery trucks, haul trucks, and heavy-duty construction equipment such as (but not limited to) backhoes, tractors, loaders, graders, excavators, rollers, cranes, material lifts, generators, and air compressors. The Noise and Vibration Analysis provides more detail with respect to typical construction noise levels (see Table 6 in Appendix D).

The potential for substantial temporary increases in noise levels is generally limited to construction activities that occur in areas near or immediately adjoining noise-sensitive land uses, during early morning, evening, and nighttime periods, and/or for extended periods of time. Demolition, site preparation, and grading phases typically result in the highest temporary noise levels due to the use of heavy-duty equipment such as bulldozers, excavators, graders, loaders, scrapers, and trucks.

The closest that future construction activities at the opportunity sites could occur to sensitive receptors would be as follows:

- **Malaga Cove (Site 1):** There are seven residential properties and five commercial buildings (including City Hall) within 50 feet of the Site 1 boundary. In addition, single family residential properties are the predominant land use in the vicinity of this site.

- **Lunada Bay (Site 2)**: There is one park, one multi-family residential building, three single-family residences, and one commercial building within 50 feet of the Lunada Bay (Site 2) boundary. In addition, single and multi-family residential land uses are the predominant land uses in the vicinity of this site.
- **First Church of Christ, Scientist (Site 3)**: There are eight residential properties within 50 feet of the First Church of Christ, Scientist (Site 3) boundary, and the existing church may remain in place during potential construction activities. In addition, single family residential land uses, and the Palos Verdes Golf Club are the predominant land uses in the vicinity of this site.

Table 12 provides the anticipated short term noise level increases associated with construction activities.

Table 12.
Summary of Estimated Potential Construction Noise Level Increases

Activity/Metric	Malaga Cove (Site 1)	Lunada Bay (Site 2)	First Church of Christ, Scientist (Site 3)
Typical Range in Construction Equipment Noise Levels at 50 feet[(A)]	76 to 86 dBA L_{eq}	76 to 86 dBA L_{eq}	76 to 86 dBA L_{eq}
FTA daytime standard	**Residential: 80 dBA L_{eq} / Commercial: 85 dBA L_{eq}**		
Existing daytime ambient noise level	53 to 76 dBA L_{eq}	62 dBA L_{eq}	62 to 70 dBA L_{eq}
Potential temporary increase in existing daytime ambient noise level	0 to 33 dBA L_{eq}	14 to 24 dBA L_{eq}	6 to 24 dBA L_{eq}

A. The low end of the typical range is based on a single piece of equipment in operation and the high end of the typical range is based on three pieces of equipment in operation

As shown in Table 12, typical construction activities could exceed the FTA's residential (80 dBA L_{eq}) and commercial (85 dBA L_{eq}) daytime construction noise criteria at all three opportunity sites because each site is generally either directly bordered by or adjacent to existing residential and/or commercial properties. In addition, given the predominantly residential nature of the City and its corresponding relatively quiet noise environment, construction activities could temporarily increase ambient noise levels by approximately 20 dBA l_{eq} to 33 dBA L_{eq}, which would be a substantial increase above typical ambient noise levels and would result in a potentially significant impact.

To reduce short term noise impacts to a less than significant level, future development would be required to implement MM NOI-1 to reduce potential construction noise levels. MM NOI-1 would require nearby residents and businesses to be informed before construction, restrict work hours to only occur during the daytime and on specific days, implement construction staging and equipment noise control measures and implement construction noise control measures. It would also require that a Construction Noise Complaint Plan be established so that nearby residents' concerns can be addressed efficiently. MM NOI-1 would lower potential construction noise levels by 8 to 13 dBA, from approximately 76 dBA L_{eq} to 86 dBA L_{eq} down to approximately 63 dBA L_{eq} to 78 dBA L_{eq}. These mitigated construction noise levels would be less than the FTA's daytime residential (80 dBA L_{eq}) and commercial (85 dBA L_{eq}) construction criteria. In addition, by providing advanced notice of loud construction activities and implementing equipment control measures and temporary noise barriers, the potential for noise levels to surprise, annoy, or interfere with sensitive residential receptors and land uses would be substantially reduced. Thus, the implementation of MM NOI-1 would reduce potential temporary construction-related noise increases from future construction activities at each site to a less than significant level and impacts would be less than significant.

Operational Impacts

On-Site Noise Levels

Existing stationary and other sources of noise at and near the opportunity sites include, but are not limited to, landscape and building maintenance activities, stationary mechanical equipment (e.g., pumps, heating, ventilation, and air conditioning, or HVAC, equipment), garbage collection activities, and other sources such as

vehicle parking and people's voices. It is anticipated that future development would involve similar noise generating sources and activities; however, the amount of mechanical equipment, the frequency of landscaping and garbage collection activities, and the intensity of parking and other activities could increase due to more intense development at these sites. Although future development could increase the amount of noise sources and noise-generating activities compared to existing conditions, it would not have the potential to generate significant on-site noise levels that could impact existing and/or future noise-sensitive land uses because: (1) residential land uses are not a significant noise generating land use type which produce noise in excess of existing noise regulations; (2) mechanical equipment on residential sites which have the potential to generate significant noise would be enclosed within closets, sheds, or equipment rooms which would reduce noise impacts on their surroundings; (3) the existing mixed-use developments do not have and future mixed-use development would not require substantial loading or unloading facilities or large, stationary sources of equipment that could generate substantial noise levels; and (4) the effects of noise generated by residential occupants and their guests on human beings has been determined by the legislature to not be a significant effect on the environment. The Noise and Vibration Analysis evaluated potential impacts associated with the continued use of the sites for their existing uses and/or the temporary relocation of commercial uses and determined impacts would be less than significant.

With respect to stationary sources, the Municipal Code establishes specific restrictions on Section 8.28.030, Noise from Commercial Operations, Section 8.28.040, Leaf Blowers, and Sections 18.04.145 and 18.12.110, Mechanical Equipment, as well as specific design standards for multi-family and mixed-use development that places parking areas and common open space areas away from neighboring properties and noise sources. These requirements would protect existing and future residents from excessive noise levels by ensuring future development projects consistent with the proposed Project meet City standards. In particular, the Municipal Code limits any potential increase in noise levels from residential and commercial equipment to no more than five decibels above the ambient conditions that exist the time the equipment is installed. The existing ambient noise levels in the City are considered less than 55 CNEL. Even with a five-decibel increase permitted by the Municipal Code, ambient noise levels in the vicinity of the sites would not exceed 60 CNEL and would remain acceptable for residential land uses. For the reasons described above, the proposed Project would not have the potential to generate noise that would exceed City standards or otherwise substantially increase existing ambient noise levels. This impact would be less than significant.

Off-Site Traffic Noise Increases

Future development has the potential to increase offsite traffic which could result in an increase in noise. At a maximum, a 0.9 dBA change in traffic noise levels could occur due to implementation of future development. Although this would increase noise levels, noise levels would remain far below 55 CNEL, which would not constitute a significant impact.

Conclusion

With the incorporation of MM NOI-1, the proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the opportunity sites in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact With Mitigation Incorporated:

Short-Term Construction Vibration Impacts to Off-Site Receptors

Since individual project-specific information is not available at this time, potential short-term construction-related vibration impacts are evaluated based on the typical construction activities associated with residential and mixed-use development. Table 13 provides the typical vibration levels for the type of equipment that is most likely to be used in future construction at the sites. As shown in Table 13, potential vibration levels

associated with construction equipment depend on the type of equipment used and distance from the receptor. For structural damage, the use of typical equipment during construction activities (e.g., bulldozer, jack hammer, trucks, etc.) would produce PPV levels up to 0.04 in/sec at 50 feet.

Table 13.
Groundborne Vibration from Typical Construction Equipment

Equipment	Peak Particle Velocity (in/sec)[A]					
	25 Feet	50 Feet	100 Feet	200 Feet	400 Feet	500 Feet
Small bulldozer	0.003	0.001	0.001	0.000	0.000	0.000
Jackhammer	0.035	0.016	0.008	0.004	0.002	0.001
Loaded truck	0.076	0.035	0.017	0.008	0.004	0.003
Auger Drill Rig	0.089	0.042	0.019	0.009	0.004	0.003
Large bulldozer	0.089	0.042	0.019	0.009	0.004	0.003
Vibratory Roller	0.210	0.098	0.046	0.021	0.010	0.008
Impact Pile Driver	0.644	0.300	0.140	0.065	0.031	0.024
Sonic Pile Driver	0.734	0.342	0.160	0.075	0.035	0.027
Equipment	**Velocity Decibels (VdB)[B]**					
	25 Feet	**50 Feet**	**100 Feet**	**200 Feet**	**400 Feet**	**500 Feet**
Small bulldozer	58.0	49.0	39.9	30.9	21.9	19.0
Jackhammer	79.0	70.0	60.9	51.9	42.9	40.0
Loaded truck	86.0	77.0	67.9	58.9	49.9	47.0
Auger Drill Rig	87.0	78.0	68.9	59.9	50.9	48.0
Large bulldozer	87.0	78.0	68.9	59.9	50.9	48.0
Vibratory Roller	94.0	85.0	75.9	66.9	57.9	55.0
Impact Pile Driver	104.0	95.0	85.9	76.9	67.9	65.0
Sonic Pile Driver	93.0	84.0	74.9	65.9	56.9	54.0

Sources: Caltrans, 2013 and FTA, 2018

A. Estimated PPV calculated as: PPV(D)=PPV(ref)*(25/D)^1.3 where PPV(D)= Estimated PPV at distance; PPVref= Reference PPV at 25 ft; D= Distance from equipment to receiver; and n= ground attenuation rate (1.1 for dense compacted hard soils).

B. Estimated Lv calculated as: Lv(D)=Lv(25 feet)-30Log(D/25) where Lv(D)= estimated velocity level in decibels at distance, Lv(25 feet)= RMS velocity amplitude at 25 feet; and D= distance from equipment to receiver.

With respect to structural damage, these PPV values are well below Caltrans' guidelines standards for potential structural damage for older residential structures (0.3 PPV for continuous vibration sources; see Table 3 in Appendix D). Similarly, the use of specific vibration-generating equipment such as a vibratory roller or typical pile driver would not exceed Caltrans' structural damage criteria for older residential buildings unless pile drivers were required to be used within approximately 50 feet of any building. MM NOI-2, however, provides that, among other things, vibratory rollers and other large vibration-generating equipment shall generally be prohibited within 50 feet of any structure, and that in no event may construction result in vibrations that exceed Caltrans' guidelines standards for potential structural damage for older residential structures (0.3 PPV for continuous vibration sources). Furthermore, MM NOI-2 would require the preparation of a vibration mitigation plan that outlines the vibration control measures required during construction and the plan would be required to demonstrate that equipment and work activities would be in compliance with applicable standards. The Federal Transit Administration (FTA) has established that annoyance and interference human responses can occur at occupied residential structures within 80 feet of work areas using typical construction equipment and within 65 feet of work areas for commercial land uses. As a result, there is the potential for adverse human response from vibrations associated with typical construction activities at all three sites because each has occupied residential buildings within approximately 80 feet of the site boundary. Specific vibration-generating equipment such as a vibratory roller or pile driver have an even greater area in which they can cause annoyances and interferences. Vibration estimates provided in the Noise and Vibration Analysis represent

potential vibration levels based on typical equipment operations and assume there is no change in elevation between work areas and receptor locations and no change in subsurface conditions that may affect vibration transmission through soil media and structures. In actuality, the opportunity sites all have slight differences in elevations between work areas and adjacent receptors would limit the potential for groundborne vibrations to affect adjacent buildings.

Potential construction-related vibrations would be intermittent (not occur every day), limited in duration (equipment would move throughout work areas and not operate in the same location for a prolonged amount of time), and occur during the daytime (when receptors would not be sleeping and, therefore, are considered less sensitive to vibration levels). Construction activities would be unlikely to result in physical damage to any existing structures but could exceed FTA criteria for annoyance at occupied buildings in the vicinity of all three sites. To reduce the potential for future development at the sites to generate excessive groundborne vibration levels, implementation of MM NOI-2 would be required. MM NOI-2 would require that the applicant and/or construction contractor for a specific individual development proposal notify nearby development prior to construction, restrict work hours, prohibit vibratory equipment, if feasible, and prepare a vibratory mitigation plan. With implementation of MM NOI-2, vibration level impacts generated by the proposed Project would be less than significant.

Operational Vibration Impacts

Once constructed, the operation of new residential and mixed-use development projects at the sites would not involve the use of equipment or activities that would generate excessive groundborne vibration levels and impacts would be less than significant.

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?

Less Than Significant Impact: The Torrance Municipal Airport is located approximately 2.6 miles east, 4.6 miles northeast, and 1.4 miles northeast of Sites 1, 2, and 3, respectively. The sites (including the closest site to the airport, First Church of Christ, Scientist (Site 3), are located outside of all airport noise contours which were established by the Los Angeles County Airport Land Use Commission. Therefore, the proposed Project would not expose people residing or working in the vicinity of the sites to excessive airport-related noise levels and impacts would therefore be less than significant.

Mitigation Measures

MM NOI-1 Construction Noise Reduction Measures

To reduce potential construction noise levels generated by the development of opportunity sites, the City shall require the applicant and/or construction contractor for a specific individual development proposal to:

A. *Notify Nearby Land Uses of Planned Construction Activities*. This notice shall be provided at least two weeks prior to the start of any construction activities, describe the noise control measures to be implemented by the specific individual development proposal, and include the name and phone number of the designated developer's or contractor's representative responsible for handling construction-related noise complaints (per Mitigation Measure [MM] NOI-1, Section E). This notice shall be provided to:

1. The owner/occupants of residential dwelling units within 250 feet of construction work areas.
2. The owner/occupants of commercial buildings within 100 feet of construction work areas.
3. If pile driving is required for the specific individual development proposal, notice shall be provided to the owners/occupants of all residential dwelling units and commercial buildings within 500 feet of pile driving areas.

B. *Restrict Work Hours:* Unless otherwise authorized by the City, all construction-related work activities, including material deliveries, shall be conducted only during the hours of 7 AM to 7 PM Monday to Thursday, and 7 AM to 5:30 PM on Friday, and 9:00 AM to 5:30 PM on Saturday. Construction activities shall not occur any time on Sundays and holidays. Construction sites shall post a sign at all entrances to the work site informing contractors, subcontractors, other workers, etc. of this requirement.

C. *Construction Staging and Equipment Noise Control Measures*:

1. Construction site access and staging activities such as receipt of deliveries, equipment and material storage, etc., shall occur as far away from adjacent residential land uses as possible given site and active work constraints.
2. All stationary noise generating equipment shall be shielded and located as far as possible from residential land uses given site and active work constraints. Shielding may consist of trailers, stored materials, or a three- or four-sided enclosure provided the structure/barrier breaks the line of sight between the equipment and the receptor, provides for proper equipment ventilation and operations, and complies with all other applicable occupational safety and health requirements. Heavy equipment shall include standard noise suppression devices such as mullers, engine covers, and engine/mechanical isolators, mounts, etc. Equipment and noise suppression devices shall be maintained in accordance with manufacturer's recommendations while on-site. Pneumatic tools shall include a suppression device on the compressed air exhaust. Contractors shall connect to existing electrical service to power stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). No radios or other amplified sound devices shall be audible beyond the property line of the construction site.

D. *Construction Activity Noise Control Measures:*

1. Demolition Sequencing: Demolition/deconstruction activities shall be sequenced to take advantage of existing shielding/noise reduction provided by existing buildings, parts of buildings, and/or topography, and shall use methods that minimize noise and vibration, such as sawing concrete blocks instead of crushing or other pulverization activities, unless there are project-specific technical and logistical constraints that require such activities.
2. Noise Barrier Installation: An 8-foot-tall noise barrier shall be installed during all demolition, site preparation, grading, and structural foundation work activities (including concrete slab pours) that have a direct line of sight to an occupied dwelling unit or other on-site receptor. The barrier shall only be required along the portion of the job site / work area perimeter that lies between the active work area and the affected dwelling unit or on-site receptor. The barrier shall consist of nominal 0.5-

inch plywood with a minimum material density of 1.7 pounds per square foot installed, or other commercially available acoustic panels, blankets, etc. that have a minimum sound transmission class or transmission loss value of 20 dB. The barrier shall be installed at grade or mounted to structures located at grade, such as a K-rail, and be maintained free of openings or gaps (other than weep holes). Construction ingress/egress shall not be permitted through the barrier unless there is no other viable access point due to specific project constraints or other access requirements. The noise barrier may be removed following the completion of all demolition, site preparation, grading, building foundation, and paving work (i.e., it is not necessary once framing and typical vertical building construction begins provided no other site preparation, grading, or paving work is still occurring in the area).

3. Pile Driving: Pile driving shall be prohibited unless geotechnical evaluations demonstrate pile driving activities are necessary. If necessary, piles shall be pre-drilled with an auger to minimize pile driving equipment run times.

E. *Prepare a Construction Noise Complaint Plan:* Construction contractors shall prepare a Construction Noise Complaint Plan that shall:

1. Identify the name and/or title and contact information (including phone number and email) for a designated project representative responsible for addressing construction-related noise issues.
2. Include procedures describing how the designated project representative will receive, respond, and resolve construction noise complaints.
3. At a minimum, upon receipt of a noise complaint, the project representative shall identify the noise source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint such as, but not limited to, removing equipment from the site, modifying the means and methods used during construction, or installing noise control mechanisms on equipment, between work areas and receptors, etc.

MM NOI-2 Construction Vibration Reduction Measures

To reduce potential construction noise levels generated by the development of the opportunity sites, the City shall require the applicant and/or construction contractor for a specific individual development proposal to:

A. *Notify Nearby Land Uses of Planned Construction Activities*. See Mitigation Measure (MM) NOI-1, Section A.

B. *Restrict Work Hours*. See MM NOI-1, Section B.

C. *Prohibit Vibratory Equipment*. The use of vibratory rollers, vibratory/impact hammers and other potential large vibration-generating equipment (e.g., hydraulic breakers/hoe rams) shall be prohibited within 50 feet of any structure unless site- or project-specific conditions or design considerations require the use of such equipment. Plate compactors and compactor rollers are acceptable, and deep foundation piers or caissons shall be auger drilled.

D. *Prepare Vibration Mitigation Plan*. Construction contractors shall prepare a Construction Vibration Complaint Plan that identifies:

1. The project's planned vibration-generating construction activities (e.g., demolition, grading, pile driving, vibratory compaction, etc.).
2. The potential project-specific vibration levels (given project-specific equipment and soil conditions, if known) at specific occupied building locations that may be impacted by work activities.
3. Identifies, as necessary, the vibration control measures incorporated into the project that ensure equipment and work activities would not damage buildings or result in vibrations that exceed Caltrans' criteria for structural damage (0.3 inches/second peak particle velocity for older residential buildings; however, this may be adjusted to reflect the specific type of building that may be impacted by an activity) and the FTA's human annoyance criteria for residential [72 VdB] or commercial [75 VdB] land uses for frequent events). Such measures may include, but are not limited to:

i. The requirements of Sections A, B, and C;
ii. The use of vibration monitoring to measure actual vibration levels;
iii. The use of photo monitoring or other records to document building conditions prior to, during, and after construction activities; and
iv. The use of other measures such as the use of rubber-tired equipment instead of tracked equipment, trenches, or wave barriers that limit groundborne vibration levels at occupied receptor locations to levels below the standards identified in this section.

4. Includes procedures describing how the construction contractor will receive, respond, and resolve to construction vibration complaints. At a minimum, upon receipt of a vibration complaint, the Contractor shall identify the vibration source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint pursuant to MM NOI-2, Section 3.

3.14 Population and Housing

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

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to population and housing include, but are not limited to, the following:

- California Housing Element Law
- Senate Bill 375
- Assembly Bill 1397
- Southern California Association of Governments Connect SoCal[49]
- Palos Verdes Estates General Plan

[49] The 2025-2050 RTP/SCS was adopted by the Southern California Association of Governments (SCAG). Though it has not yet been adopted by the California Air Resources Board, for the purposes of population and housing, this analysis evaluates consistency with the 2025-2050 RTP/SCS because that is the effective plan for the applicable regional regulatory body with respect to land use and planning impacts.

Environmental Setting

As of January 1, 2023, the City had a population of 12,646.[50] US Census Data shows that the City's population has been slowly declining for the past several years. Since the 2020 census, the City's population has declined by approximately 5.3%. The City's share of the 2021-2029 RHNA is 199 units.

Impact Analysis

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

Less Than Significant Impact: The proposed Project would allow for population growth; however, for the reasons discussed throughout this impact analysis and in Section 3.11(b), it would be consistent with applicable regulations and policies and would not be unplanned. These housing units would contribute to fulfilling the City's housing needs established by SCAG in the RHNA. The RHNA is based on the growth forecasts provided in Connect SoCal which is required by SB 375 to provide consistency between regional transportation plans and regional housing plans,[51] and local input is a basis for Connect SoCal.[52]

Future development would be required to demonstrate consistency with the Housing Element Update and requirements of the General Plan protecting against substantial unplanned growth and displacement of existing residential uses. Title 18, Zoning of the Municipal Code implements the General Plan and provides an orderly planned use of land resources, consistent with the goals and policies of the General Plan. The Municipal Code also contains regulations regarding housing and land use types that affect population and would ensure that the proposed Project would not result in unplanned direct or indirect population growth.

Furthermore, state housing element law requires the City to plan for housing development; however, the Housing Element Update does not directly approve or result in any specific construction, or require the construction, of any housing. The classification of these sites as opportunity sites is intended to plan for and encourage cohesive housing development; however, development by property owners and developers is predominantly dependent on market forces. Individual housing development projects may not necessarily occur on all the opportunity sites, nor would every site necessarily be built to maximum proposed density.

Any indirect population growth associated with the proposed Project (i.e., jobs associated with the construction of housing) is already assumed and consistent with the growth projected in Connect SoCal. The sites are located within an urban area and would therefore not require extended infrastructure such as roads, water, or sewer lines to a degree that barriers to growth would be removed.

Because the increase in housing would be consistent with the growth vision of the Connect SoCal, would take place within an urbanized area served by existing infrastructure, and would be required to demonstrate consistency with applicable regulations and policies, the proposed Project would not result in substantial unplanned direct or indirect population growth and impacts would be less than significant.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact: None of the opportunity sites are currently developed with housing. Therefore, the proposed Project would not displace existing people or housing necessitating construction of replacement housing and would

[50] United States Census Bureau. QuickFacts Palos Verdes Estates city, California. Website: https://www.census.gov/quickfacts/fact/table/palosverdesestatescitycalifornia/PST045223. Accessed December 3, 2024.
[51] A consistency analysis between the RHNA and Connect SoCal is included as an attachment to the Final RHNA Allocation Methodology.
[52] Southern California Association of Governments. 2020. Final RHNA Allocation Methodology. March 5.

instead build housing on infill sites with access to existing infrastructure and public services. As a result, no impact would occur.

Mitigation Measures

The proposed Project would not result in significant impacts related to population and housing; therefore, no mitigation measures are required.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
a) 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?	☐	☐	☒	☐

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to public services include, but are not limited to, the following:

- California Fire Code and California Building Code
- California Health and Safety Code
- California Senate Bill 50
- California Government Code, Section 65995(b) and Education Code, Section 17620
- City of Palos Verdes Estates General Plan
- Palos Verdes Estates Municipal Code

Environmental Setting

Fire Protection and Emergency Medical Services

The City has contracted with Los Angeles County for fire suppression, enforcement of the Fire Code, and paramedic services since 1986. Los Angeles County also provides emergency ambulance service. Los Angeles County Fire department (LACFD) Station 2 serves as the City's fire station and provides fire protection and emergency medical services. Station 2 is located at City Hall and has 15 personnel.[53] Fire Station 2 is made up

[53] City of Palos Verdes Estates. 2024. Fire and Paramedic Department. Website: https://www.pvestates.org/services/fire-and-paramedic-department. Accessed November 18, 2024.

of 1 captain, 1 fire fighter specialist, and 1 fire fighter, and a 2-person paramedic squad comprised of 2 fire fighter paramedics.[54]

LACFD uses national guidelines of a 5-minute response time for the first arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas, and an 8-minute response time for the first arriving unit and 12 minutes for advanced life support (paramedic) unit in suburban areas. The LACFD defines the sites as being within "urban areas".

Police Protection

Palos Verdes Estates Police Department (PVEPD) provides law enforcement throughout the City. PVEPD is located at City Hall and consist of three divisions: Administration, Operations Division, and the Support Division.[55] PVEPD had an average response time of 2 minutes and 34 seconds in 2023 for Priority 1 emergencies. For Priority 2 urgent calls, PVEPD had an average response time of 4 minutes 13 seconds in 2023.[56]

Schools

Palos Verdes Peninsula Unified School District provides education to students throughout the City. The 18 schools throughout the district serve 10,406 students in total. The district is considered to be one of the top school districts at the local, state, and national levels.[57] Current and past enrollment data by grade level is shown below in Table 14. Future high enrollment projections are shown in Table 15. To provide a conservative analysis, the high enrollment projections were included.

Malaga Cove (Site 1) would be served by Montemalga Elementary School and Palos Verdes Intermediate School. Lunada Bay (Site 2) would be served by Lundada Bay Elementary and Palos Verdes Intermediate School. First Church of Christ, Scientist (Site 3) would be served by Rancho Vista Elementary School and Miraleste Intermediate School. Residents would have their choice for high school for all three sites.

Table 14.
Enrollment History for Palos Verdes Unified School District

Grade Level	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
TK	216	192	181	181	176	188	153	163	195	268
K -5	4,269	4,314	4,314	4,302	4,193	4,152	3,943	3,888	4,059	4,009
6-8	2,813	2,667	2,721	2,682	2,735	2,673	2,420	2,376	2,338	2,372
9-12	4,237	4,236	4,113	4,126	4,015	3,882	3,890	3,754	3,707	3,600
Other	120	117	120	116	106	118	105	231	163	157
Total:	11,655	11,526	11,449	11,407	11,225	11,013	10,511	10,412	10,462	10,406

Source: Palos Verdes Peninsula Unified School District. 2024. Enrollment Projections Report by School of Attendance.

[54] Durbin, Ronald. M, Chief, Forestry Division, Prevention Service Bureau. Personal communication: letter. December 5, 2024.
[55] City of Palos Verdes Estates. 2023. Police Department. Website: https://www.pvestates.org/services/police-department/. Accessed October 14, 2024.
[56] City of Palos Verdes Estates. 2023. Response Times Explained. Website: https://www.pvestates.org/services/police-department/response-time-explained. Accessed October 14, 2024.
[57] Palos Verdes Peninsula Unified School District. About the District. Website: https://www.pvpusd.net/apps/pages/index.jsp?uREC_ID=361418&type=d&pREC_ID=787353. Accessed November 18, 2024.

Table 15.
Enrolment Projections for Palos Verdes Unified School District

School	Projected Enrollment High for 2024-2025	Projected Enrollment High for 2025-2026	Projected Enrollment High for 2026-2027	Projected Enrollment High for 2027-2028	Projected Enrollment High for 2028-2029
Montelmalga Elementary School	397	399	418	430	415
Palos Verdes Intermediate School	731	746	755	745	781
Lunada Bay Elementary	323	345	377	405	433
Rancho Vista Elementary	332	338	362	371	381
Miraleste Intermediate School	736	746	767	780	794
Palos Verdes High School	1478	1535	1586	1644	1633
Palos Verdes Peninsula High School	2151	2078	2038	2127	2116

Source: Palos Verdes Peninsula Unified School District. 2024. Enrollment Projections Report by School of Attendance.

Parks

The City maintains several parks for dedicated open space use. The Palos Verdes Estates Shoreline Preserve is a rocky beach and bluff top park between Lunada Bay and Bluff Cove that is owned and maintained by the City of Palos Verdes Estates. Passive parks located within the City include the Memorial Garden, Farnham Martin Park, Civic Center Park and the Lunada Bay Plaza. Each passive park is less than an acre in size.

Libraries

The Palos Verdes Library District (PVLD) operates four libraries throughout the peninsula. The PVLD serves a population of approximately 68,000 people. The Malaga Cove Library serves as the library for the City. It is open to the public on weekdays and Saturdays.[58] The library provides core library functions for the community including collections for children, teens and adults, eight public computers, two public printers, study and reading spaces, three unique room rental spaces, a small communal patio area, and a full calendar of community programming and events. The library also provides technological equipment (such as mobile charging ports, Chromebooks, and various cables), passport services, study spaces, and state park passes.

Impact Analysis

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?

Less Than Significant Impact: The proposed Project could result in new residents, visitors, and employees in the area, which would be expected to result in an increase in calls for fire protection and emergency medical services. The sites are in an urbanized area which is already developed with commercial properties that are adequately served by the LACFD. The LACFD reviewed the Project Description and determined future

[58] Palos Verdes Library District. 2024. Website: https://www.pvld.org/. Accessed October 14, 2024.

development would not substantially impact their response times in the area based on their adopted guidelines.[59]

Furthermore, as the City receives development applications for future development, those applications would be reviewed by the City and LACFD for compliance with current code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants. Specific fire and life safety requirements for the construction phase would be addressed upon review and approval by the LACFD. Therefore, the proposed Project would not result in significant adverse effects related to fire protection services and impacts would be less than significant.

Police protection?

Less Than Significant Impact: New residents, visitors, and employees in the area would be expected to result in an increase in calls for police protection services. The Palos Verdes Estates Police Department has a target response time of 3 minutes for priority one emergencies.[60] With an average response time of 2 minutes and 34 seconds, the Palos Verdes Estates Police Department typically meets or exceeds this target. The sites are located within an urbanized environment with existing commercial uses which are currently adequately served by the Police Department. In addition, the proposed uses are not those typically associated with significant increases in calls for service. Therefore, the proposed Project would not significantly impact response times or cause an increase to response which would prevent PVEPD from meeting their targeted response times or require the expansion of existing police facilities, and impacts would be less than significant

Schools?

Less Than Significant Impact: New residents in the area would likely have school-age children which would be expected to result in an increase in demand for school facilities. High projections for school enrollment are shown above in Table 15. Even under the high enrollment projection, data from the District's enrollment projection report shows that the District has experienced an overall decrease in school age children over the last decade. As a result, the District is currently below its previous capacity, and there is adequate capacity to serve future students.

Pursuant to Government Code Section 65995, payment of development fees is considered "full and complete mitigation" for impacts to school facilities. Accordingly, local governments are prohibited from requiring additional fees or exactions for school impacts. As a result, the applicant would be required to pay any currently applicable fees at the time building permits are sought and no additional construction or alteration of school facilities would be necessary.

Parks?

Less Than Significant Impact: The General Plan does not establish a parkland service standard. However, the General Plan identifies a population of 18,600 to be a point at which expansion of recreational facilities would be required in order to accommodate the increase in population. The increase in population by 401 people would result in a population of 13,748 in the City, which is less than the expansion point of 18,600. Furthermore, Los Angeles County conducted a park needs assessment which determined that the City had a very low need for additional park acreage, the lowest possible park needs designation in the study. Therefore, impacts to parks would be less than significant.

Libraries?

Less Than Significant Impact: New residents, employees, and visitors to the area would be expected to increase library visits. A representative of PVLD noted that additional staffing may be necessary to

[59] Durbin, Ronald. M, Chief, Forestry Division, Prevention Service Bureau. Personal communication: letter. December 5, 2024.
[60] City of Palos Verdes Estates. Police Captain Recruitment Brochure: About Palos Verdes Estates-The Police Department. Website: https://tstalentsolutions.com/wp-content/uploads/2024/07/2024-07_PVE_Police-Captain-Recruitment-Brochure-Final-01.pdf. Accessed October 21, 2024.

accommodate future development. However, they did not indicate the need for additional facilities.[61] PVLD has indicated that they have traffic concerns due to an increase in residents visiting the library. Traffic is discussed in depth in Section 3.17, Transportation, and impacts would be less than significant. The PVLD currently provides service to approximately 68,000 residents. The proposed Project could result in a maximum increase of 401 people, which would represent an approximate increase of far less than 1% to the total service population for the district. As a result, impacts to libraries would be less than significant.

Mitigation Measures

The proposed Project would not result in significant impacts related to public services; therefore, no mitigation measures are required.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
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?	☐	☐	☒	☐

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to recreation include, but are not limited to, the following:

- Quimby Act
- City of Palos Verdes Estates General Plan – Open Space Element
- City of Palos Verdes Municipal Code

[61] Addington, Jennifer. District Director. Palos Verdes Library District. Personal communication: email. October 21, 2024.

Environmental Setting

Los Angeles County Region

Topanga State Park

Topanga State Park consists of approximately 9,000 acres located in the cliffs and canyons of the Santa Monica Mountains. Topanga State Park contains 36 miles of trails through open grassland. Topanga State Park is located approximately 34 miles north of the City. Amenities include picnic areas, hiking, and equestrian trails.[62]

Castaic Lake State Recreation Area

Castaic Lake State Recreation Area is a reservoir of the State Water Project which allows for sailing, power boating, water and jet skiing, and fishing. Located around the lake are hiking trails, bike paths, and picnic areas. The recreation area is approximately 8,700 acres. The Castaic Lake State Recreation Area is located approximately 56 miles north of the City.[63]

Griffith Park

Griffith Park consists of over 4,210 acres of chapparal-covered terrain and landscaped parkland and picnic areas. Griffith Park is one of the largest municipal parks with urban wilderness areas in the United States. Griffith Park is located approximately 30 acres north of the City. Activities include biking, camping, golf, hiking, horseback riding, swimming, soccer, tennis, and other recreation activities.[64]

Palos Verdes Nature Preserve

The Palos Verdes Nature Preserve covers approximately 1,500 acres and consists of 11 individual Reserves that permit public access. The Portuguese Bend Reserve is the largest which covers approximately 424 acres. The City of Rancho Palos Verdes owns the Nature Preserve and co-manages it with the Palos Verdes Peninsula Land Conservancy.[65] The Palos Verdes Nature Preserve is located approximately 5 miles south of the City.

Local Parks

The City maintains several parks for dedicated open space use. The Palos Verdes Estates Shoreline Preserve is a rocky beach and bluff top park between Lunada Bay and Bluff Cove that is owned and maintained by the City of Palos Verdes Estates.

The City owns and operates the Swim Club in Malaga Cove. The Palos Verdes Country Club facilities and Golf Course, the Palos Verdes Tennis Club, and the horse stables in Valmonte Canyon are owned by the City and operated under concession agreements for public use.

Passive parks located within the City include the Memorial Garden, Farnham Martin Park, Civic Center Park and the Lunada Bay Plaza. Each passive park is less than an acre in size.

[62] Los Angeles Times. 1988. The 20 Largest Parks In Los Angeles County Website: https://www.latimes.com/archives/la-xpm-1988-09-14-me-1872-story.html. Accessed October 15, 2024.
[63] Ibid
[64] Los Angeles Recreation and Parks. 2021. Website: https://www.laparks.org/griffithpark/. Accessed October 24, 2024.
[65] City of Rancho Palos Verdes. Palos Verdes Nature Preserve. Website: https://www.rpvca.gov/998/Palos-Verdes-Nature-Preserve. Accessed October 15, 2024.

Impact Analysis

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?

Less Than Significant Impact:

The General Plan does not establish a parkland service standard. The Quimby Act of 1975, CCR Section 66477.1, established a state standard of 5 acres of parkland for every 1,000 residents living within a city. Based on 2020 U.S. Census data, 13,347 people lived within the City. The General Plan identifies a population of 18,600 to be a point at which expansion of recreational facilities would be required in order to accommodate the increase in population.[66] The increase in population by 401 people would result in a population of 13,748, which is less than the expansion point of 18,600. Furthermore, Los Angeles County conducted a park needs assessment which determined that the City had a very low need for additional park acreage, the lowest possible park needs designation in the study.[67,68]

Therefore, the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated or include recreational facilities or require the construction of expansion of recreational facilities which would have an adverse physical effect on the environment, and impacts would be less than significant.

Mitigation Measures

The proposed Project would not result in significant impacts related to recreation; therefore, no mitigation measures are required.

[66] City of Palos Verdes Estates. 1973. General Plan. Page 4.
[67] Los Angeles County Department of Parks and Recreation. 2022. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment Plus. https://lacountyparkneeds.org/pnaplus-home/. Accessed July 11, 2024.
[68] Los Angeles County Department of Parks and Recreation. 2016. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment Plus. Website: https://lacountyparkneeds.org/pna-home/. Accessed July 11, 2024.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Information and analysis in this section is based, in part, on the Vehicle Miles Traveled (VMT) Screening Analysis for the Palos Verdes Estates Housing Element and Traffic Impact Analysis Report for Palos Verdes Estates Housing Element Site 3 prepared by EPD, which are provided as Appendix E.

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to transportation include, but are not limited to, the following:

- State Senate Bill 375
- State Senate Bill 743
- Los Angeles County 2035 Mobility Plan
- Palos Verdes Estates General Plan
- Palos Verdes Estates Municipal Code

Environmental Setting

The existing roadway network includes major arterials, primary arterials, hillside collector streets, collector streets, and local streets.

The Palos Verdes Peninsula Transit Authority provides public transportation throughout the City. The nearest line to all three sites is Route 225/226. Northbound service is provided via Route 225 and Southbound service is provided via Route 226 with 40 minutes to hour long headways depending on the time of day. The Malaga Cove Plaza has a bus stop which is located approximately 400 feet northeast of Malaga Cove (Site 1). The Palos Verdes Dr W & Via Carillo bus stop is located approximately 160 feet north of Lunada Bay (Site 2). The Palos Verdes Dr N & Vía Campesina bus stop is located approximately 500 northeast of First Church of Christ, Scientist (Site 3). Directly to the west of Malaga Cove (Site 1) is the Upper La Costa Fire Station Trail which serves as a bicycle and pedestrian facility and provides beach access. To the north of Lunada Bay (Site 2) is the Lunada Bay Park, which includes a bicycle and pedestrian trail which connects several miles of trail throughout the City. To the east of First Church of Christ Scientist (Site 3), across Palos Verdes Drive North, is Bridle Trail which provides several miles of trail access.

Impact Analysis

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact: The proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, as described in further detail below.

Roadways

As provided in the VMT Screening Analysis, development at Malaga Cove (Site 1) and Lunada Bay (Site 2) could result in approximately 94 daily trips each, including 7 AM and 9 PM peak-hour trips. Development at First Church of Christ, Scientist (Site 3) could result in approximately 543 daily trips, including 43 AM and 50 PM peak hour trips. Given the small number of trips and peak-hour trips anticipated to be generated by Malaga Cove (Site 1) and Luanda Bay (Site 2), future development at those sites are presumed to have a less than significant impact on traffic operations of the surrounding roadway network and intersections.

Intersection operations are evaluated using Level of Service (LOS), which is a measure of the delay experienced by drivers on a roadway facility. LOS A indicates free-flow traffic conditions and is generally the best operating conditions. LOS F is an extremely congested condition and is the worst operating condition from the driver's perspective. While not required by CEQA, a LOS operational analysis was prepared for First Church of Christ, Scientist (Site 3) to determine potential impacts with respect to the circulation system, as provided in Traffic Impact Analysis Report (see Appendix E). The County of Los Angeles requires all intersections maintain a LOS D.[69] Under Baseline Plus Project Conditions, all of the study intersections, Palos Verdes Dr N/ Ponderosa Ln; Palos Verdes Dr N/Vía Campesina, and Paseo Del Campo/Vía Campesina, would operate at LOS D or better, and there would be a less than significant impact on the circulation system.

Transit Facilities

Typical walking distances are distances up to a mile. Bus stops exist within a mile of each of the sites. It is reasonable to assume that some future residents and visitors to the sites would take the bus. Because the sites are in an urban environment with existing transit serving nearby destinations, such as Palos Verdes Estates City Hall, the Malaga Cove Library, commercial uses, neighborhood parks, and religious institutions, additional transit service would not be required. Given the location of the stops and because they are currently developed, construction and operation of the sites would not require service interruptions. Overall, ridership within the Palos Verdes Transit System was 85 percent pre-pandemic levels in 2023.[70] Maximum monthly ridership for Route 225-226 was approximately 2,800 in October 2018[71] compared to maximum ridership in October 2023 of approximately 2,310.[72] Bus service could accommodate the small increase in ridership associated with future development,

Because future development would not result in additional service and would not result in service interruptions, it would not conflict with a program, plan, ordinance, or policy regarding transit facilities and impacts would be less than significant.

[69] The City of Palos Verdes Estates does not have level of service (LOS) standards. Therefore, for this analysis, the County of Los Angeles LOS standards were utilized.
[70] Palos Verdes Peninsula Transit Authority. Regular Meeting Agenda May 31, 2023. Website: https://palosverdes.com/pvtransit/index.cfm?pg=agendas. Accessed December 13, 2024.
[71] Palos Verdes Peninsula Transit Authority. Regular Meeting Agenda April 18, 2019. Website: https://palosverdes.com/pvtransit/index.cfm?pg=agendas. Accessed December 13, 2024.
[72] Palos Verdes Peninsula Transit Authority. Regular Meeting Agenda May 31, 2023. Website: https://palosverdes.com/pvtransit/index.cfm?pg=agendas. Accessed December 13, 2024.

Bicycle Facilities

Given the location of the bicycle paths in the vicinity of the sites, use of the paths would not be interrupted during construction or operation, nor would usage associated with future development be expected to increase trail usage such the proposed Project would conflict with program, plan, policy, or ordinance relating to bicycle facilities.

Pedestrian Facilities

Pedestrian sidewalks are present at Lunada Bay (Site 2) along Palos Verdes Dr W. Although there is a possibility that construction could block pedestrian traffic, a parallel sidewalk is present across Palos Verdes Dr W which pedestrians could utilize. Sidewalk access would continue to be provided along Palos Verdes Dr W upon operation. There are no sidewalks along the site frontage at Malaga Cove (Site 1) or First Church of Christ, Scientist (Site 3). Nearby walking trails in the vicinity of these sites would not be interrupted during construction or operation, nor would usage associated with future development be expected to increase trail usage such that the proposed Project would conflict with program, plan, policy, or ordinance relating to pedestrian facilities.

Overall

Future development is not forecasted to generate roadway, transit, bicycle, or pedestrian use that would exceed the capacity of area facilities to serve that demand. Future development would be required to adhere to all applicable General Plan goals, policies, and programs and applicable goals, policies, and programs included in the Los Angeles County 2035 Mobility Plan. Additionally, future development would be subject to all applicable City guidelines, standards, and specifications related to the circulation systems, including transit, bicycle, or pedestrian facilities. Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and impacts would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact: Section 15064.3(b) establishes VMT measurement requirements statewide. A deadline of July 1, 2020, was established for jurisdictions to adopt thresholds for evaluating transportation impacts with respect to vehicle miles traveled (VMT). While the City has not adopted specific VMT thresholds, pursuant to CEQA Guidelines Section 15064.7(c), a "lead agency may consider thresholds of significance previously adopted or recommend by other public agencies or recommended by experts, provided the decision of the lead agency is supported by substantial evidence." Based on the established guidelines from the Governor's Office of Land Use and Climate Innovation (LCI) (formerly known as OPR) and nearby jurisdictions within Los Angeles County, including the City of Rolling Hills Estates[73] and the City of El Segundo,[74] if a site generates fewer than 110 daily trips, it is presumed to have a less than significant VMT impact. Malaga Cove (Site 1) and Lunada Bay (Site 2) are anticipated to result in a total of 94 daily trips each and are presumed to have a less than significant impact with respect to VMT.

First Church of Christ Scientist (Site 3) would generate approximately 543 daily trips which is above the 110 daily trip and therefore requires further analysis. Because the use of VMT as a metric for evaluating transportation impacts is ultimately tied to lowering GHG emissions, GHG emissions associated with future development is factored into this analysis. Guidance supporting the use of GHG thresholds when evaluating VMT impacts is provided in the County of Riverside Transportation Analysis Guidelines[75] and the City of Redlands CEQA Assessment VMT Analysis Guidelines.[76] First Church of Christ, Scientist (Site 3) is in the

[73] Fehr & Peers. 2022. City of Rolling Hills Estates Transportation Assessment Guidelines. November.
[74] City of El Segundo. 2022. SB 743 Implementation Guidelines. September.
[75] County of Riverside Transportation Department. 2020. Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled. December.
[76] City of Redlands. 2020. City of Redlands CEQA Assessment VMT Analysis Guidelines.

SCAQMD region which establishes a screening threshold of 3,000 MT CO_2e per year. Projects which generate less than this threshold per year include the following:

- Single family residential – 167 units or fewer
- Multifamily residential (low rise) – 232 units or fewer
- Multifamily residential (mid rise) – 299 units or fewer

Although First Church of Christ Scientist (Site 3) generates more than 110 daily trips, future development on the site would include up to a maximum of 116 housing units, which is below any number of units which would be expected to cause a GHG emission impact. Additionally, as discussed further in Section 3.8, Greenhouse Gas Emissions, total GHG emissions emitted would be approximately 1,171 MT CO_{2e} per year, which is below SCAQMD's threshold of 3,000 metric tons per year.

The site is also analyzed with respect to additional VMT screening criteria including low VMT area and affordable housing screening. These criteria are described in more detail below.

Low VMT Area

Due to the limitations of the State's Guidance with respect to a "low VMT area," further analysis is required to determine the most appropriate boundary for this analysis. Based on the established guidelines from nearby jurisdictions, the City of Rolling Hills Estates and the City of El Segundo, it was determined that a citywide analysis is the most appropriate. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new developments in such locations would likely result in a similar level of VMT, such maps can be used to screen out certain projects from needing to prepare a detailed VMT analysis. There are currently no such maps available for the City of Palos Verdes Estates. The daily VMT/Capita of First Church of Christ, Scientist (Site 3) is therefore analyzed using Southern California Association of Governments Travel Demand Model (SCAG Model). Because a travel demand model with appropriate VMT estimation for the County of Los Angeles does not exist, the SCAG Model is the most appropriate model to be utilized for this analysis. Based on the SCAG Model, First Church of Christ, Scientist (Site 3) is located in a TAZ with a daily VMT/capita 9.37% below the citywide average under baseline 2024 conditions, which would result in reduced VMT compared to surrounding areas of the City, and therefore is presumed to have a less than significant impact on VMT.

Affordable Housing Screening

Per the State's OPR Guidance, adding affordable housing to infill locations generally improves the jobs-housing balance, in turn shortening commutes and reducing VMT. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less than significant impact on VMT. As described in Section 2, Project Description, it is anticipated that future development at First Church of Christ, Scientist (Site 3) would have a capacity for 60 very low/low-income units.

Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed-use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units.

Conclusion

Malaga Cove (Site 1) and Lunada Bay (Site 2) are presumed to have a less than significant VMT impact given the allowable development on those sites. First Church of Christ, Scientist (Site 3) would generate less than 3,000 MT CO2e per year, is located within a TAZ with a daily VMT/capita 9.37% below the citywide average under baseline 2024 conditions, which would result in reduced VMT compared to surrounding areas of the City, and would include affordable housing. Consequently, First Church

of Christ, Scientist (Site 3) is presumed to have a less than significant impact on VMT. Therefore, the proposed Project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and impacts would be less than significant.

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

Less Than Significant Impact: The proposed Project would not include new roadway design or introduce a new land use or project feature designed in such a way as to create hazardous conditions. Given the sites have been previously developed and are located within an urban setting, future development would not include incompatible uses such as farm equipment or design features such as sharp curves or dangerous intersections which would increase hazards in the project vicinity.

Malaga Cove (Site 1) and First Church of Christ, Scientist (Site 3) are each accessible from a single driveway on their respective streets: Tejon Place for Malaga Cove (Site 1) and Palso Verdes Dr W for First Church of Christ, Scientist. Lunada Bay (Site 2) includes two driveways, one which provides access to Palos Verdes Dr. N and the other to Vía Campesina. Future development would be subject to City standards and specifications which would address potential design hazards including sight distance, driveway placement, signage and striping. Any new transportation facilities or improvements to such facilities would be constructed based on industry design standards and best practices as required by the Municipal Code and building design and inspection requirements.

Therefore, the proposed Project would not substantially alter or impact roads, sight lines, or offsite land uses; the proposed Project would not increase hazards due to a geometric feature, and impacts would therefore be less than significant.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact: The proposed Project would not result in inadequate emergency access. Future development consistent with the proposed Project would be required to comply with applicable City regulations, the CFC, and the California Building Standards Code. As a standard condition of approval, the property owner would be required to provide a “Knox box” universal gate lock, if applicable, accessible to the fire departments, in order to allow the fire department access during emergency events. In accordance with the City’s standard conditions of approval and the CBC, prior to the issuance of building permits, project plans shall be reviewed and approved by the City Engineer to confirm conformance with Public Works Standards and specifications, including the location of any proposed buildings, fences, access driveways, or other features that would affect emergency access. All onsite access and sight-distance requirements would be designed in accordance with the City’s and Caltrans's design requirements. The City’s review process and compliance with applicable regulations and standards would ensure that adequate emergency access would always be provided at the sites. Therefore, the proposed Project would not result in inadequate emergency access and impacts would be less than significant.

Mitigation Measures

The proposed Project would not result in significant impacts related to transportation; therefore, no mitigation measures are required.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
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.	☐	☒	☐	☐

Regulatory Framework

The regulation at the state level applicable to the proposed Project related to tribal cultural resources includes:

- State Senate Bill 18 (SB 18)
- State Assembly Bill 52 (AB 52)

Environmental Setting

In 2005, SB 18 was signed into law by Governor Schwarzenegger. The intent of the bill is to provide California Native American tribes with an opportunity to participate in local land use decisions at an early planning stage for the purpose of protecting or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan. SB18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at key points during the planning process. Tribes must respond to a local government notice within 90 days, indicating whether they want to consult with the local government.

On July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted, which expanded CEQA by defining a new resource category, “tribal cultural resources”. AB 52 establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). AB 52 further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified or adopted. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Impact Analysis

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)?

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

Less Than Significant Impact With Mitigation Incorporated:

On September 23, 2024, the City initiated SB18 and AB 52 consultations through mailing, via certified mail and email, SB18/AB 52 consultation letters, including project information and contact information to nine tribal representatives. The tribal governments provided with consultation letters include the following list of recipients:

- Gabrielino – Tongva Tribe
- Gabrielino/ Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Santa Rosa Band of Cahuilla Indians[77]
- Soboba Band of Luiseno Indians

On October 10, 2024, in response to a Sacred Lands File (SLF) search request, the NAHC sent a letter to the City indicating a negative result for Native American cultural resources on the sites. The letter included an additional eight tribal representatives. On October 11, 2024, the City sent certified letters to the additional tribal representatives.

[77] SB 18/AB 52 letters were sent to two contacts at the Santa Rosa Band of Cahuilla Indians

On October 3rd, 2024, the Gabrielino Tongva Indians of California stated that they had concerns regarding the proposed Project and that they wanted to set up a time to speak with the City to discuss their concerns. The City responded on October 7 to schedule a call with the tribal representative and followed up on October 28, but did not receive a response. On October 29th, the Santa Rosa Band of Cahuilla Indians responded that they defer any comments to the Soboba Band of Luiseno Indians Cultural Resource Department. On September 24, October 8, and October 30th, 2024, the Gabrieleno Band of Mission Indians – Kizh Nation stated that wanted to be notified if any type of ground disturbances were to take place. No other responses have been received to date. The NAHC and tribal contact efforts are available in Appendix C.

A SLF check conducted through the NAHC was negative for the sites, signifying that the sites are not located on sacred tribal lands. As discussed in Section 3.5, Cultural Resources, the sites have all been previously built up and disturbed and are largely paved. For the portion of First Church of Christ, Scientist (Site 3) that is not developed/paved, the area has been landscaped, leaving no native landscape. As such, it is unlikely for any undistributed, potentially significant tribal cultural resources to occur on or near the surface of the sites. However, future development could include ground disturbance. Therefore, it is possible that intact and previously undiscovered tribal cultural resources are present at subsurface levels and could be uncovered during ground-disturbing activities. MM CUL-1 and MM CUL-2, discussed in Section 3.5, Cultural Resources, would reduce potential impacts to tribal cultural resources to less than significant levels. With compliance to existing regulations and implementation MM CUL-1 and MM CUL-2, impacts to tribal cultural resources would be less than significant.

Mitigation Measures

Implement MM CUL-1 and MM CUL-2.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to utilities and service systems include, but are not limited to, the following:

- 2020 Urban Water Management Plan
- Safe Drinking Water Act
- Clean Water Act
- California Porter-Cologne Water Quality Control Act
- California Urban Water Management Planning Act
- California Health and Safety Code
- California Energy Regulations (Title 24 of the California Code of Regulations, Part 6)
- California Green Building Standards Code (Title 24 of the California Code of Regulations, Part 11)
- California Water Conservation Act
- California Model Water Efficient Landscape Ordinance
- California Integrated Waste Management Act
- Senate Bill 1016
- Senate Bill 1383
- California Appliance Efficiency Regulations
- Water Replenishment District of South California Groundwater Basins Master Plan
- Standard Urban Storm Water Mitigation Plan For Los Angeles County and Cities In Los Angeles County
- Palos Verdes Estates General Plan
- Palos Verdes Estates Municipal Code
- Palos Verdes Estates Sewer System Management Plan

Environmental Setting

Water

Potable Water

California Water Service (Cal Water) provides domestic water services throughout the City. Cal Water is the largest regulated American water utility west of the Mississippi River and the third largest in the country. Cal Water serves 497,700 customer connections in over 100 communities throughout the state.[78]

The Cal Water Palos Verdes District's only source of water supply is purchased water from the West Basin Municipal Water District (WBMWD). WBMWD is one of the 27 member agencies of the Metropolitan Water District of Southern California (MWD), which imports water through either the Colorado River Aqueduct, which is owned by MWD, or the California Aqueduct, a facility of the State Water Project, which is owned and operated by the DWR. Table 16 shows the projected water supply for the City.

Table 16.
Projected Water Supply

Water Supply (acre-feet)					
Water Supply	**2025**	**2030**	**2035**	**2040**	**2045**
Purchased or Imported Water[1]	17,873	17,782	17,950	18,070	18,300
Recycled Water	0	194	194	194	194
Total:	**17,873**	**17,976**	**18,144**	**18,264**	**18,494**

Source: California Water Service. 2021. 2020 Urban Water Management Plan: Palos Verdes District. Table 6-9.
Notes: Volumes are in units of are-feet.

Water Demand

Water supply and demand for normal, single, and multiple dry year is summarized below in Table 17, Table 18, and Table 19, respectively. Residential customers account for the majority of the District's water demand: 77% of water demand in the District is utilized by residential customers, 16% is used by nonresidential development, and 7% are attributed to distribution system losses.

Table 17.
Normal Year Supply and Demand

	2025	**2030**	**2035**	**2040**	**2045**
Supply Totals	17,873	17,976	18,144	18,264	18,494
Demand Totals	17,873	17,976	18,144	18,264	18,494
Difference	**0**	**0**	**0**	**0**	**0**

Source: California Water Service. 2021. 2020 Urban Water Management Plan: Palos Verdes District. Table 7-2.
Note: Volumes are in units of acre-feet

[78] California Water Service.2024. Company Information. Website: https://www.calwater.com/about/company-information/. Accessed November 19, 2024.

Table 18.
Single Dry Year Supply and Demand

	2025	2030	2035	2040	2045
Supply Totals	18,246	18,346	18,518	18,641	18,976
Demand Totals	18,246	18,346	18,518	18,641	18,976
Difference	**0**	**0**	**0**	**0**	**0**

Source: California Water Service. 2021. 2020 Urban Water Management Plan: Palos Verdes District. Table 7-3.
Note: Volumes are in units of acre-feet

Table 19.
Multiple Dry Year Supply and Demand

		2025	2030	2035	2040	2045
First Year	Supply Totals	18,476	18,576	18,750	18,874	19,113
	Demand Totals	18,476	18,576	18,750	18,874	19,113
	Difference	**0**	**0**	**0**	**0**	**0**
Second Year	Supply Totals	18,476	18,576	18,750	18,874	19,113
	Demand Totals	18,476	18,576	18,750	18,874	19,113
	Difference	**0**	**0**	**0**	**0**	**0**
Third Year	Supply Totals	18,476	18,576	18,750	18,874	19,113
	Demand Totals	18,476	18,576	18,750	18,874	19,113
	Difference	**0**	**0**	**0**	**0**	**0**
Fourth Year	Supply Totals	18,476	18,576	18,750	18,874	19,113
	Demand Totals	18,476	18,576	18,750	18,874	19,113
	Difference	**0**	**0**	**0**	**0**	**0**
Fifth Year	Supply Totals	18,476	18,576	18,750	18,874	19,113
	Demand Totals	18,476	18,576	18,750	18,874	19,113
	Difference	**0**	**0**	**0**	**0**	**0**

Source: California Water Service. 2021. 2020 Urban Water Management Plan: Palos Verdes District. Table 7-4.
Note: Volumes are in units of acre-feet

The supply volumes in the above tables do not represent the total amount of purchased water and recycled water supplies that may be available to the District in a given year, but rather reflect the fact that the combination of available supply sources has always been sufficient to meet demands, and is projected to continue to be sufficient to meet demands in the future, in combination with the Palos Verdes District's Water Shortage Contingency Plan (WSCP) and other proactive measures taken by the District. Purchased water from WBMWD is 100 percent reliable regardless of water year type and will make up the differences between demand and other projected supplies (recycled water). Therefore, Cal Water's supply for the Palos Verdes District is expected to be able to serve those demands in all year types through 2045.[79]

Groundwater

Although the Palos Verdes District overlies the West Coast Subbasin of the Los Angeles Groundwater Basin, groundwater is not being used as a source of supply. The District is located in an area of the West Coast Subbasin where groundwater is unconfined marine sediment, and wells have not been found to be cost

[79] California Water Service. 2021. 2020 Urban Water Management Plan: Palos Verdes District, page 71.

effective. Cal Water instead purchases water from the MWD which sources groundwater from the West Coast Groundwater Basin that underlies much of its service area.

Water Infrastructure and Distribution

To meet customer needs, the district purchases water sourced from the Colorado River and from the State Water Project in northern California. The Palos Verdes system currently includes 350 miles of pipeline, 15 active storage tanks, 31 booster pumps, and 4 MWD connections.[80]

Wastewater

Wastewater is managed in the City by the Los Angeles County Sanitation Districts. The Sanitation Districts were created in 1923 to construct, operate, and maintain facilities that collect and treat domestic and industrial wastewater (sewage). The agency operates and maintains the regional wastewater collection system, which includes approximately 1,400 miles of sewers, 49 pumping plants, and 11 wastewater treatment plants that transport and treat about half the wastewater in Los Angeles County. [81]

Stormwater

Stormwater in the City is managed by the Los Angeles County Public Works Department Stormwater Division. They act as the principal permittee for the Municipal National Pollutant Discharge Elimination System (NPDES) Permit is issued to the County of Los Angeles and 84 cities by the California Regional Water Quality Control Board, Los Angeles Region.[82]

Solid Waste

The City contracts with Athens Services for its refuse and recycling. Athens Services is a local waste collection and recycling company that has served the greater Los Angeles community for the past 60 years. Athens Services provides solid waste management services to approximately 250,000 customers in more than 50 communities across southern California.[83] Solid waste in the City is hauled to one of two Material Recovery Facilities (MRFs): Paramount Resource Recycling in the City of Paramount and the Resources Recovery Center is the City of Santa Monica. The facilities can process a maximum of 2,450 tons and 400 tons of material per day, respectively.[84],[85] Solid waste that is not recyclable is hauled to San Timoteo Landfill in Redlands, California, which has a permitted capacity of 2,000 tons per day with a remaining capacity of 12,360,395 cubic yards.[86]

Energy

Electricity

Electricity throughout the City is provided by Southern California Edison (SCE). SCE is an investor-owned public utility company which is one of the nation's largest electric utilities companies. SCE delivers power to 15 million

[80] California Water Service Company. 2022. Palos Verdes System 2022 Water Quality Report. Website: https://www.calwater.com/docs/ccr/2022/rd-pv-2022.pdf. Accessed December 5, 2024.
[81] Los Angeles County Sanitation District. Our Agency. Website: https://www.lacsd.org/about-us/who-we-are/our-agency Accessed October 23, 2024.
[82] Los Angeles County Public Works Department. 2024. Stormwater. Website: https://dpw.lacounty.gov/epd/stormwater/. Accessed November 19, 2024.
[83] Athens Services. 2022. Website: https://athensservices.com/#. Accessed November 19, 2024.
[84] California Department of Resources Recycling and Recovery (CalRecycle). 2019. SWIC Facility/Site Activity Details: Paramount Resource Recycling Facility (19-AA-0840). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3682?siteID=1144. Accessed December 6, 2024.
[85] California Department of Resources Recycling and Recovery (CalRecycle). 2011. City of Santa Monica Resource Recovery Center: Solid Waste Facility Permit (19-AA-0008). March 8.
[86] California Department of Resources Recycling and Recovery (CalRecycle). 2019. SWIC Facility/Site Activity Details: Paramount Resource Recycling Facility (19-AA-0840). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1906?siteID=2688. Accessed December 6, 2024.

people in 50,000 square miles across central, coastal and Southern California. Their service area includes more than 180 incorporated cities and 15 counties.[87]

Natural Gas

Natural Gas is provided by Southern California Gas (SoCal Gas). SoCal Gas is the nation's largest natural gas distribution utility. SoCal Gas provides gas services to 21.1 million consumers through 5.9 million meters in more than 500 communities.

Their service territory encompasses approximately 24,000 square miles throughout Central and Southern California.[88]

Telecommunications

Several telecommunication and internet services options are available to residents in the City. COX, T-Mobile, Spectrum, Verizon, Starlink, and Frontier all operate within the City and offer a range of telecommunication service options.

Impact Analysis

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

Less Than Significant Impact:

Water

As described in more detail in Section 3.19(b), the 2020 UWMP demonstrates that Cal Water will be able to serve 100 percent of projected demands through 2045 under all hydrologic (Normal Years, Single Dry Years, and Multiple Dry Years) conditions. Therefore, the proposed Project would not trigger the need for new or expanded water supply.

The sites are currently developed with commercial development that is connected to existing infrastructure, and future development would connect to existing City water infrastructure. Future development may require extension, relocation, or expansion of water lines to the opportunity sites but would be subject to compliance with the applicable local, State, and federal laws, ordinances, and regulations, including the City's standard conditions of approval, to ensure construction-related impacts are less than significant. This could include installing water mains, new water meters, or upgrades to the existing infrastructure.

As a result, future development consistent with the proposed Project would be adequately served by existing facilities in the area and would not require the construction or relocation of facilities such that it would cause significant environmental effects, and impacts would be less than significant.

Wastewater

Future development would have wastewater conveyed to the A. K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant (JWPCP) Wastewater Treatment Facility). The JWPCP currently processes an average flow of 248.3 (mgd) and has a capacity of 400 mgd. The proposed Project is estimated to generate 40,560 gallons of wastewater per day,[89] which represents far less than one percent of the JWPCP

[87] Southern California Edison (SCE). 2024. About Us. Website: https://www.sce.com/about-us. Accessed November 19, 2024.
[88] Southern California Gas (SoCal Gas). 2024. Company Profile. Website: https://www.socalgas.com/about-us. Accessed November 19, 2024.
[89] Horsely, Patricia. Environmental Planner. Los Angeles County Sanitation District. Personal communication: email. October 30, 2024.

Treatment Plant's daily dry weather flow. Therefore, the treatment plant has sufficient capacity to treat wastewater generated by the proposed Project. A new or expanded wastewater treatment facility would not be required as a result.

Wastewater flow originating from Malaga Cove (Site 1) would discharge to a local sewer line which has a capacity of 4.0 mgd. When last measured in 2015, the sewer line had a peak flow 0.2 mgd. Wastewater flow originating from Lunada Bay (Site 2) would be discharged to a local sewer line with a capacity of 3.3 mgd. When measured in 2015, it had a peak flow of 1.0 mgd. Wastewater flow originating from First Church of Christ, Scientist (Site 3) would discharge to a local sewer line with a capacity of 0.4 million gallons per day. When it was last measured in 2015, it had a peak flow of 0.1 million gallons per day. As a result, the sewer lines which would serve the sites are all far below maximum daily capacity and would not require any expansion to serve future development.

In addition, the Los Angeles County Sanitation Districts are permitted under the California Health and Safety Code to charge a fee to connect facilities to the District's Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the districts for capital facilities. Payment of respective connection fees would be required before future development projects are permitted to discharge to the District's Sewerage System.

The applicant for a specific individual development proposal would also be required to submit the project plans to the Los Angeles County Sanitation District for review and approval prior to construction. Impacts would therefore be less than significant.

Stormwater

The sites have previously been developed and largely consist of paved surfaces. Redevelopment of Malaga Cove (Site 1) and Lunada Bay (Site 2) would be unlikely to affect the percentage of pervious surface area because the sites already primarily contain impervious surface area and would be redeveloped with impervious surfaces. First Church of Christ, Scientist (Site 3) site currently contains pervious surface area and future development on the site could lead to an increase in impervious surfaces. Development at the sites would be required to comply with the City's LID ordinance which requires implementation of BMPs in order to meet the City's stormwater performance requirements pursuant to Chapter 13.08, Storm Drains and Stormwater Management and Pollution Control, of the Municipal Code.

The Municipal Code requires that projects include BMPs, elucidated in the LA County LID Manual Section 7, to control stormwater runoff from project development. LID site design and BMPs promote the use of natural systems for infiltration, evapotranspiration, and use of stormwater. LID compliance further requires that projects manage stormwater quality design volume on-site to further reduce runoff. Adherence to the City's LID ordinance would ensure that runoff would not inundate downstream storm drainage facilities such that new or expanded facilities would be required. As a standard condition of approval, the applicant for a specific individual development would be required to submit plans to the City that demonstrate that stormwater flows would not exceed the capacity of the conveyance facility. Should the quantifies of flow exceed the capacity of the conveyance facility, the applicant for a specific individual development proposal would be required to provide adequate drainage facilities and/or appropriate easement(s), if necessary, for review and approval by the Public Works Director. Potential impacts would therefore be less than significant.

Electricity, Natural Gas, and Telecommunications

The sites would be served by existing overhead power lines, existing telecommunication towers, and underground natural gas lines. Electricity would be provided by SCE. Gas would be provided by SoCal Gas. Several telecommunication companies already operate throughout the City including but not limited to COX and T-Mobile. Both SCE and SoCal Gas have prepared long-term sustainability plans to accommodate planned growth within their respective service areas. These plans include annual sustainability reports, which outline strategies and plans to further reliability and resilience of infrastructure. Telecommunications service

companies continually expand infrastructure to serve growing population demands. Plans for new or expanded facility infrastructure consider growth projections such as those anticipated as part of the Housing Element.

The proposed Project would not result in unplanned growth as described in Section 3.14, Population and Housing. Therefore, the proposed Project would not require or result in new or expanded electricity, natural gas, or telecommunication facilities beyond those already planned. Necessary extensions and/or upgrades would generally occur within existing utility easements and would be located underground, primarily within existing roadways. As a result, impacts would be less than significant.

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

Less Than Significant Impact: The Palos Verdes District purchases all its water in order to meet demands for its constituents. Cal Water estimated service area population by using census block population data with the LandView 5 and MARPLOT software programs. The UWMP accounted for growth in the region based on SCAG census tract level projections of population, housing (which includes the RHNA), and employment. The 2020 UWMP demonstrates that Cal Water will be able to serve 100 percent of projected demands through 2045 under all hydrologic (Normal Years, Single Dry Years, and Multiple Dry Years) conditions.

The industry standard is that wastewater usage totals 90% of water usage. The proposed Project has a projected average daily wastewater generation of 40,560 gallons.[90] Therefore, the proposed Project would utilize approximately 44,616 gallons of water per day, or approximately 50 AF per year, representing less than 1 percent of projected demand in 2030 under all hydrologic conditions.[91]

As such, Cal Water expects that, under all hydrologic conditions, purchased water supplies in combination with the future recycled supplies will fully serve future potable demands for the proposed Project and reasonably foreseeable future development, and impacts would be less than significant.[92]

c) Would the project 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?

Less Than Significant Impact: Development and growth in the city would be expected to increase demand for wastewater treatment capacity. Future development would be subject to the latest adopted edition of the California Plumbing Code and CALGreen Code including the provisions for water efficient fixtures and toilets, which would help reduce the amount of effluent entering the wastewater system.

Wastewater would be treated at the A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant), which has a capacity of 400 mgd and currently processes an average flow of 248.3 mgd. As discussed in Section 3.19(a), the projected maximum wastewater generation is approximately 40,560 gallons of wastewater per day, which represents far less than one percent of the A.K. Warren Water Resource Facility's daily dry weather flow.[93] The remaining treatment capacity is therefore 151.7 mgd, and the remaining capacity would be sufficient to serve its service area including future development. Therefore, the treatment plant has sufficient capacity to treat wastewater generated by the proposed Project and the wastewater treatment provider has adequate capacity to serve the proposed Project's projected demand in addition to the provider's existing commitments. Impacts would be less than significant.

[90] Horsely, Patricia. Environmental Planner. Los Angeles County Sanitation District. Personal communication: email. October 30, 2024.
[91] The RHNA is for the 2021-2029 planning period. Therefore, it is assumed that full buildout will occur by 2029.
[92] California Water Service. June 2021. 2020 Urban Water Management Plan. Accessed October 14, 2024.
[93] Horsely, Patricia. Environmental Planner. Los Angeles County Sanitation District. Personal communication: email. October 30, 2024.

d) Would the project 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?

Less Than Significant Impact: Based on information available on CalRecycle, residential units generate an average of 3.6 to 12.23 pounds per day per unit/household depending on the housing type (i.e. single or multiple-family residential).[94] As a conservative estimate, this IS/MND assumes a generation rate of 12.23 pounds per unit per day, resulting in the generation of 1,908 pounds of solid waste per day or 0.95 tons. Future development consistent with the proposed Project would be required to comply with the California Green Building Standards CodeCalGreen. Compliance requires recycling and/or salvaging for the reuse of at least 65% of construction and demolition waste. Chapter 8.14, Construction and Demolition Waste Management, of the Municipal Code provides requirements for reuse and diversion of construction and demolition waste, including the completion of a Waste Management Plan (WMP). Refuse and recyclables in the City are managed by Athens Services. Athens Services takes solid waste to their Materials Recovery Facility ("MRF") located within the City of Industry.[95]

Solid waste in the City is hauled to one of two Material Recovery Facilities (MRFs): Paramount Resource Recycling in the City of Paramount and the Resources Recovery Center is the City of Santa Monica. The facilities can process a maximum of 2,450 tons and 400 tons of material per day, respectively.[96] Therefore, waste generated would represent less than one percent of the daily maximum processing capacity for the MRFs. The San Timoteo Landfill has a permitted capacity of 2,000 tons per day, and solid waste generated by future development would represent less than one percent of the daily maximum process capacity for the landfill. Therefore, existing infrastructure would be able to accommodate waste generated by future development and it would not 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) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact: To comply with solid waste reduction statutes and regulations, future development would be required to comply with policies in the Municipal Code involving solid waste including the conditions set forth under Section 8.14.020, Applicability to be considered Covered Projects. Covered Projects are required to submit a Construction and Demolition WMP. The WMP's would be reviewed and approved by the City's WMP compliance official before approval of building and demolition permits.

Future development consistent with the proposed Project would also be required to comply with the CalGreen, which are included in Part 11, Title 24 of the California Code of Regulations. Compliance with CALGreen requires recycling and/or salvaging for reuse at least 65% of construction and demolition waste, which would reduce solid waste generation.

The proposed Project would be required to abide by and be consistent with federal, State, and local statutes, including those detailed above, and impacts would be less than significant.

Mitigation Measures

The proposed Project would not result in significant impacts related to utilities and service systems; therefore, no mitigation measures are required.

[94] CalRecycle. Estimated Solid Waste Generation Rates Website: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates. Accessed November 20, 2024.
[95] Athens Services. 2022. Website: https://athensservices.com/#. Accessed November 19, 2024.
[96] California Department of Resources Recycling and Recovery (CalRecycle). 2019. SWIC Facility/Site Activity Details: Paramount Resource Recycling Facility (19-AA-0840). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3682?siteID=1144. Accessed December 6, 2024.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Regulatory Framework

Regulations at the federal, state, and local level applicable to the proposed Project related to wildfire include, but are not limited to, the following:

- 1995 Federal Wildland Fire Management Policy
- California Department of Forestry and Fire Protection Threat Potential Mapping
- California Emergency Response Plan
- California Building Code
- California Public Resources Code
- LA County Fire Department Strategic Plan
- Southern California Association of Governments Connect SoCal
- City of Palos Verdes Estates Local Hazard Mitigation Plan
- City of Palos Verdes Estates General Plan
- City of Palos Verdes Estates Municipal Code
- City of Palos Verdes Estates Emergency Operation Plan

Environmental Setting

The City is within a VHFHSZ as discussed Section 3.9, Hazards and Hazardous Materials. Eleven fires have occurred throughout the City's history. In total, approximately 275 acres have burned within the city limits. The two largest fires occurred in 1956 and 1958, expanding up to 82 acres and 56 acres respectively. Throughout the City's history, a total of 11 wildfires have occurred. 10 of the 11 wildfires affected the central and northern

regions The most recent fire occurred as an isolated incident during 1990 in the southernmost portion of the city.[97] Since January 2019, the City contracts with the County of Los Angeles for fire protection services.

Impact Analysis

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact: The City has identified emergency response strategies and evacuation routes in its Safety Element and Local Hazard Mitigation Plan. As a standard condition of approval, the property owner would be required to provide a "Knox box" universal gate lock, if applicable, accessible to the fire departments, in order to allow the fire department access during emergency events. The City established the City of Palos Verdes Estates Emergency Operations Plan (EOP) in 1974 and most recently updated their EOP in 2019. The City is also covered under the County of Los Angeles Operational Area Emergency Operations Plan which was last updated in November 2023. There are three routes of evacuation: Palos Verdes Drive West, Palos Verdes Drive North and Granvia Altamira. There are 4.5 miles of undeveloped ocean front that also provide a secondary evacuation area. All the sites are located within a mile of these evacuation routes. Future development consistent with the proposed Project is not anticipated to interfere with either of these evacuation plans as none of the sites would induce significant traffic impacts as discussed in Section 3.17, Transportation.[98]As a result, future development would not significantly affect the circulation system, including during a disaster requiring emergency evacuation.

The LACFD reviewed the Project Description and determined future development consistent with the proposed Project would not substantially impact their response times in the area based on their adopted guidelines.[99]

As a result, the proposed Project would result in a less than significant impact with respect to impairing the implementation of an adopted emergency response or evacuation plan.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact: On average, wind speeds in the City range from approximately 5.3 miles per hour to 8.3 miles per hour depending on the time of year.[100] Past wildland urban interface fires described in the City's LHMP were exacerbated by wind speeds around 30 miles per hour or above. Typical windspeeds in the City are far below this speed. Other factors such as humidity, fuel loads, and average precipitation influence potential for fire on a site. Future development could include mixed-use and multifamily residential uses in developed areas, which would not exacerbate wildfire risks or place occupants at a greater risk to wildfire pollutants or uncontrolled wildfire.

Wind currents also typically travel uphill which can further increase the speed at which fire travels. Sloped areas are at risk of wildfires because heat rises and fire travels quicker uphill than it does on flat areas. Malaga Cove (Site 1) and Lunada Bay (Site 2) are located within relatively flat areas which would not exacerbate wildfire risk for their occupants. The First Church of Christ, Scientist (Site 3) is in an area with slight sloping at the eastern and western edges. However, this sloping is very gradual and would not exacerbate wildfire risk.

In accordance with Policy 2.2 of the Safety Element and Chapter 8.12 of the Municipal Code, future development would incorporate design features, such as fire-resistant materials, sprinkler systems, fuel breaks, and multiple access points to facilitate egress by residents and visitors and access by emergency

[97] City of Palos Verdes Estates. 2023. City of Palos Verdes Estates Safety Element.
[98] EPD Solutions, Inc. 2024. Palos Verdes Estates Housing Element Site 3 Traffic Impact Analysis Report. November 25.
[99] Durbin, Ronald. M, Chief, Forestry Division, Prevention Service Bureau. Personal communication: letter. December 5, 2024.
[100] Weatherspark. Climate and Average Weather Year Round in Palos Verdes Estates Website: https://weatherspark.com/y/1647/Average-Weather-in-Palos-Verdes-Estates-California-United-States-Year-Round#:~:text=The%20windier%20part%20of%20the,of%208.6%20miles%20per%20hour. Accessed October 1, 2024.

responders, which would minimize the potential for fire risk. Future development would also be required to follow the most recent version of the California Fire Code and California Building Code. A Fire Protection Plan that describes project specific fuel modification methods and maintenance to achieve compliance with state requirements for defensible space shall also be required, consistent with Action 2.2a of the Safety Element. Action 2.2b of the Safety Element requires new developments in Very High Fire Hazard Severity Zones to have adequate fire flow as defined by the most recent California Fire Code. Rules and Regulations for the Planting, Pruning and Removal of Trees and Shrubs in Streets and Public Places approved by the City in 1968 requires that the abutting property owner maintain the parkways adjacent to their property in a safe condition free from weeds, trash, and other debris.

As a result, slope, prevailing winds, and other factors would not exacerbate wildfire risk. Therefore, a less than significant impact would occur.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact: The sites are developed and are located within urban areas. On-site infrastructure such as roads, fire hydrants, and utilities are already present at the sites and would not be removed as part of the redevelopment. If redevelopment of the sites requires the installation or maintenance of other associated infrastructure, the installation and maintenance of such infrastructure would be completed within existing rights-of-way and would not exhibit unusual characteristics which would exacerbate fire risk or create additional temporary or ongoing impacts to the environment.

As described in Section 3.20(b), in accordance with the Safety Element and Chapter 8.12 of the Municipal Code, future development would incorporate design features, such as fire-resistant materials, sprinkler systems, fuel breaks, and multiple access points to facilitate egress by residents and visitors and access by emergency responders, which would minimize the potential for fire risk. Rules and Regulations for the Planting, Pruning and Removal of Trees and Shrubs in Streets and Public Places approved by the City in 1968 requires that the abutting property owner maintain the parkways adjacent to their property in a safe condition free from weeds, trash, and other debris.[101]

Construction and grading activities could temporarily increase wildfire risks on the sites. Implementation of management practices as required under California Building Codes, Chapter 7A, California Residential Codes, Section R337, California Referenced Standards Code, Chapter 12-7A, California Fire Code, CCR Title 24, Part 9, and Los Angeles County Code, Title 32, would reduce risks associated with wildfire caused by unintentional equipment sparks. Future development consistent with the proposed Project would be required to adhere to all Fire Code requirements; specifically, future development would provide:

- Fire sprinklers inside the retail and residential components
- All vegetation would be pruned to reduce fuel loads
- An automatic irrigation system would maintain healthy vegetation
- No trees or tree-form shrubs would extend beyond the property line; and
- A minimum 3-foot-wide firefighter access around the perimeter of the structure

Future development would also be required to implement ignition resistant construction materials and provide weathering and surface treatment protection to reduce wildfire impact risks. If a fire were to begin on a site during construction or grading operations, emergency services would be contacted immediately.

Impacts associated with the temporary increase to fire risks would be less than significant.

[101] City of Palos Verdes Estates. 1973. General Plan. Page 52.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact: Lunada Bay (Site 2) and First Church of Christ, Scientist (Site 3) are not located in areas susceptible to landslides. Malaga Cove (Site) 1 is in the lowest shade of color area which denotes that landslides have the possibility to occur in the area but are not likely to occur.[102]

All future development would be subject to the requirements described in Section 3.10 Hydrology and Water Quality regarding controlling stormwater runoff. As a standard condition of approval, the applicant shall prepare a detailed hydrology and hydraulics report corresponding with the detailed plans for grading, site development, storm drain improvements, and street improvements, including analysis of offsite drainage tributary to the site, for approval of the Public Works Director. They would also be subject to the rules and regulations set forth in Chapter 8.12, Fire Code of the Municipal Code. The City adopted an amended version of Title 32, Fire Code of the Los Angeles County Code which requires that all construction abide by:

1. California Building Codes, Chapter 7A.
2. California Residential Codes, Section R337.
3. California Referenced Standards Code, Chapter 12-7A.
4. California Fire Code, CCR Title 24, Part 9.
5. Los Angeles County Code, Title 32.

BMPs required by these regulations may include, but are not limited to, covering of the soil, use of dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Therefore, the likelihood of flooding, landslides, drainage changes, or damage to structures on, downslope, or downstream of the sites would be minimized through compliance with existing regulations. As such, impacts would be less than significant.

Mitigation Measures

The proposed Project would not result in significant impacts related to wildfire; therefore, no mitigation measures are required.

[102] United States Geological Survey. 2024. U.S. Landslide Inventory and Susceptibility. Website: https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=ae120962f459434b8c904b456c82669d. Accessed October 1, 2024

3.21 Mandatory Findings of Significance

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

Impact Analysis

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated: Implementation of mitigation measures as outlined in the respective sections of this Draft IS/MND would mitigate all potential impacts on biological and cultural/tribal cultural resources and those associated with geology and soils, hazards and hazardous materials, and noise. Impacts would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact With Mitigation Incorporated: As discussed in this Draft IS/MND implementation of the proposed mitigation measures would reduce all potentially significant impacts to less than significant impacts. Through a review of pending land use applications within the City and nearby cities of

Torrance, Rolling Hills, Rolling Hills Estates, and Rancho Palos Verdes, it was determined that there are no current of future projects within the vicinity of the site that would be developed concurrent with the proposed Project. Therefore, the proposed Project would not result in cumulatively considerable impacts, and impacts would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact With Mitigation Incorporated: As described throughout the preceding sections of this Draft IS/MND, the proposed Project would not have any substantial environmental effects on human beings, either directly or indirectly. All impacts identified throughout this document would result in a less than significant impact or would be mitigated to levels that are less than significant. As discussed throughout the preceding sections of this document, the proposed Project would be required to comply with all existing regulations. Compliance with existing regulations and implementation of the mitigation measures proposed within this document would ensure that no substantial adverse effects on human beings would result from the proposed Project. Therefore, impacts would be less than significant.

Mitigation Measures

Implement MM BIO-1, MM BIO-2, MM CUL-1, MM-CUL-2, MM GEO-1, MM GEO-2, MM HAZ-1, MM NOI 1, and MM NOI-2.

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4 Persons and Organizations Consulted-List of Preparers

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- Philip Gleason – Senior Project Manager

CRM TECH – Cultural Resources Study
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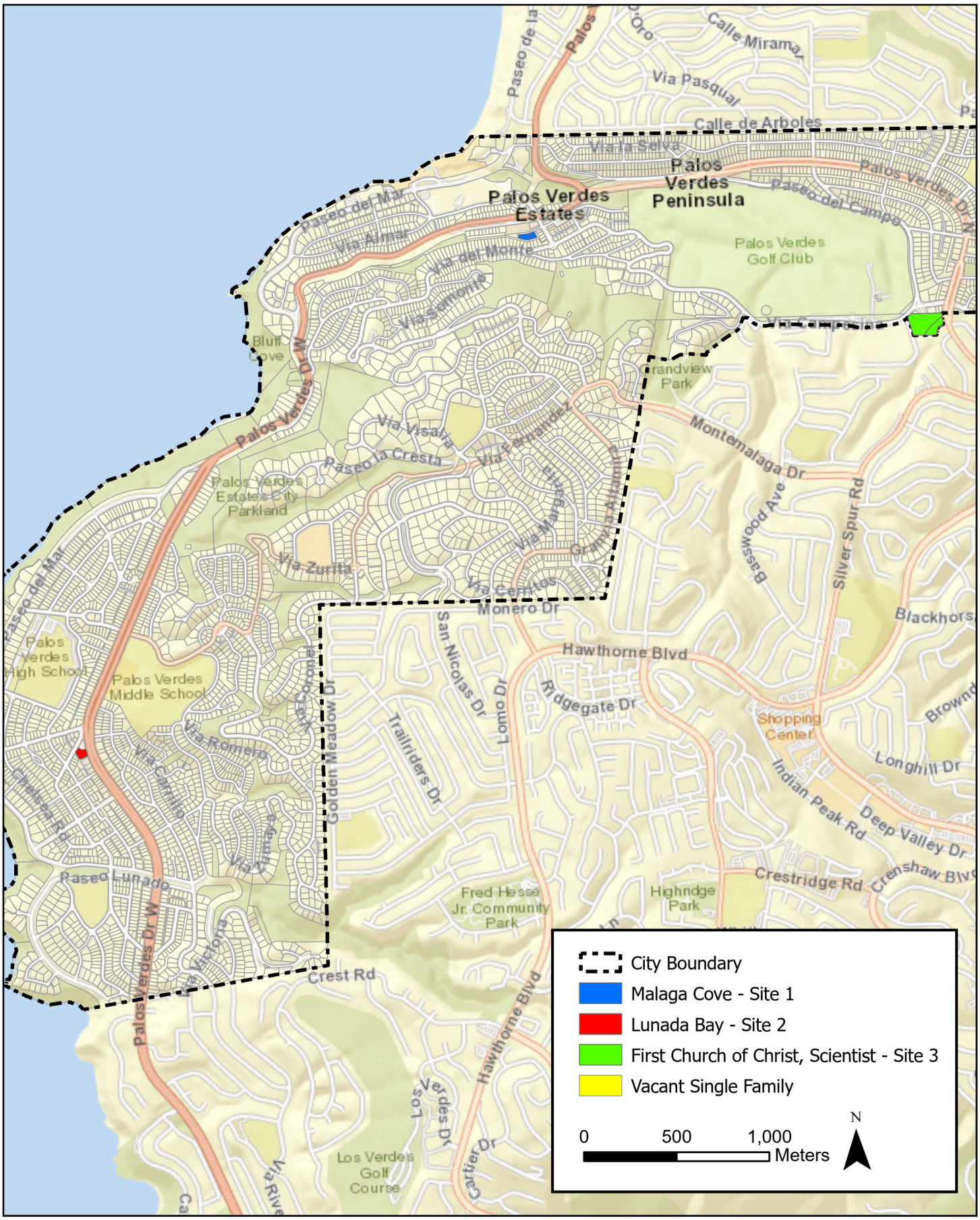
Colton, CA 92324

- Bai “Tom” Tang – Principal Investigator
- Terri Jacquemain, Historian/Architectural Historian

EXHIBITS

EXHIBIT 1
Regional Location Map

Palos Verdes Estates 2021-2029 Housing Element Program 13 Rezoning Project
Initial Study/Mitigated Negative Declaration



Data Sources: Palos Verdes Estates 2021-2029 Housing Element
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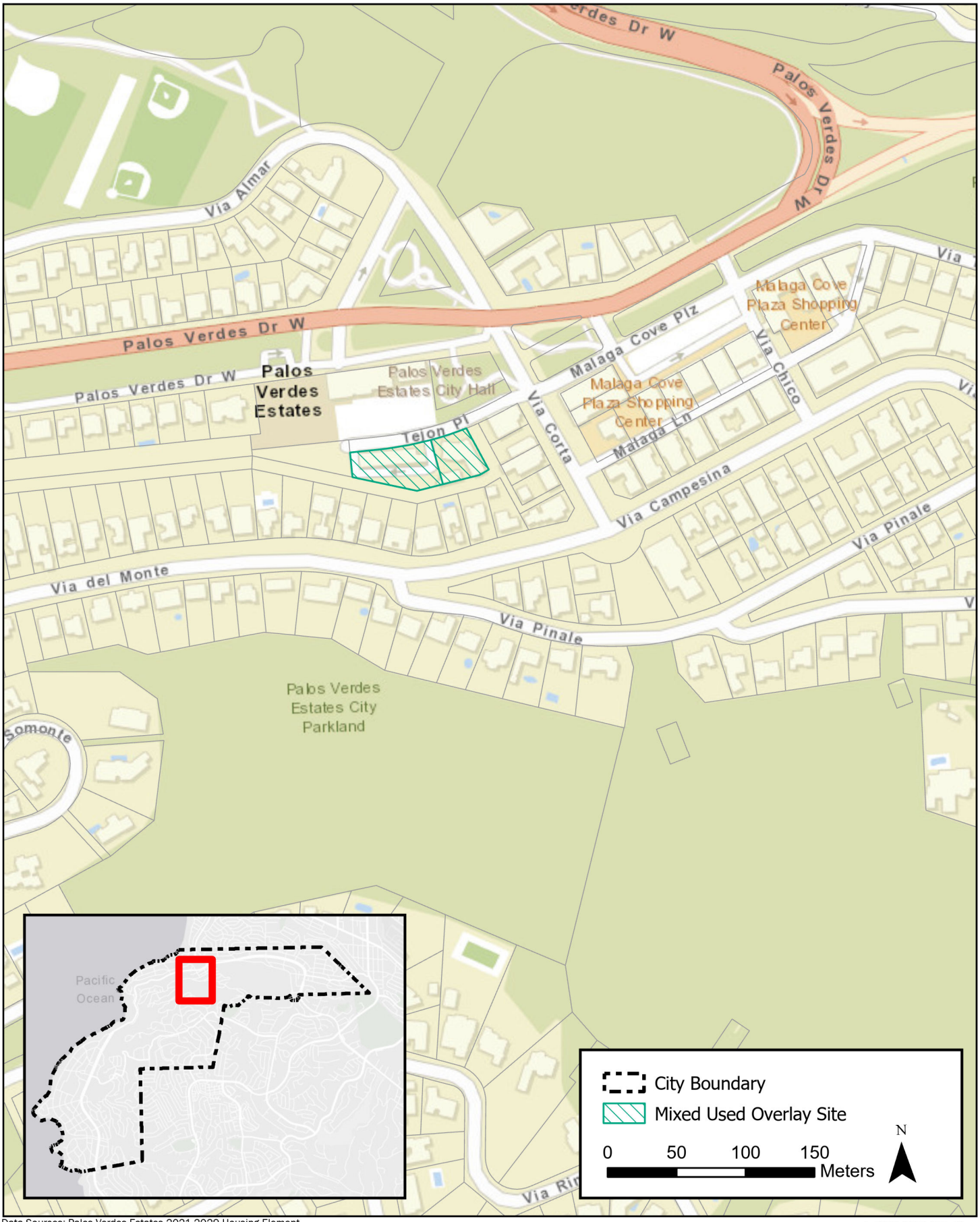
EXHIBIT 2
Palos Verdes Estates Sites Inventory

Palos Verdes Estates 2021-2029 Housing Element Program 13 Rezoning Project
Initial Study/Mitigated Negative Declaration



Data Sources: Palos Verdes Estates 2021-2029 Housing Element
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EXHIBIT 3a
Opportunity Site, Malaga Cove (Site 1)

Palos Verdes Estates 2021-2029 Housing Element Program 13 Rezoning Project
Initial Study/Mitigated Negative Declaration

Data Sources: Palos Verdes Estates 2021-2029 Housing Element
Map Export: 10/9/2024 8:12 AM.

EXHIBIT 3b
Opportunity Site, Malaga Cove (Site 1), Existing Conditions Photographs

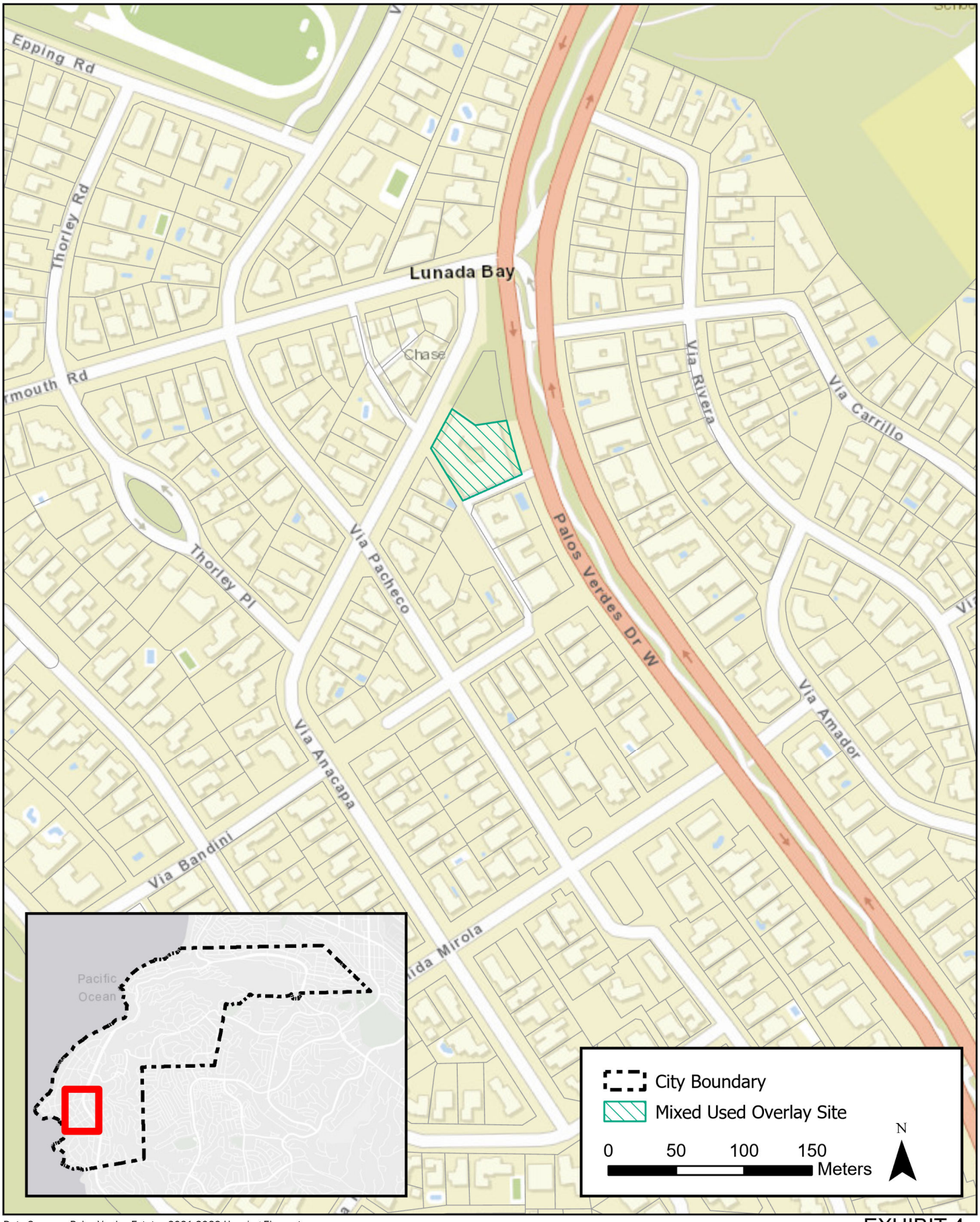

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EXHIBIT 4a
Opportunity Site, Lunada Bay (Site 2)

Palos Verdes Estates 2021-2029 Housing Element Program 13 Rezoning Project
Initial Study/Mitigated Negative Declaration

Data Sources: Palos Verdes Estates 2021-2029 Housing Element
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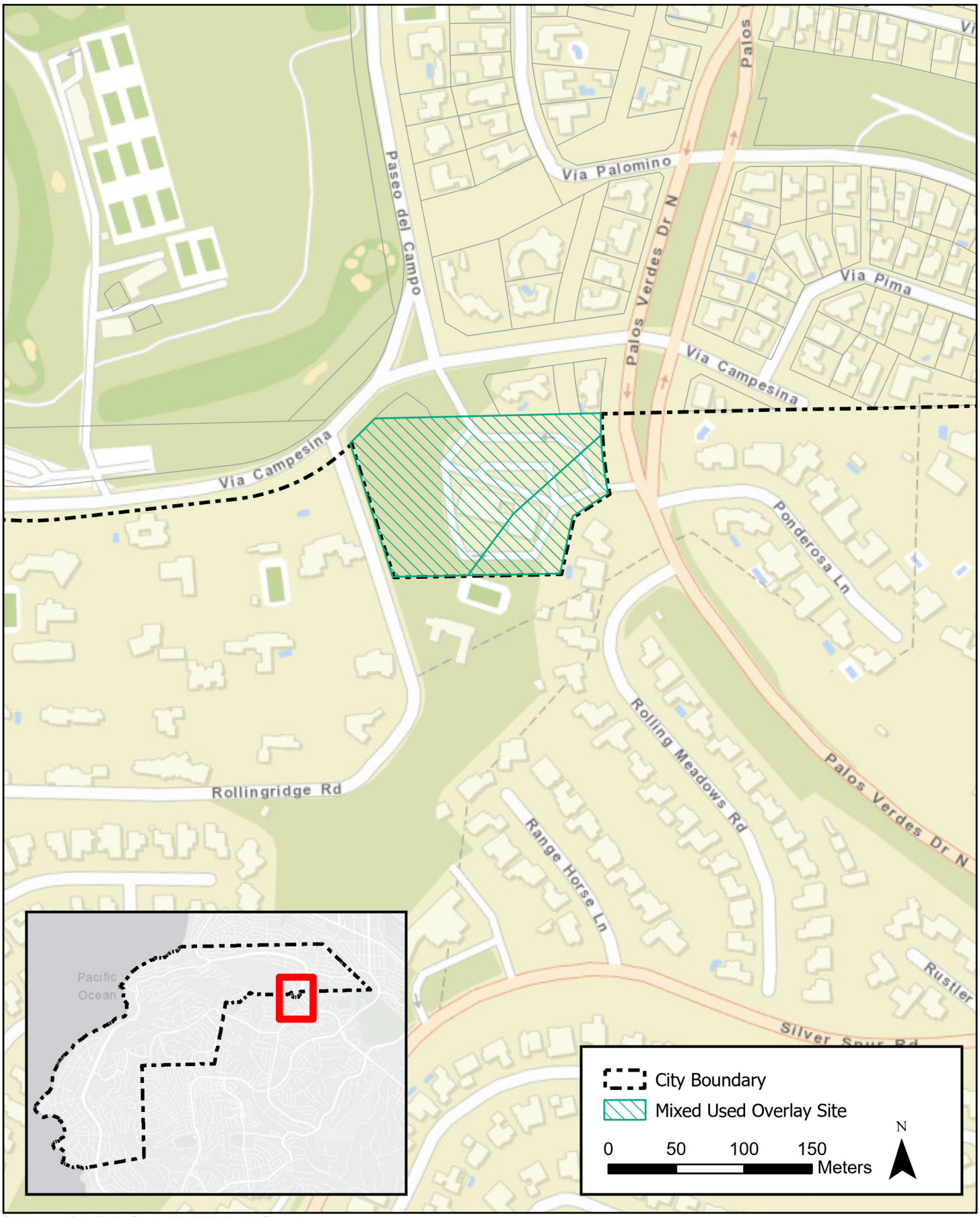
EXHIBIT 4b
Opportunity Site, Lunada Bay (Site 2), Existing Conditions Photographs



Data Sources: Palos Verdes Estates 2021-2029 Housing Element
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EXHIBIT 5a
Opportunity Site, First Church of Christ, Scientist (Site 3)
Palos Verdes Estates 2021-2029 Housing Element Program 13 Rezoning Project
Initial Study/Mitigated Negative Declaration

Data Sources: Palos Verdes Estates 2021-2029 Housing Element
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EXHIBIT 5b

Opportunity Site, First Church of Christ, Scientist (Site 3), Existing Conditions Photographs