Attachment No. 6

Part 2 of 3 – DEIR

Link to these documents can also be found at www.arcadiaca.gov/significantprojects

Draft Environmental Impact Report

The Derby Mixed-Use Project

STATE CLEARINGHOUSE NO. 2022100298

AUGUST 2023

Prepared for:

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Printed on 30% post-consumer recycled material.

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
°C	degrees Celsius
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AB	Assembly Bill
ACC	Advanced Clean Cars
ACM	asbestos-containing materials
AD	anno Domini
ADA	Americans with Disabilities Act
ADT	average daily traffic
AF	acre-feet
AFD	Arcadia Fire Department
AFY	acre-feet per year
AHU	air-handling unit
AL	Action Level
AMC	Arcadia Municipal Code
AMI	Area Median Income
amsl	above mean sea level
ANSI	American National Standards Institute
APD	Arcadia Police Department
APL	Arcadia Public Library
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARCSD	Arcadia Recreation and Community Services Department
ASCE	American Society of Civil Engineers
ASTM	American Standard for Testing and Materials
AUSD	Arcadia Unified School District
BEIE	Built Environment Inventory and Evaluation
BenMAP	Benefits Mapping and Analysis Program
bgs	below ground surface
BMP	best management practice
BP	before present
C&D	construction and demolition
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation

Acronym/Abbreviation	Definition
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAWC	California-American Water Company
CBC	California Building Code
CBD	Central Business District
CCR	California Code of Regulations
CCTV	closed-circuit television
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEOC	County Emergency Operations Center
CEQA	California Environmental Quality Act
CFC	California Fire Code
CFR	Code of Federal Regulations
cfs	cubic feet per second
C-G	General Commercial
CGS	California Geological Survey
CH_4	methane
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CIP	Capital Improvement Program
City	City of Arcadia
CIWMB	California Integrated Waste Management Board
CIWMP	County Integrated Waste Management Plan
C-M	Commercial Manufacturing
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	CO_2 equivalent
COA	Certificate of Appropriateness
COA	Condition of Approval
County	County of Los Angeles
COVID-19	coronavirus
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSE	Countywide Siting Element
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel

Acronym/Abbreviation	Definition
DMU	Downtown Mixed Use
DOC	Department of Conservation
DOF	Department of Finance
DOSH	Division of Occupational Safety and Health
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DTSC-SL	Department of Toxic Substances Control-modified screening level
DU	dwelling unit
du/ac	dwelling units/acre
DWR	Department of Water Resources
EBL	eastbound left
EBLT	eastbound left-through
EDD	Employment Development Department
EIA	U.S. Energy Information Administration
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act of 2007
EMP	Emergency Response Plan
EMS	emergency medical services
Energy Code	2022 Building Energy Efficiency Standards
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
ESL	Environmental Screening Level
EV	electric vehicle
EWMP	Enhanced Watershed Management Program
FAR	floor area ratio
FAST	Foothill Area Support Team
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FR	Federal Register
FTA	Federal Transit Administration
FTE	full-time employee
GHG	greenhouse gas
GPCD	gallons per capita per day
GPD	gallons per day
GSA	Groundwater Sustainability Agency
GSWC	Golden State Water Company
GWh	gigawatt hours
GWP	global warming potential
H_2S	hydrogen sulfide
HAP	hazardous air pollutant
HCD	California Department of Housing and Community Development

Acronym/Abbreviation	Definition
HCFC	hydrochlorofluorocarbon
HERO	Human and Ecological Risk Office
HFC	hydrofluorocarbon
HIA	health impact assessment
HRA	Health Risk Assessment
HSC	Health and Safety Code
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
I	Interstate
IBC	International Building Code
IFC	International Fire Code
ips	inches per second
IRP	Integrated Resources Plan
ISO	International Organization of Standardization
kBTU	billion thousand British thermal units
kWh	kilowatt-hours
LACFCD	Los Angeles County Flood Control District
LACFD	Los Angeles County Fire Department
LACM VP	Los Angeles County Museum Vertebrate Paleontology
LACSD	Los Angeles County Sanitation Districts
LADPW	Los Angeles County Department of Public Works
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	lead-based paint
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent sound level
$L_{eq}h$	A-weighted equivalent sound level
LEV	Low-Emission Vehicle
LID	low-impact development
L_{max}	maximum sound level
LOS	level of service
LRTP	Long Range Transportation Plan
LST	localized significance threshold
LTS	less than significant impact
LTS-MM	less than significant impact with mitigation
LUST	leaking underground storage tank
Lxx	percentile-exceeded sound level
Main Basin	Main San Gabriel Groundwater Basin
MAWA	Maximum Applied Water Allowance
Metro	Los Angeles County Metropolitan Transportation Authority
MG	million gallons
mg/kg	milligrams per kilogram

Acronym/Abbreviation	Definition
mg/m^3	milligrams per cubic meter
MGD	million gallons per day
MLD	Most Likely Descendant
MM	mitigation measure
MMAA	Master Mutual Aid Agreement
MMT	million metric tons
MND	Mitigated Negative Declaration
MOU	Memorandum of Understanding
mPa	micro-Pascals
mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MRZ	mineral resource zone
MS4	Municipal Separate Storm Sewer System
MT	metric tons
Municipal Code	City of Arcadia Municipal Code
MUP	Minor Use Permit
Mw	moment magnitude
MWD	Municipal Water District
MWD	Metropolitan Water District of Southern California
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NBLT	northbound left-through
NBR	northbound right
NESHAP	National Emission Standards for Hazardous Air Pollutants
NF_3	nitrogen trifluoride
NFPA	National Fire Protection Association
NHMLA	Natural History Museum of Los Angeles County
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NOA	Notice of Availability
NOP	Notice of Preparation
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRF	National Response Framework
NRHP	National Register of Historic Places
O_2	molecular oxygen
O_3	ozone
OA	Operational Area
OAEOC	Operational Area Emergency Operations Center
OAERP	Operational Area Emergency Response Plan
OAL	Office of Administrative Law

Acronym/Abbreviation	Definition
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OS-OR	Open Space – Outdoor Recreation
OSY	Operating Safe Yield
Pb	lead
PCB	polychlorinated biphenyl
PEIR	Program Environmental Impact Report
PEL	Permissible Exposure Level
PF	Public Facilities
PFC	perfluorocarbon
PM	particulate matter
PM_{10}	particles less than 10 microns in diameter
$PM_{2.5}$	particles less than 2.5 microns in diameter
PMP	Paramedic Membership Program
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
Project	The Derby Mixed-Use Project
PRRP	Paleontological Resources Recovery Plan
psi	pounds per square inch
PST	Pacific Standard Time
R-3	High Density Residential
RCRA	Resource Conservation and Recovery Act
RFS	Renewable Fuel Standard
RH/SGRWQG	Rio Hondo/San Gabriel River Water Quality Group
RHNA	Regional Housing Needs Assessment
RMS	root-mean-square
R-R	Rail Right-of-Way
RSL	regional screening level
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SBL	southbound left
SBLR	southbound left-right
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South-Central Coastal Information Center
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority

Acronym/Abbreviation	Definition
SCS	Sustainable Communities Strategy
SF	square feet
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SGVCOG	San Gabriel Valley Council of Governments
SGVWC	San Gabriel Valley Water Company
SJCWRP	San Jose Creek Water Reclamation Plant
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLCP	short-lived climate pollutant
SLF	Sacred Lands File
SMP	soil management plan
SO_2	sulfur dioxide
SO_4	sulfates
SoCalGas	Southern California Gas Company
SPL	sound pressure level
SRA	source-receptor area
SRTP	Short Range Transportation Plan
SSMP	Sewer System Management Plan
STC	sound transmission class
SUV	sports utility vehicle
SWAT	Special Weapons and Tactics
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAZ	traffic analysis zone
TCR	Tribal Cultural Resource
TMDL	total maximum daily load
TNM	Traffic Noise Model
TPA	transit priority area
TPH	total petroleum hydrocarbons
TWLTL	two-way left-turn lane
USFWS	U.S. Fish and Wildlife Services
USPS	U.S. Postal Service
UST	underground storage tank
UWMP	Urban Water Management Plan
VdB	vibration decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VLI	very low income
VMT	vehicle miles traveled
VOC	volatile organic compound
Watermaster	Main San Gabriel Basin Watermaster
WDR	waste discharge requirement

Acronym/Abbreviation	Definition
WEAP	Worker Environmental Awareness Program
WQMP	Water Quality Control Plan
WSDM	Water Surplus and Drought Management
WWECP	Wet Weather Erosion Control Plan
ZEV	Zero-Emission Vehicle

Executive Summary

The purpose of this Executive Summary for this Draft Environmental Impact Report (EIR) is to provide a summary of the proposed The Derby Mixed-Use Project (Project), its environmental consequences, mitigation measures, and alternatives to the Project. Per the requirements of Section 15123 of the State California Environmental Quality Act (CEQA) Guidelines, a summary shall identify:

(1) Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect (see Section ES.4 and ES.5);

(2) Areas of controversy known to the Lead Agency including issues raised by agencies and the public (see Section ES.6)

(3) Issues to be resolved including the choice among alternatives and whether or how to mitigate significant effects (see Section ES.6)

ES.1 Introduction

This Draft EIR has been prepared by the City of Arcadia (City) to evaluate potential environmental effects that would result from implementation of the proposed Project. This Draft EIR has been prepared in conformance with the CEQA statutes (California Public Resources Code Section 2100 et seq., as amended) and its implementing guidelines (California Code of Regulations [CCR] Title 14, Section 15000 et seq.). The proposed Project constitutes a "project" as defined in the CEQA Guidelines Section 15378. Pursuant to Section 15367 of the State CEQA Guidelines, the City of Arcadia is the lead agency for the Project.

The Project site encompasses approximately 2.23 acres and consists of two developed parcels (Assessor's Parcel Numbers [APNs] 5773-009-070 and 5773-009-065) located in an urban area of the City. The Project site contains The Derby Restaurant, the former (now vacant) Souplantation restaurant, and surface parking lot. The existing buildings and surface parking lots on the Project site would be demolished to accommodate the proposed Project. The Project would construct The Derby Restaurant as a larger, two-story restaurant that would be connected to a new, six-story mixed-use development consisting of a restaurant, cafe, and multifamily residential uses.

CEQA requires the preparation of an EIR for any project that a lead agency determines may have a significant impact on the environment. CEQA also establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed and the extent and types of impacts that the project and its alternatives would have on the environment, if they were to be implemented.

The basic purposes of CEQA are as follows (14 CCR 15002):

1. Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;
2. Identify the ways that impacts to the environment can be avoided or significantly reduced;
3. Prevent significant, avoidable impacts to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and

4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

In compliance with CEQA, this Draft EIR has been prepared to analyze the potential environmental impacts that may result from implementation of the proposed Project. This Draft EIR identifies feasible mitigation measures and alternatives that would minimize or eliminate the potential significant impacts associated with the Project. This Draft EIR evaluates potential environmental impacts associated with implementation of the Project and provides information regarding short-term, long-term, direct, indirect, and cumulative environmental effects of the Project. The Draft EIR must allow the City, responsible agencies, and other interested parties to evaluate the environmental impacts of Project implementation and the environmental consequences of Project implementation, thereby enabling them to make informed decisions regarding the requested entitlements.

The following is a summary of discretionary actions the City of Arcadia will consider:

- General Plan Amendment to Downtown Mixed Use (GPA No. 22-01)
- Zone Change to Downtown Mixed Use with Height Overlay (H7) (ZC No. 22-01)
- Certificate of Demolition (COD No. 22-20)
- Minor Use Permit (Mixed-Use Development; Valet Parking; Outdoor Dining in Excess of 12 Tables (MUP No. 22-02)
- Lot Line Adjustment (LLA No. 22-02)
- Site Plan and Design Review (Density Bonus) (ADR No. 22-06)

ES.2 EIR Document Organization

This Draft EIR is organized into seven chapters, including the Executive Summary. A list of the Draft EIR chapters and a brief description of their contents is provided below to assist the reader in locating information.

Executive Summary: This chapter provides a summary of the Project description, alternatives to the proposed Project, environmental impacts, mitigation measures, and determinations of significance.

Chapter 1, Introduction: This chapter briefly discusses the purpose of the Draft EIR, provides an overview of the purposes of a Specific Plan, and provides a summary of the relevant CEQA Guidelines that govern the preparation of this EIR. This chapter summarizes the scoping period and the comments received by the City on the Notice of Preparation (NOP) during the scoping process.

Chapter 2, Environmental Setting: In accordance with Section 15125 of the State CEQA Guidelines, this chapter includes a description of the physical environmental conditions of the Project site and vicinity, which will constitute as the baseline physical conditions. This chapter provides an overview of the regulatory setting and a discussion of related projects considered in the cumulative impact analysis.

Chapter 3, Project Description: In accordance with Section 15124 of the State CEQA Guidelines, this chapter outlines the City's underlying purpose and objectives for the Project; includes a summary of the components of the Project; includes assumptions regarding the Project's short-term construction and long-term operations; and identifies off-site infrastructure improvements. A discussion of discretionary actions needed to approve the Project and a list of other public agencies expected to use the EIR in their decision making are also included.

Chapter 4, Introduction to Environmental Analysis: This chapter contains Section 4.1, Aesthetics, through Section 4.15, Utilities and Service Systems. Each section includes the following: existing conditions of the Project site and vicinity, identifies associated regulatory requirements, thresholds of significance, impact analyses, cumulative impacts, mitigation measures (if any), level of significance after mitigation, and references. Chapter 4 includes the following sections:

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

Chapter 5, Other CEQA Considerations: This chapter contains a summary discussion of any significant unavoidable impacts, potential growth-inducing impacts, energy impacts, and any significant irreversible environmental changes that would be caused by the Project. Additionally, this chapter includes an overview of Agriculture and Forestry Resources, Biological Resources, Mineral Resources, and Wildfire, which were determined by the City to not have the potential to result in any significant effects on the environment.

Chapter 6, Alternatives: Pursuant to Section 15126.6 of the State CEQA Guidelines, this chapter includes an analysis of a reasonable range of feasible alternatives to the Project. Alternatives are analyzed that would feasibly attain most of the basic objectives of the Project but would avoid or reduce any of the significant effects of the Project. The comparative merits of each alternative are evaluated when compared to the proposed Project, and an environmentally superior alternative is identified in compliance with Section 15126.6(e)(2).

Chapter 7, List of Preparers: This chapter lists the persons who directly contributed to preparation of the Draft EIR.

ES.3 Project Description

ES.3.1 Project Overview

The Project site is located within an urban portion of the City within Los Angeles County, approximately 13 miles east of downtown Los Angeles. North of the Project site are commercial uses (e.g., Embassy Suites, Hampton Inn, and Residence Inn hotels) and associated surface parking lots along with ornamental landscaping. Land uses

adjacent to and east of the Project site include various retail and restaurant uses and accompanying surface parking lots and landscaping. The neighboring City of Monrovia boundary is approximately 700 feet east of Gateway Drive (in alignment with Fifth Avenue). Immediately south of the Project site, across E. Huntington Drive, are various retail and restaurant spaces, associated surface parking lots, and landscaping. Further south is the Metro A Line railway as well as the Arcadia Unified School District office building, Bonita Park, and associated surface parking lots. To the southeast are multiple office buildings with surface parking lots and ornamental landscaping. The Metro A Line tracks, which run northwest/southeast in the vicinity of the Project site, are approximately 175 feet to the southwest of the Project site at their closest point. Immediately west of the Project is the Embassy Suites hotel and associated surface parking as well as ornamental landscaping. Other hotel buildings, restaurants, retail spaces, and offices are located west of North 2nd Avenue.

The regional points of interest such as Los Angeles County Arboretum and Botanical Gardens and Santa Anita Park (live horse racing) are located near the Project site within the City limits. The City of Sierra Madre is located just north of the City and the City of Monrovia to the east. The City of Temple City is located directly south, and the City of Pasadena and the unincorporated communities of East Pasadena and East San Gabriel are located to the west of the City.

The western portion of the Project site (APN 5773-009-070) is an approximately 1.34-acre parcel which includes The Derby Restaurant at 233 E. Huntington Drive. The eastern portion of the Project site (APN 5773-009-065) is an approximately 0.89-acre parcel which includes the closed Souplantation restaurant at 301 East Huntington Drive. Regional access to the Project site is provided by the eastbound/westbound Foothill Freeway (Interstate [I-] 210) to the northeast of the Project site, with freeway access ramps via E. Huntington Drive located approximately 0.23-mile from the Project site. The Project site is located approximately 0.32-mile to the southeast of the Los Angeles County Metropolitan Transportation Authority (Metro) A Line (formerly L/Gold Line) Arcadia Station, which is located near the intersection of Santa Clara Street and First Avenue.

The proposed Project would demolish the existing buildings and surface parking lots on the Project site and a lot line adjustment would merge the two existing lots into one legal lot. In addition to The Derby's new restaurant space, the Project would construct 205 market rate units and 9 affordable units (totaling 214 for-rent dwelling units), a 3,300 square foot restaurant space, and a 1,400 square foot café space. The proposed six-story mixed-use building would have an overall maximum height of 71 feet, including a 3-foot parapet. The Project would also include one level of subterranean (i.e., basement level) parking for residents, as well as ground-level commercial and valet parking, including a podium parking structure and surface parking lots. In total, the Project would provide 412 vehicle parking spaces, as well as motorcycle spaces and bicycle parking.

The Project would require a General Plan Amendment to the land use designation of "Downtown Mixed Use" and a zone change to the zoning designation of Downtown Mixed Use (DMU). The environmental impact assessments contained in Section 4.1 through Section 4.15 of this Draft EIR are focused on the environmental impacts associated with redevelopment of the Project site and off-site components required to implement the Project.

The City's General Plan Downtown Mixed Use land-use designation allows for a maximum floor area ratio (FAR) of 1.0; however, only commercial square footage is considered in the calculation of the FAR. The FAR is calculated by dividing the net maximum development capacity by the developable parcel square footage. The total commercial area of the Project consists of 17,550 square feet (consisting of The Derby restaurant, an adjacent restaurant, and café space). The Project site is 2.23 acres or approximately 97,139 square feet. Therefore, the Project's FAR would result in 0.18, which is consistent with the General Plan's maximum of 1.0.

ES.3.2 Project Objectives

CEQA Guidelines Section 15124 requires an EIR to include a statement of objectives sought by the Project. The objectives assist the City in developing a reasonable range of alternatives to be evaluated in the EIR. The Project objectives also aid decision makers in preparing Findings of Fact and a Statement of Overriding Considerations, if necessary. The statement of objectives also is to include the purpose of a project and may discuss a project's benefits. The Project's specific objectives are as follows:

1. To efficiently develop currently under-utilized property within a Transit Priority Area into a mixed-use, high-density, urban development that provides convenient access to alternative forms of transportation, including bicycling, bus lines and the Metro A Line light-rail station.
2. To provide new multifamily residential housing, including affordable housing, that helps meet the City's Regional Housing Needs Allocation (RHNA) requirements.
3. To provide a compact, mixed-use development in Downtown Arcadia within an established Land Use Focus Area to further facilitate the City as a destination stop on the Metro A Line.
4. To encourage building design that creates a cohesive, vibrant look in Downtown Arcadia and that minimizes the appearance of expansive parking lots on major commercial corridors.
5. To provide an adequate amount of on-site vehicle, bicycle, and electric vehicle stalls that satisfy the City's Municipal Code Parking Requirements
6. To provide employment opportunities through construction, maintenance and operation of new housing and commercial uses.
7. To support and modernize a local landmark business in the neighborhood with a larger, more open floorplan and up-to-date facilities that meet current building codes.

ES.4 Summary of Impacts and Mitigation Measures

Table ES-1, Summary of Environmental Impacts and Mitigation Measures, provides a summary of the impact analysis related to the Project. Table ES-1 identifies a summary of the significant environmental impacts resulting from the Project pursuant to State CEQA Guidelines Section 15123(b)(1). For more detailed discussion, please see Chapter 4 of this Draft EIR. Table ES-1 lists the applicable mitigation measures related to potentially significant impacts, as well as the level of significance after mitigation.

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
4.1 Aesthetics			
4.1a. Would the project have a substantial adverse effect on a scenic vista?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
4.1b. 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	No mitigation measures are required.	No Impact
4.1c. In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
4.1d. 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	No mitigation measures are required.	Less-Than-Significant Impact
Would the project have a cumulative effect on aesthetic resources?	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
4.2 Air Quality			
4.2a. Would the project conflict with or obstruct implementation of the applicable air quality plan?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
4.2b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
non-attainment under an applicable federal or state ambient air quality standard?			
4.2c. Would the project expose sensitive receptors to substantial pollutant concentrations?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
4.2d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
Would the project have a cumulative effect on air quality resources?	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
4.3 Cultural Resources			
4.3a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
4.3b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact	**MM-CUL-1**. Prior to commencement of construction activities, an inadvertent discovery clause, written by an archaeologist, shall be added to all construction plans associated with ground disturbing activities and the Project Applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of Arcadia Planning and Community Development Department (City) for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the Project about the archaeological sensitivity of the area, to provide specific	Less Than Significant

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor. The WEAP shall require that a qualified archaeologist be retained and on-call to respond to and address any inadvertent discoveries identified during initial excavation in native soils, which underly the 2-4 feet below ground surface of artificial fill soils. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the Project, the City shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of Arcadia for review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South-Central Coastal Information Center (SCCIC).	
4.3c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
Would the project have a cumulative effect on cultural resources?	Potentially Cumulatively Considerable	**MM-CUL-1 (see above)**	Not Cumulatively Considerable
4.4 Energy			
4.4a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
4.4b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
Would the project have a cumulative effect on energy resources?	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
4.5 Geology and Soils			
4.5a. 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?	No Impact	No mitigation measures are required.	No Impact.
ii. Strong seismic ground shaking?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
iii. Seismic related ground failure including liquefaction?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
iv. Landslides?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
4.5b. Would the project result in substantial soil erosion or the loss of topsoil?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
4.5c. 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	No mitigation measures are required.	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
4.5d. 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	No mitigation measures are required.	Less-Than-Significant Impact
4.5e. 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	No mitigation measures are required.	No Impact
4.5f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	**MM-GEO-1.** In the event that paleontological resources (e.g., fossils) are exposed during construction activities for the Project, all construction work occurring within 50 feet of the find shall immediately stop until a Qualified Paleontologist meeting Society of Vertebrate Paleontology (SVP 2010) standards can evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery is clearly not significant, the paleontologist may document the find and allow work to continue. If significant paleontological resources are discovered during earthmoving activities, the qualified paleontologist shall prepare and submit a Paleontological Resources Recovery Plan (PRRP) to the City for review and approval. The recovery plan shall include, but is not limited to, sampling and fossil recovery procedures, museum curation for any scientifically significant specimen recovered, and a report of findings. Recommendations in the PRRP as approved by the City shall be implemented before construction activities can resume at the site where the significant paleontological resources were discovered. Any reports and plans resulting from implementation of this measure shall be submitted to City	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		Planning Division and filed with the Natural History Museum of Los Angeles County.	
Would the project have a cumulative effect on geology and soils resources?	Potentially Cumulatively Considerable	**MM-GEO-1 (see above)**	Not Cumulatively Considerable
4.6 Greenhouse Gas Emissions			
4.6a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
4.6b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
Would the project have a cumulative effect on greenhouse gas emissions?	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
4.7 Hazards and Hazardous Materials			
4.7a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact	**MM-HAZ-1.** *Hazardous Building Materials Survey.* Prior to the issuance of a demolition permit for any existing on-site structures, a qualified environmental specialist shall conduct a survey for asbestos-containing materials, lead-based paint, polychlorinated biphenyls, mercury, and other hazardous building materials, such as universal wastes and refrigerants, to document the presence of any potentially hazardous materials within the structures. If survey results are positive, all potentially hazardous materials identified as part of this survey shall be handled and disposed in accordance with the federal and state hazardous waste and universal waste regulations. Demolition plans and contract specifications shall incorporate any necessary abatement	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		measures in compliance with the findings of the hazardous building materials survey and federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, California Occupational Safety and Health Administration (which regulates employee exposure), the South Coast Air Quality Management District, and the Metallic Discards Act of 1991 (Public Resources Code, Section 42160 et seq.), particularly Public Resources Code, Section 42175, Materials Requiring Special Handling, for the removal of mercury switches, PCB-containing ballasts, and refrigerants. Upon completion of construction activities, proof of proper handling and disposal shall be provided to the City's Public Works Department.	
4.7b. 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?	Potentially Significant Impact	**MM-HAZ-1 (see above)** **MM-HAZ-2.** *Contaminated Soil Management.* Prior to the issuance of a grading permit, the Project Applicant/Developer shall retain a qualified environmental professional to prepare a soil management plan (SMP) that outlines the proper screening, handling, characterization, transportation, and disposal procedures for contaminated soils on site based on the findings of the site-specific conditions, geophysical surveys, and Phase I and II Environmental Site Assessments, and shall identify any areas of known or suspected soil contamination. The SMP shall be provided to the City Development Services Department for review prior to any site grading. The Project's contractor shall ensure implementation of the SMP through the contract specifications for all confirmed and suspected contaminated soils which require excavation and offsite disposal. The SMP shall include health and safety and training procedures for construction workers who may come into contact with contaminated soils. The health and safety procedures shall include periodic breathing zone monitoring	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		for volatile organic compounds (VOCs) using a handheld organic vapor analyzer and include required actions to be taken if concentrations of VOCs exceed applicable screening levels for health and safety of onsite workers and the public. The SMP shall also include instructions for the identification of potentially-impacted soils, procedures for temporary cessation of construction activity and evaluation of the level of environmental concern if potentially-impacted soils or underground storage tanks are encountered, procedures for characterizing and managing potentially-impacted soils, and follow-up procedures such as disposal and reporting, as necessary. Contaminated soil shall be managed and disposed of in accordance with applicable federal, state, and local regulations. Upon completion of construction activities, proof of compliance with the SMP shall be provided to the City's Development Services Department.	
4.7c. 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	No mitigation measures are required.	Less-Than-Significant Impact
4.7d. 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	No mitigation measures are required.	No Impact
4.7e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a	No Impact	No mitigation measures are required.	No Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
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?			
4.7f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact	**MM-TRA-3 (see below)**	Less-Than-Significant Impact
4.7g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	No Impact	No mitigation measures are required.	No Impact
Would the project have a cumulative effect on hazards or hazardous materials?	Potentially Cumulatively Considerable	**MM-HAZ-1 (see above)** **MM-HAZ-2 (see above)** **MM-TRA-3 (see below)**	Not Cumulatively Considerable
Hydrology and Water Quality			
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	No mitigation measures are required.	Less-Than-Significant Impact
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	No mitigation measures are required.	Less-Than-Significant Impact
Would the project substantially alter the existing drainage	—	—	—

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
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;	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
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	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
iv. impede or redirect flood flows?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
Would the project conflict with or obstruct implementation of a water quality control plan or	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
sustainable groundwater management plan?			
Would the project have a cumulative effect on hydrology or water quality resources?	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
Land Use and Planning			
Would the project physically divide an established community?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
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	No mitigation measures are required.	Less-Than-Significant Impact
Would the project have a cumulative effect on land use resources?	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
Noise			
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?	Potentially-Significant Impact	**MM-NOI-1**. Prior to the issuance of a demolition permit, the Project Applicant/Developer shall ensure that the following measures are included in the construction contractor's contract specifications and that the following measures are implemented and monitored for compliance throughout construction:	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ All construction equipment must have supplier-approved sound muffling devices (e.g., engine air intake or exhaust treatment) installed and used in compliance with relevant industry standards and Cal/OSHA regulations pertaining to construction noise, which shall be properly maintained and used at all times such equipment is in operation. ▪ The construction contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site, including the hotels located adjacent to the northern and northwestern boundaries of the Project site. ▪ The construction contractor shall locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during the construction period. ▪ All noise producing construction activities, including warming-up or servicing equipment and any preparation for construction, shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays.	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ An eight (8) foot tall temporary noise barrier shall be erected or installed along an extent of the northern Project site property line where it is adjacent to the nearest noise-sensitive receptor. The barrier can comprise one or more materials of construction and/or assembly, so long as the net sound transmission class (STC) is 15 or better, and thus expected to yield a minimum of 5 dB noise reduction when blocking direct sound paths between onsite Project construction noise-producing activities or equipment and the offsite receptor of concern. The horizontal extent of the installed barrier should be compatible with Caltrans or other industry guidance with respect to minimizing flanking effects around the ends of the barrier, based on both the offsite receptor position and the onsite position or zone of construction activity.	
Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
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?	No Impact	No mitigation measures are required.	No Impact
Would the project have a cumulative effect on noise resources?	Potentially Cumulatively Considerable	**MM-NOI-1 (see above)**	Not Cumulatively Considerable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Population and Housing			
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	No mitigation measures are required.	Less-Than-Significant Impact
Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
Would the project have a cumulative effect on housing and/or population resources?	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
Public Services and Recreation			
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	No mitigation measures are required.	Less-Than-Significant Impact
Police protection?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
Schools?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
Parks?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
Other public facilities?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
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?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
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	No mitigation measures are required.	Less-Than-Significant Impact
Would the project have a cumulative effect on public services and recreation resources?	Not Cumulatively Considerable	No mitigation measures are required.	Not Cumulatively Considerable
Transportation			
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	No mitigation measures are required.	Less-Than-Significant Impact
Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous	Potentially-Significant Impact	**MM-TRA-1.** Prior to the issuance of a grading permit, the Project Applicant/Developer shall coordinate with the City Engineer to prepare engineering plans that remove and reconfigure the raised median on E. Huntington Drive to extend the eastbound left-turn pocket to at least 75 feet.	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
intersections) or incompatible uses (e.g., farm equipment)?		Plans shall be prepared and implemented to the satisfaction of the City's Public Works Director. The reconfigured median on E. Huntington Drive shall be completed and operational prior to the issuance of a certificate of occupancy for The Derby restaurant. **MM TRA 2.** Prior to the issuance of a building permit, the Project Applicant/Developer shall prepare a Parking Signage Plan to clearly identify ingress/egress and circulation for residents and commercial visitors. The Parking Signage Plan shall require that adequate signage be installed within the commercial section of the parking structure directing personal vehicles to use the Gateway Drive egress to exit the Project site, and to prohibit egress through the courtyard to E. Huntington Drive, in order to avoid conflicts with valet operations	
Would the project result in inadequate emergency access?	Potentially-Significant Impact	**MM-TRA-3.** Prior to the issuance of demolition or grading permits, the Project Applicant/Developer shall develop and implement a City-approved Construction Traffic Control Plan. The Plan shall be prepared in accordance with applicable City guidelines and shall address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following: temporary traffic controls (e.g., a flag person during heavy truck traffic for soil export) to maintain smooth pedestrian and traffic flow; dedicated on-site turn lanes for construction trucks and equipment leaving the site; scheduling of peak construction truck traffic that affects traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or rerouting of construction trucks away from congested streets or sensitive receptors.	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project have a cumulative effect on transportation resources?	Potentially Cumulatively Considerable	**MM-TRA-1 (see above)** **MM-TRA-2 (see above)** **MM-TRA-3 (see above)**	Not Cumulatively Considerable
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:	—	—	—
i. 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)?	No Impact	No mitigation measures are required.	No Impact
ii. 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	Potentially-Significant Impact	**MM-CUL-1 (see above)** **MM-TCR-1.** *Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities*. The project Applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
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?		subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project Applicant/lead agency upon written request to the Tribe. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project Applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		project Applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. **MM-TCR-2.** *Unanticipated Discovery of Human Remains and Associated Funerary Object*. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance. **MM-TCR-3.** *Procedures for Burials and Funerary Remains.* If it is determined, through compliance with Public Resources Code section 5097.98 and other applicable regulatory requirements that the Gabrieleño Band of Mission Indians - Kizh Nation is the Most Likely Descendant (MLD), the following shall be implemented:	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ As the MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. ▪ If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. ▪ The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials. ▪ In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.	

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		▪ In the event preservation in place is not possible despite good faith efforts by the project Applicant/Developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. ▪ Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. ▪ The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains	
Would the project have a cumulative effect on tribal cultural resources?	Potentially Cumulatively Considerable	**MM-CUL-1 (see above)** **MM-TCR-1 (see above)** **MM-TCR-2 (see above)** **MM-TCR-3 (see above)**	Not Cumulatively Considerable

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Utilities and Service Systems			
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?	Potentially-Significant Impact	**MM-UTL-1.** *Sewer Upgrade Fair Share Payment*. Prior to issuance of a Certificate of Occupancy permit for the Project, the Applicant/Property Owner shall make a fair share contribution of 9 percent of the Fifth Avenue sewer upgrade project cost, not to exceed $108,000, to the City to help fund upgrading of the sewer line in Fifth Avenue. The Fifth Avenue Sewer Upgrade Project will be included in the City's 2024-25 Capital Improvement Plan budget and the work will be completed by the City's Public Works Department by the end of the 2024-25 Fiscal Year. This measure shall be implemented to the satisfaction of the City Engineer and/or the City Public Works Services Department as appropriate	Less-Than-Significant Impact
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	No mitigation measures are required.	Less-Than-Significant Impact
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	No mitigation measures are required.	Less-Than-Significant Impact
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	No mitigation measures are required.	Less-Than-Significant Impact

Table ES-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less-Than-Significant Impact	No mitigation measures are required.	Less-Than-Significant Impact
Would the project have a cumulative effect on utilities and/or service systems resources?	Potentially Cumulatively Considerable	**MM-UTIL-1 (see above)**	Not Cumulatively Considerable

ES.5 Summary of Project Alternatives

CEQA requires that EIRs "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives" (14 CCR 15126.6[a]). The State CEQA Guidelines direct that the selection of alternatives be governed by "a rule of reason" (14 CCR 15126.6[a] and [f]).

As presented in this Draft EIR, the Project would not result in significant and unavoidable impacts after implementation of all mitigation measures. This Draft EIR includes the analysis of three alternatives to the proposed Project:

- Alternative A – No Project/Existing Development
- Alternative B – Reduced Commercial
- Alternative C – Reduced Commercial (The Derby)/No H7 Special Height Overlay

E.S.5.1 Alternative A - No Project/Existing Development

Section 15126.6(e) of the State CEQA Guidelines requires that an EIR evaluate the specific alternative of "no project" along with its impact. As stated in this section of the CEQA Guidelines, the purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving a proposed project. As stated in Section 15126.6(e)(3)(A), when a project is the revision of an existing land use or regulatory plan or policy or an ongoing operation, the no project alternative will be the continuation of the plan, policy, or operation into the future. Section 15126.6(e)(3)(B) further states that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." The proposed Project included a General Plan Amendment and a Zone Change; thus, the site's existing Commercial land use designation and General Commercial (C-G) zoning would remain in place. Accordingly, Alternative A assumes the proposed Project would not proceed, no new permanent development or land uses would be introduced within the Project site, and the existing environment would be maintained. The existing uses would continue to operate as they do currently. The existing commercial uses (i.e., The Derby restaurant), would remain in place and be operational, the existing surface parking lots would be retained, and no new buildings or subterranean parking would be constructed. It can also be assumed that the existing commercial building that was previously occupied by the Souplantation restaurant would be re-occupied by a similar type of use, as the facility is currently vacant but could be leased to a new tenant. It cannot be known at this time whether the existing restaurant buildings would be reoccupied in their current form or would be redeveloped based on economic circumstances; however, for the purposes of Alternative A, no site improvements are assumed.

E.S.5.3 Alternative B – Reduced Commercial

As presented in Chapter 4 of this Draft EIR, the Project would not result in significant and unavoidable impacts after implementation of all mitigation measures. Therefore, Alternative B considers an alternative design that would incrementally reduce the environmental impacts of the proposed Project for which mitigation is required by reducing the amount of commercial space and replacing the level one commercial area with 4,700 square feet of amenity space for the residential uses. Under Alternative B, the 3,300 square-foot restaurant space and 1,400 square-foot café space would be replaced by additional residential amenity space. Under Alternative B, The Derby restaurant would be the only commercial use on the Project site.

Alternative B would generate residents associated with 214 units and employment associated with the modernized The Derby restaurant. Under Alternative B, no change would occur to the number of units and total residents (i.e., 608); however, this alternative would result in fewer anticipated employees as a result of the conversion of the 3,300 square-foot restaurant and 1,400 square-foot café to amenity spaces. As such, Alternative B is estimated to result in approximately 73 employees (20 net new employees), as opposed to the Project's 87 employees (34 net new employees), representing a reduction of 14 employees. This reduction represents an approximately 16.1 percent decrease in anticipated total employees and an approximately 41.2 percent decrease in net new employees when compared to the proposed Project.[1]

E.S.5.4 Alternative C – Reduced Commercial (The Derby)/No H7 Special Height Overlay

As presented in Chapter 4 of this Draft EIR, the Project would not result in significant and unavoidable impacts after implementation of all mitigation measures. Therefore, Alternative C considers an alternative design that would incrementally reduce the environmental impacts of the proposed Project for which mitigation is required and would potentially improve the Project's consistency with the City's zoning designation. Alternative C would eliminate approximately 8,850 square feet of commercial space. Due to the overall reduction in commercial space, Alternative C would no longer provide a larger, modernized space for The Derby restaurant, which would be demolished to accommodate a new five-story mixed-use building. Additionally, Alternative C would not include an H7 Special Height Overlay, thereby reducing the Project's maximum height from 71 feet to 60 feet.

As stated in Section 4.9, Land Use and Planning, the Project site's current C-G zoning designation sets a maximum allowable building height of 40 feet and does not allow for residential use. The Project would include a Zone Change to DMU and an H7 Special Height Overlay. An overlay zone, such as a height overlay, supplements the base zoning provisions for the purpose of establishing specific development regulations for a particular site or area. Under the DMU zone, the maximum allowable building height is 60 feet. The H7 Special Height Overlay would increase the maximum allowable building height on the Project site to 75 feet, thus allowing for the Project's six-story mixed-use building to be proposed with a maximum height of 71 feet. Alternative C would not include the H7 Special Height Overlay and the additional height allowed, thereby reducing the Project's maximum height from 71 feet to 60 feet, which would be consistent with limits set forth under the DMU zone change request.[2] Alternative C would not result in reduced dwelling units due to an alternative building design that eliminates the setback on Levels Two through Five, thus allowing for "replacement" units to be constructed.

Under Alternative C, the 9,177 square-foot commercial space associated with The Derby restaurant on Level One would be reduced and divided into two 2,000 square-foot commercial spaces. The remaining square footage associated with The Derby restaurant would be converted to additional commercial parking (approximately 5,177 square feet). On Level Two, there would be no building setback, and the 2,950 square-foot exterior space for The Derby along with an approximately 723 square-foot interior space would be converted into 10 dwelling units. The vertical exterior space on Levels Three through Five would also be enclosed and built out, allowing for construction of eight additional units per level, for a total of 34 additional units.[3] The five two-story dwelling units on Level Five

1 (87 – 73) / 87 = 0.161 × 100 = 16.1 percent; (34 – 20) / 34 = 0.412 × 100 = 41.2 percent
2 According to Table 2-11 within Section 9102.05.030, Development Standards in Downtown Zones, the DMU zone has a base density of 80 dwelling units per acre and a maximum height of 60 feet.
3 Level 2 (10 units) + Level 3 (8 units) + Level 4 (8 units) + Level 5 (8 units) = 34 units

would also be reduced to one story. Therefore, although Level Six would be eliminated (resulting in the elimination of 34 units) the total unit count for the building would remain 214.

The elimination of 8,850 square feet of commercial space under Alternative C (initially intended to support an expanded The Derby restaurant) would result in an approximately 50 percent reduction in overall commercial space compared to the Project. Although The Derby restaurant would no longer be operational, commercial uses on the Project site would generate employment associated with two 2,000 foot commercial spaces, the 1,400 square foot café space, the 3,300 square foot restaurant space, valet operations, and leasing office for a total of 30 employees. This represents a net reduction of 57 employees (or approximately 66 percent) under this alternative compared to the proposed Project.

ES.6 Areas of Known Controversy/Issues to be Resolved

A Notice of Preparation for this EIR was released on October 14, 2022, beginning the 30-day public scoping period for the Draft EIR (Appendix A-1). During the public scoping period, input was obtained from public agencies and the general public regarding the environmental issues and concerns that may potentially result from the Project. Comments on the NOP were received from two state agencies, two regional agencies, and one organization, which are provided in Appendix A-2 of this Draft EIR. The City hosted one Scoping Meeting that was held on October 26, 2022 at the Gilb Museum of Arcadia Heritage from 6:00 p.m. to approximately 7:00 p.m. At the conclusion of the scoping meeting presentation, the City hosted a questions and answers session where attendees were able to provide comments and ask clarifying questions about the Project to the City. The City also distributed comments cards, where attendees could provide written comments for the record. The City did not receive any written comments/questions with environmental concerns during the scoping meeting.

The primary areas of controversy identified by the public and agencies included the following potential issues (the Draft EIR section that addresses the issue raised is provided in parentheses):

- Potential impacts related to transportation (e.g., multi-modal transportation, traffic safety) (Section 4.13, Transportation)
- Potential for air pollution (Section 4.2, Air Quality)
- Potential impacts related to water supply and dry conditions (Section 4.15, Utilities and Service Systems)
- Potential impacts related to greenhouse gas emissions (Section 4.6, Greenhouse Gas Emissions)
- Potential for substantial adverse effects on human beings (Chapter 5, Other CEQA Considerations)

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1 Introduction

The purpose of this chapter is to introduce the proposed The Derby Mixed-Use Project (Project), the applicable environmental review procedures, and the organization of this Draft Environmental Impact Report (EIR).

1.1 CEQA Overview and Purpose of an EIR

This Draft EIR has been prepared by the City of Arcadia (City) to evaluate potentially significant environmental effects that would result from the construction and operation of the Project. This Draft EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (California Public Resources Code Section 2100 et seq., as amended ["CEQA Statutes"]), and its implementing guidelines (California Code of Regulations Title 14, Section 15000 et seq. ["State CEQA Guidelines"]). The Project constitutes a "project" as defined in the State CEQA Guidelines Section 15378. Pursuant to Section 15367 of the State CEQA Guidelines, the City of Arcadia (City) is the lead agency for the review of the Project.

The Project site totals 2.23 acres and is located in the City , which is in the County of Los Angeles, approximately 13 miles east of downtown Los Angeles. The Project site is located at 223 and 301 E. Huntington Drive and includes Assessor's Parcel Numbers (APNs) 5773-009-070 and 5773-009-065. The Project would entail the demolition of the existing buildings and surface parking lots on the Project site, a proposed lot line adjustment that would merge the two existing parcels into a single legal parcel, and the construction of a new 12,850 square-foot space for The Derby restaurant as part of a new, six-story mixed-use development consisting of two restaurant spaces, a cafe, multifamily-residential uses, and parking. The proposed residential uses would include 205 market rate units and 9 affordable units, totaling 214 for-rent dwelling units, as well as indoor and outdoor residential amenity spaces. In addition to The Derby restaurant, other commercial uses would include a 1,400 square-foot café space, a 3,300 square-foot restaurant space, and valet-parking services along with new landscaping and lighting. The Project's infrastructure would include one level of subterranean (i.e., basement level) parking for residents, as well as ground-level commercial and valet parking, including a podium parking structure and surface parking lots. Off-site improvements would be limited to utility connections and other minor-scale activities and improvements (e.g., street tree removal, curb cut relocations, streetlight relocation, etc.) within the public-roadway and/or sidewalk rights of way along E. Huntington Drive and Gateway Drive.

CEQA requires the preparation of an EIR for any project that a lead agency determines may have a significant impact on the environment. According to Section 21002.1(a) of CEQA Statutes:

> The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.

CEQA also establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed and the extent and types of impacts that the project and its alternatives would have on the environment if they were to be implemented.

The basic purposes of CEQA are as follows (State CEQA Guidelines, Section 15002):

1. Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;
2. Identify the ways that impacts to the environment can be avoided or significantly reduced;
3. Prevent significant, avoidable impacts to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

This Draft EIR was prepared in accordance with Section 15151 of the State CEQA Guidelines, which defines the standards for EIR adequacy as follows:

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

A detailed description of the Project is provided in Chapter 3, entitled "Project Description", and includes a list of the discretionary actions that must be considered by the City and other responsible agencies. This Draft EIR is intended to serve as a Project EIR under Section 15161 of the State CEQA Guidelines, which states that a Project EIR should focus primarily on changes in the environment that would result from development of the Project. A Project EIR must examine all phases of a project, including planning, construction and operation. This Project EIR is intended to provide the environmental information necessary for the City to make a final decision on the requested discretionary actions to be considered as part of the Project. This Draft EIR is also intended to support discretionary review and decisions by other agencies.

1.2 Organization of this EIR

This Draft EIR is organized into seven chapters, including the Executive Summary. A list of the Draft EIR chapters and a brief description of their contents is provided below to assist the reader in locating information.

Executive Summary. This chapter provides a summary of the Project description, Alternatives to the Project, environmental impacts, mitigation measures, and findings/determinations of significance.

Chapter 1, Introduction. This chapter briefly discusses the purpose of the Draft EIR and provides a summary of the relevant CEQA Guidelines that govern the preparation of this EIR. This chapter summarizes the scoping period and the comments received by the City on the Notice of Preparation (NOP) during the scoping process.

Chapter 2, Environmental Setting. In accordance with Section 15125 of the State CEQA Guidelines, this chapter includes a description of the physical environmental conditions of the Project site and its vicinity, which constitute the baseline physical conditions. This chapter provides an overview of the regulatory setting and a discussion of related projects considered in the cumulative impact analyses.

Chapter 3, Project Description. In accordance with Section 15124 of the State CEQA Guidelines, this chapter outlines the City's underlying purpose and objectives for the Project, including a summary of the components of the Project, and a listing of the discretionary actions that must be considered by the City and other responsible agencies.

Chapter 4, Environmental Impact Analysis. This chapter contains Sections 4.1, Aesthetics, through Section 4.15, Utilities and System Services. Each section includes the following information: existing conditions of the Project site and its vicinity, associated regulatory requirements, thresholds of significance, impact analyses, cumulative impacts, mitigation measures (if any), level of significance after mitigation, and references. Chapter 4 includes the following sections:

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

Chapter 5, Other CEQA Considerations. This chapter contains a summary discussion of any significant unavoidable impacts, significant and irreversible environmental effects, potential growth-inducing impacts, potentially secondary effects of mitigation, and effects found not to be significant that would be caused by the construction and operation of the Project. Additionally, this chapter includes an overview of Agriculture and Forestry Resources, Biological Resources, Mineral Resources, and Wildfire, which were determined by the City not to have the potential to result in any significant impacts on the environment.

Chapter 6, Alternatives. Pursuant to Section 15126.6 of the State CEQA Guidelines, this chapter includes an analysis of a reasonable range of feasible alternatives to the Project. Alternatives are analyzed that would feasibly attain most of the basic objectives of the Project but would avoid or reduce any of the significant environmental impacts of the Project. The comparative merits of each alternative are evaluated when compared to the Project, and an environmentally superior alternative is identified in compliance with Section 15126.6(e)(2).

Chapter 7, List of Preparers. This chapter lists the persons who directly contributed to preparation of this Draft EIR.

1.3 Public Review Process

Section 15051 of the State CEQA Guidelines identifies the lead agency as the public entity with the greatest responsibility for carrying out or approving a project as a whole. The Project applicant, Elite Real Estate Holdings LLC, applied for a General Plan Amendment, Zone Change, Certificate of Demolition, Minor Use Permit, Lot Line Adjustment, and Site Plan and Design Review, to allow for the proposed development. As such, the City is serving as the lead agency under CEQA and is responsible for complying with CEQA, as it relates to the environmental clearance for the Project.

The City, as the lead agency, has determined that an EIR is required for the Project and has authorized the preparation of this Draft EIR. The City will be reviewing and considering the findings of this EIR in its decision to approve, revise, or deny the Project.

Although this Draft EIR was prepared with consultant support, the analysis and findings in this document have been independently reviewed by the City and reflect the City's conclusions, as required by Section 15084 of the State CEQA Guidelines.

1.3.1 Notice of Preparation

The City has complied with the State CEQA Guidelines by providing opportunities for early responsible and trustee agency participation in the environmental review process, as well as the opportunity for early public consultation with bordering municipalities and interested organizations and individuals. Specifically, in accordance with Section 15082(a) of the State CEQA Guidelines, the City circulated a Notice of Preparation (NOP) for a 30-day public review. The NOP was published in the Arcadia Weekly on October 13, 2022, and was sent to the State Clearinghouse, public agencies, special districts, responsible and trustee agencies, and other interested parties for a public review period that began on October 14, 2022 and ended on November 14, 2022 (CEQA Public Review and Scoping Period). The purpose of the NOP was to formally convey that the City, as the lead agency, is soliciting input regarding the scope and proposed content of the Draft EIR. A copy of the NOP also was made available for electronic download on the City's website at:

www.arcadiaca.gov/shape/development_services_department/current_projects.php.

The NOP includes a description of the Project; identification of potential environmental effects associated with Project approval and implementation; and an invitation to agencies and the public to review and comment on the NOP, which is provided in Appendix A-1, Notice of Preparation, of this Draft EIR. Comments on the NOP were received from two state agencies, two regional agencies, and one organization, which are provided in Appendix A-2, Notice of Preparation Comment Letters. The NOP comment letters, which contain environmental concerns, are listed in Table 1-1, along with a summary of the environmental issues raised and the Draft EIR section(s) where the environmental topics are addressed.

Table 1-1. Notice of Preparation and Comment Letters Summary

Sender of Comments	Date Received	General Summary of Comments	Addressed in Section(s)
State Agencies			
Native American Heritage Commission (NAHC)	October 17, 2022	NAHC provides recommendations for cultural assessment by contacting the appropriate regional California Historical Research Information System Center; contacting NAHC for Sacred Lands File search and Native American Tribal Consultation List; and consulting legal counsel about compliance with Assembly Bill 52, Senate Bill 18, and other applicable laws.	Section 4.3, Cultural Resources and Section 4.14, Tribal Cultural Resources
California Department of Transportation (Caltrans), District 7	November 9, 2022	Caltrans notes Senate Bill 743 has codified into CEQA that Vehicle Miles Traveled (VMT) is the standard transportation analysis metric. The comment recommends multi-modal and complete streets transportation elements to promote alternatives to car use. Caltrans also recommends implementation of Transportation Demand Management strategies and Intelligent Transportation System applications, as well as transit service and bicycle or pedestrian connectivity improvements. The comment encourages the preparation of a traffic safety impact analysis on the state facilities for the Project.	Section 4.13, Transportation
Regional Agencies			
Los Angeles County Sanitation Districts (LACSD)	November 8, 2022	The LACSD offered comments regarding sewage and wastewater services. The comment provides information for existing conditions, generation rates, and capacity. The comment also notes a connection fee is required for payment to LACSD, and states that all LACSD facilities must be sized and service phased in a manner that is (or will be) consistent with the Southern California Association of Governments regional growth forecasts.	Section 4.15, Utilities and Service Systems
South Coast Air Quality Management District (SCAQMD)	November 11, 2022	When completed, SCAQMD requests an electronic copy of Draft EIR be provided, with all appendices and technical documents. SCAQMD makes recommendations for conducting the air quality and greenhouse gas emissions analyses, such as guidance provided by SCAQMD's CEQA Air Quality Handbook, and states that SCAQMD should be identified as responsible agency in the Draft EIR. SCAQMD also identifies several resources to assist the City and makes recommendations for mitigation measures to reduce potentially significant adverse air quality impacts.	Section 4.2, Air Quality and Section 4.6, Greenhouse Gas Emissions

Table 1-1. Notice of Preparation and Comment Letters Summary

Sender of Comments	Date Received	General Summary of Comments	Addressed in Section(s)
Organizations			
Attorneys for Southwest Regional Council of Carpenters	October 25, 2022	The attorneys representing the Southwest Regional Council of Carpenters request to be notified for any notice related to the Project. In addition, they request community benefits (e.g., require local hire and skilled and trained workforce, etc.) to reduce environmental impacts (i.e., transportation, air quality, and greenhouse gas emissions, etc.) as well as provide input on Project design and mitigation recommendations to reduce substantial adverse effects on human beings.	Chapter 3, Project Description; Section 4.2, Air Quality; Section 4.6, Greenhouse Gas Emissions; Section 4.13, Transportation; and Chapter 5, Other CEQA Considerations

Source: Appendix A-2 of this Draft EIR.

1.3.2 Scoping Meeting

Pursuant to Section 21083.9 of the CEQA Statutes and Section 15082(c) of the State CEQA Guidelines, the lead agency is required to conduct at least one scoping meeting for all projects of statewide, regional, or area-wide significance as outlined in Section 15206 of the State CEQA Guidelines. The Project qualifies as a project of statewide, regional, or area-wide significance because it requires a general plan amendment to change the Project-site's existing land use (from General Commercial to the proposed Downtown Mixed Use) (State CEQA Guidelines Section 15206[b][1]). The scoping meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental effects to be analyzed. In addition to the required notification of responsible and trustee agencies, the Office of Planning and Research and the Los Angeles County Clerk (State CEQA Guidelines Section 15082) received a copy of the NOP and the City mailed courtesy notifications of the scoping meeting to all property addresses within a 300-foot radius of the Project site. Scoping meeting information was also posted on the City's website at www.arcadiaca.gov/projects.

The Project's scoping meeting was held at The Gilb Museum of Arcadia Heritage on Wednesday, October 26, 2022, from 6:00 p.m. to approximately 7 p.m. At the conclusion of the scoping meeting presentation, the City hosted a questions and answers session where attendees were able to provide comments and ask clarifying questions about the Project to the City. The City also distributed comments cards, where attendees could provide written comments for the record. The City did not receive any written comments/questions with environmental concerns during the scoping meeting, however, eight individuals provided contact information on the provided scoping meeting sign-in sheet requesting and were added to the City's distribution list for all Project related notices (City of Arcadia 2022).

1.3.3 Public Review of the Draft EIR

Upon completion, the Draft EIR was distributed to responsible and trustee agencies, other affected agencies, bordering municipalities, interested parties, and all parties who requested a copy of the Draft EIR in writing in accordance with CEQA. A notice announcing the availability (Notice of Availability [NOA]) of the Draft EIR was published in the Arcadia Weekly. The 45-day public review period of the Draft EIR begins on Friday, July 21, 2023 and ends on Tuesday, September 5, 2023. Comments on the Draft EIR from public agencies (including responsible

and trustee agencies), bordering municipalities, interested parties, and the public are accepted during the 45-day public review period.

Written comments need to be received or postmarked by the City on or before Tuesday, September 5, 2023. Written comments can also be provided via email to planning@ArcadiaCA.gov, or by mail to:

Ms. Lisa Flores, Deputy Development Services Director
City of Arcadia Planning Division
240 West Huntington Drive
P.O. Box 60021
Arcadia, CA 91066-6021
Attn: The Derby Mixed-Use Project EIR

A hardcopy of the Draft EIR is available at the each of the following City locations:

Arcadia City Hall – Planning Division
240 West Huntington Drive
Arcadia, CA 91007
Monday–Thursday: 7:30 a.m.–5:30 p.m.
Friday (Closed alternate Fridays): 7:30 a.m.–4:30 p.m.
www.arcadiaca.gov

Arcadia Public Library – Circulation Desk
20 West Duarte Road
Arcadia, CA 91006
Monday–Thursday: 10:00 a.m.–9:00 p.m.
Friday and Saturday: 10:00 a.m.–6:00 p.m.
www.arcadiaca.gov/library

The Draft EIR can be viewed or downloaded at the City's website at: www.arcadiaca.gov/projects.

1.4 Effects Found Not To Be Significant

As discussed in the NOP, the proposed Project is not anticipated to result in significant impacts to the following topical areas: Agriculture and Forestry Resources, Biological Resources, Mineral Resources, and Wildfire. These topics are briefly assessed in Chapter 5, Other CEQA Considerations of this Draft EIR. Further, as detailed in Sections 4.1, Aesthetics, through 4.15, Utilities and Service Systems, this Draft EIR has concluded that all potential environmental impacts would be either less than significant or be able to be reduced to a less-than-significant level through mitigation measures.

1.5 Mitigation Monitoring Procedures

State CEQA Guidelines Section 15097 requires that the mitigation measures and revisions to the Project identified in the EIR are implemented. Therefore, CEQA requires that the lead agency must adopt a program for monitoring or reporting on the required revisions and the measures it has imposed to mitigate or avoid significant environmental effects. The Mitigation Monitoring and Reporting Program for the Project will be completed as part of the Final EIR, prior to consideration of the Project by the City's Planning Commission and City Council.

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2 Environmental Setting

2.1 Introduction

Chapter 2 of this Draft Environmental Impact Report (EIR) describes the environmental setting of the proposed The Derby Mixed-Use Project (Project) and provides an overview of the environmental setting and planning context. As stated in California Environmental Quality Act (CEQA) Guidelines Section 15125(a):

> An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

CEQA requires that the lead agency describe the physical environmental conditions as they exist at the time the Notice of Preparation (NOP) is published, which was made available for public review from October 14, 2022 through November 14, 2022. As stated in CEQA Guidelines Section 15125(a)(1):

> Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record.

Therefore, if the environmental baseline conditions set forth in this Draft EIR are different from the conditions at the time of the issuance of the NOP, then the applicable EIR section includes a discussion of the conditions used in the impact analysis.

2.2 Project Location

2.2.1 Regional Location

The City of Arcadia (City) is located in Los Angeles County approximately 13 miles from Downtown Los Angeles. The City is considered part of the San Gabriel Valley subregion of the greater Los Angeles metropolitan area. The City is approximately 11 square miles (7,040 acres) (City of Arcadia 2010). Nearby regional points of interest such as Santa Anita Park (live horse racing) and the Los Angeles County Arboretum are located near the Project site and within the City limits. Nearby cities include the City of Sierra Madre to the north; the City of Monrovia to the east; the City of Temple City to the south; and the City of Pasadena and the unincorporated communities of East Pasadena and East San Gabriel to the west.

Figure 2-1, Regional Location and Vicinity, provides a regional location map with the Project boundaries shown on an aerial map to depict the context of the Project site including the surrounding community. Regional access to the Project site is provided by the eastbound/westbound Foothill Freeway (Interstate [I-] 210) to the east and north, with the Huntington Drive freeway access ramps located approximately 0.4-mile from the Project site and the Santa Anita Avenue freeway access ramps located approximately 0.7-mile from the Project site. The I-210 freeway connects the San Gabriel Valley to the Crescenta and San Fernando Valleys to the north/northwest and Pomona Valley to the east. In addition, the I-210 freeway connects to the San Gabriel River Freeway (I-605), which is approximately 3.75 miles east of the Project site. The Los Angeles County Metropolitan Transportation Authority (Metro) A Line (formerly L/Gold Line) Arcadia Station is located approximately 0.35 miles northwest of the Project site, near the intersection of Santa Clara Street and First Avenue. Direct access to the Project site is currently provided via E. Huntington Drive to the south, and Gateway Drive to the east.

2.2.2 Project Site

The Project site encompasses approximately 2.23 acres and consists of two developed parcels (Assessor Parcel Numbers [APNs] 5773-009-070 and 5773-009-065) located in an urban area of the City. The site is bound by existing commercial uses to the north and west, E. Huntington Drive to the south, and Gateway Drive to the east (see Figure 2-1). Table 2-1 below, provides a summary of the existing on-site uses.

Table 2-1. Existing Land Use Summary

Feature/Building	Land Use	Area (square feet)
The Derby	Restaurant	7,000*
Souplantation (Vacant)	Restaurant	7,626*
Surface Parking	Parking/Asphalt	97,139
	TOTAL	**111,765**

Source: EREH 2022.
Note:
* Denotes floor area of existing structure.

2.2.3 Surrounding Land Uses

The City contains a diverse mix of land uses, including single- and multifamily residential neighborhoods, regional commercial, and office land uses. Figure 2-2, Surrounding and Nearby Land Uses, provides an overview of nearby land uses. Figure 2-3, Existing General Plan Land Use Designation, and Figure 2-4, Existing Zoning, show the underlying land use designations and zoning for the Project site and surrounding land uses. The Project site is situated in a densely developed, urbanized area of the City and is surrounded predominantly by hotel, restaurant, and other commercial uses, as follows:

- **Land Uses to the North:** North of the Project site are commercial uses (e.g., Embassy Suites, Hampton Inn, and Residence Inn hotels) and associated surface parking lots along with ornamental landscaping. Further north, across Santa Clara Street is a church, office building, and manufacturing facility, and their accompanying parking lots. The Metro A Line's Arcadia Station is approximately 0.35 mile to the northwest.

Current zoning north of the Project site includes General Commercial (C-G), Open Space – Outdoor Recreation (OS-OR)[1], Commercial Manufacturing (C-M), and Public Facilities (PF).

- **Land Uses to the East:** Land uses adjacent to and east of the Project site include various retail and restaurant uses and accompanying surface parking lots and landscaping. The neighboring City of Monrovia boundary is approximately 700 feet east of Gateway Drive (in alignment with Fifth Avenue). Current zoning east of the Project site includes General Commercial (C-G) in the City of Arcadia and Regional/Subregional Commercial in the City of Monrovia.
- **Land Uses to the South:** Immediately south of the Project site, across E. Huntington Drive, are various retail and restaurant spaces, associated surface parking lots, and landscaping. Further south is the Metro A Line railway as well as the Arcadia Unified School District office building, Bonita Park, and associated surface parking lots. To the southeast are multiple office buildings with surface parking lots and ornamental landscaping. The nearest multi-family land use is approximately 0.15 miles south of the Project site. Current zoning south of the Project site includes General Commercial (C-G), Rail Right-of-Way (R-R), Public Facilities (PF), Open Space – Outdoor Recreation (OS – RP), and High Density Residential (R-3).
- **Land Uses to the West:** Immediately west of the Project is the Embassy Suites hotel and associated surface parking as well as ornamental landscaping. Other hotel buildings, restaurants, retail spaces, and offices are located west of North 2nd Avenue. The Metro A Line tracks, which run northwest/southeast in the vicinity of the Project site, are approximately 175 feet to the southwest of the Project site at their closest point. The current zoning west of the Project site includes Rail Right-of-Way (R-R), Downtown Mixed Use (DMU), and Central Business District (DMU).

2.3 Existing Conditions

2.3.1 Regional Conditions

The City is within the north-central San Gabriel Valley, approximately 1.0 mile south of the southern flank of the San Gabriel Mountains. The San Gabriel Valley is an alluvium-filled valley bounded by the Sierra Madre Fault Zone and San Gabriel Mountains to the north, the Puente Hills on the south, by the Covina and Indian Hills on the east, and by the Raymond Basin on the west. The nearest active earthquake fault is the Raymond Fault, located approximately 0.9 mile to the northwest of the site (Geocon West Inc. 2022). The nearest surface body of water is the Santa Anita Wash (0.1-mile east of the Project site), which is a tributary to the Rio Hondo River, which is located approximately 3 miles south of the Project site (CCI 2019).

2.3.2 On-Site Conditions

2.3.2.1 General Plan and Zoning

Figure 2-3 and Figure 2-4 show the Project site's existing General Plan land use designation and zoning, respectively. As shown in Figure 2-3, the Project site is located in an area with a Commercial land use designation with a 0.5 floor area ratio (FAR). According to the General Plan, the Commercial designation allows for a broad range of commercial enterprises, including restaurants, durable goods sales, food stores, lodging, professional offices,

[1] Although parcels to the north of the Project site are zoned for Open Space – Outdoor Recreation (OS-OR), these areas also support the use of government facilities as well as transportation, communication, and infrastructure uses, according to Section 9102.09.020 of the City Municipal Code.

specialty shops, indoor and outdoor recreational facilities, and entertainment uses. The Project site is zoned for General Commercial (C-G), as shown in Figure 2-4. The C-G designation allows for commercial, office, and industrial use at a maximum floor area ratio (FAR) of 0.5 with a maximum building height of 40 feet (City of Arcadia 2016).

The City's recently approved Housing Element has various implementation actions, including rezonings and upzonings of select properties throughout the City to accommodate the City's anticipated housing need (i.e., the Regional Housing Needs Assessment [RHNA] allocation) for the current 2021 through 2029 housing cycle. Part of the City's strategy to satisfy the state-mandated RHNA allocation includes rezoning the select properties from C-G to DMU. The Project site is identified in the Housing Element as a subject property for rezoning to DMU. The City is prioritizing the rezoning and upzoning implementation actions and tentatively expects that they would start the public hearing processes at the end of the 2023 calendar year and that new zoning would be in effect in the first half of 2024 (Graham 2023). Thus, it is reasonable to assume that, under existing conditions, the Project site would be rezoned to DMU by the first half of 2024. Per Development Code Section 9102.05.010(C), the DMU is intended to provide opportunities for complementary service and retail commercial businesses, professional offices, and residential uses located within the City's downtown.

2.3.2.2 Built Environment

As previously mentioned, the Project site is located in a highly urbanized area. There are many built features both within the Project site and in its immediate vicinity, including buildings, surface parking lots, landscaping, and roadways. Figure 2-5, Existing Project Site Conditions, displays the built environment of the Project site and its surroundings, including contextual photos taken from many different vantage points. A description of the buildings on the Project site is provided below.

The Derby, 233 E. Huntington Drive (APN 5773-009-070)

The western portion of the Project site (APN 5773-009-070) is an approximately 1.34-acre parcel which includes The Derby Restaurant at 233 E. Huntington Drive (Dudek 2023b; 2023c). The approximately 6,670 square foot wood-framed and brick two-story building constructed in 1931 consists of a restaurant on the ground level with a small office on the second floor (Dudek 2023b; 2023c). The office is currently being used for storage (Dudek 2023b). The building interior and exterior design contains several distinctive design elements, including a gable roof, stained glass windows, classic red booths, and horseracing memorabilia. There are also two free-standing neon signs that front the building along E. Huntington Drive. The westernmost sign reads "Guest Parking", with an arrow and bowler hat surrounding the lettering, and the easternmost sign reads "World Famous, The Derby" with a red background. A small lawn with shrubs and a three-foot-high brick fence fronts the primary restaurant entrance. A paved parking lot surrounds the western, northern, and eastern sides of the building and mature trees line the parcel boundary.

The Derby restaurant is a long-standing establishment that is well-known throughout the community. A Built Environment Inventory and Evaluation Report (Appendix D-2) was prepared in order to evaluate the buildings within the Project site for historical significance and integrity in the consideration of the National Register of Historic Places, California Register of Historic Resources, local designation criteria, and integrity requirements, as well as if they meet the definition of historical resources under CEQA. The evaluation, which was completed in conformance with Sections 15064.5 and 21083.2 of the CEQA Guidelines, found that The Derby Restaurant building is not considered a historic built environment resource. Refer to Appendix D-2, Built Environment Inventory and Evaluation Report, of this EIR for further information on how this determination was reached.

Souplantation, 301 E. Huntington Drive (APN 5773-009-065)

The eastern portion of the Project site (APN 5773-009-065) is an approximately 0.89-acre parcel which includes the closed Souplantation restaurant at 301 E. Huntington Drive (Dudek 2023b; 2023c). The Souplantation building consists of an approximately 7,626 square foot, single-story wood frame and stucco building constructed in 1988, with a paved surface parking lot located adjacent to the western and northern portions of the building. The property also includes several mature trees near the parking lot.

As mentioned above, a Built Environment Inventory and Evaluation Report was prepared to evaluate the historic significance of the buildings within the Project site. This report found that an evaluation of the Souplantation restaurant building was not required as the building does not meet the 45-year age threshold for evaluation.

Lighting

The Project site is located in a built-up, urban environment with many light sources located on the Project site and its immediate vicinity. The Project site is surrounded by businesses that emit light from their interior lighting, signage, and exterior safety lights. Roadways adjacent to the Project site, including E. Huntington Drive and Gateway Drive, contain arched light posts that illuminate the roads and sidewalks. Within the Project site, there are a number of safety lights within the existing parking lots as well as the “World Famous, The Derby” and “Guest Parking” neon signs that are features of The Derby Restaurant.

Circulation and Access

The Project site contains three driveways that allow for access into the existing on-site parking lots, including two driveways along E. Huntington Drive and one along Gateway Drive. All of the existing driveways allow for both ingress and egress. There is a raised median located along portion of Gateway Drive, which ends short of the driveway to allow for access to the site. The Project site is also accessible to pedestrians as there are sidewalks along E. Huntington Drive, Gateway Drive, and 2nd Avenue. There are crosswalks and curb cuts located on the corners of E. Huntington Drive and Gateway Drive as well as E. Huntington Drive and 2nd Avenue.

2.3.2.3 Other Existing On-Site Conditions

Geology and Hydrology

The Project site is located at an elevation of approximately 483 feet above mean sea level (amsl). The topography of the site and in the general vicinity slopes gently towards the south. The site is underlain by fill to approximately a 3-foot depth below ground surface (bgs), comprised of sand, silt, gravel, and cobbles (Geocon West Inc. 2022). Surface water drainage at the site appears to be sheet flow along the existing ground contours out into the adjacent City streets (Geocon West Inc. 2022). The depth to groundwater beneath the Project site is approximately 200-feet bgs (CCI 2019).

The Project site is not within any state-designated Alquist-Priolo Earthquake Fault Zone or within a zone of required investigation for earthquake-induced landslides or liquefaction (Geocon West Inc. 2022). For a more detailed discussion of on-site geological and hydrological conditions, please refer to Sections 4.5, Geology and Soils, and 4.8, Hydrology and Water Quality, respectively, of this Draft EIR.

Vegetation and Protected Trees

On-site vegetation consists of isolated trees and shrubs in various planter areas. The site contains a total of 66 trees including queen palm, Brazilian pepper, and Indian laurel fig. None of the trees on the Project site are considered protected, according to the City's Development Code. The trees on-site are relatively healthy, with the vast majority of them exhibiting either good or fair health (Dudek 2023a). For a more detailed discussion of existing trees present on the site, please refer the arborist report prepared for the Project, which is provided as Appendix B of this Draft EIR (Dudek 2023a).

2.3.3 Public Services and Utilities

2.3.3.1 Public Transit and Bicycle Routes

Public transit operating in the vicinity of the Project site includes the Metro A Line (formerly L/Gold Line) and multiple bus lines. The Metro A Line is a light rail line running between the cities within the San Gabriel Valley and East Los Angeles. The A Line runs northwest/southeast with the closest station (Arcadia Station) to the Project site located at Santa Clara Street and First Street approximately 0.30-mile northwest of the Project site. There are also three Metro bus lines that run in the vicinity of the Project site and one Foothill Transit line. Metro Line 489 provides regional service between Downtown Los Angeles and the City of El Monte and runs along Santa Anita Avenue. Metro Line 287 provides regional service between downtown Arcadia and Montebello. Metro Line 79 provides local service between the City of Arcadia and Downtown Los Angeles along Santa Clara Street north of the Project site. Foothill Transit Line 187 provides regional service between Pasadena and Azusa (Metro 2021; Foothill Transit 2021). There are multiple bus stops near the Project site, including on the corners of Huntington Drive and 2nd Avenue, as well as Huntington Drive and 5th Avenue. These stops provide access to the Foothill Transit Line 187.

Included within the City's General Plan Circulation and Infrastructure Element, the City has identified bicycle routes to accommodate a future bicycle plan which will link to regional routes such as the Rio Hondo bike path system, south of the Project site (City of Arcadia 2010). The City's proposed Bicycle Plan includes routes planned around the Project site. For example, a Class I bike path is planned along the Santa Anita Wash, a Class II bike path is planned along Second Avenue, and a Class III bike path is planned along Santa Clara Street (City of Arcadia 2010). Bike lanes have been striped along some roadways within the Bicycle Plan, but the plan is still not complete.

Transit Priority Area

Senate Bill (SB) 743 [Public Resources Code (PRC) Section 21099(d)] sets forth new guidelines for evaluating transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5-mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines a "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75% of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified

urban uses. This state law supersedes the Appendix G in the State CEQA Guidelines, meaning aesthetic impacts from projects located on infill sites within a TPA shall not be considered significant impacts on the environment.

All development on the Project site is within a TPA due to its proximity the Metro L Line's Arcadia Station (approximately 0.35-mile to the northwest of the Project site), as well as the intersection of the Metro and Foothill Transit bus routes, which have a frequency service interval of 15 minutes or less during the morning and afternoon peak commute periods. Additionally, the proposed Project site meets the definition of an 'infill site' per PRC Section 21099. Given the above, the proposed Project's impacts on aesthetic and parking impacts would not be considered significant impacts pursuant to PRC Section 21099(d)(1).

2.3.3.2 Public Services

Fire protection services are provided by the Arcadia Fire Department, which has three stations within 1.5 miles of the Project site. Fire Station No. 105 is located at 710 South Santa Anita Avenue, which is 0.75-mile from the Project site. Fire Station No. 106 is located at 630 South Baldwin Avenue, which is 1.85 miles from the Project site. Fire Station No. 107 is located at 79 West Orange Grove, which is 1.35 miles from the Project site. The provision of water for fire suppression is provided by several off-site fire hydrants.

Police services are provided by the Arcadia Police Department, which is located at 250 West Huntington Drive, approximately 0.9 miles from the Project site.

The Arcadia Unified School District provides academic services to most City residents, with portions of neighborhoods along the east and south City boundaries lying within the Pasadena Unified, Temple City Unified, El Monte City, El Monte High School, and Monrovia Unified school districts. The Project site is in the service area of Camino Grove Elementary (grades K–5), Dana Middle School (grades 6–8), and Arcadia High School (grades 9-12). The Project site is within 1.1 miles of Camino Grove Elementary, 1.1 miles of Dana Middle School, and 0.8 miles of Arcadia High School.

The Arcadia Public Library provides library services to the City and is located at 20 West Duarte Road.

The Project's public service providers and the potential for the Project to generate environmental impacts associated with an increase in demand for public services, is discussed in Section 4.12, Public Services, of this Draft EIR.

2.3.3.3 Utilities

The City is a retail water supplier to both residential and commercial customers. The City's water supply sources include local groundwater and imported water supplies. Potable water pipelines accessible to the Project site include a 12-inch water main in E. Huntington Drive and a 12-inch water main in Gateway Drive. Both water mains are available for domestic water and/or fire services (City of Arcadia 2022a).

Sewer/wastewater collection is provided by the City's Public Works Services Department and the Los Angeles County Sanitation Districts. Sewer lines are in streets surrounding the Project site, including 8-inch sewer mains in E. Huntington Drive and Gateway Drive. There is also an 8-inch sewer lateral on the Project site connecting to the sewer main in E. Huntington Drive (City of Arcadia 2022a).

Natural gas is provided by Southern California Gas Company and is currently available within the developed portions of the Project site and in surrounding streets, including a 3-inch gas lateral in E. Huntington Drive and 2-inch gas main near the centerline of the Project site (see Appendix L-1, Utility Infrastructure Technical Report, of this Draft EIR).

Electrical power is provided to the Project site by Southern California Edison (SCE) (Appendix L-1). Underground and overhead electrical distribution lines are present within City streets and yard easements, and high-voltage transmission lines are present along the I-605 Freeway (City of Arcadia 2010).

There are existing telephone, telecommunication, and cable television lines and facilities throughout the City. Cable and telecommunication services for the Project site are available from private providers such as AT&T, Spectrum, EarthLink, and Frontier (HSI 2022).

The City contracts with private haulers for trash, recycling, and organic waste collection services which are in-turn disposed of at County landfills and/or other integrated waste management facilities. Multifamily and non-residential residential collection in the City, including waste generated by demolition and/or construction activities, is disposed of through contracts with Waste Management Inc., Republic Services, and/or Valley Vista Services (City of Arcadia 2022b).

The Project's utility providers and the potential for the Project to generate environmental impacts associated with the utility infrastructure is discussed in Section 4.15, Utilities and Service Systems, of this Draft EIR.

2.4 Cumulative Impacts

The CEQA Guidelines Section 15130 requires that a project's cumulative impacts be discussed when the incremental effect is cumulatively considerable. According to CEQA Guidelines Section 15065(a)(3), the term cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Specifically, CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. When addressing cumulative impacts, CEQA Guidelines Section 15130(b) notes that the elements necessary to provide an adequate discussion of significant cumulative impacts encompass either:

a) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

b) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative impact analyses under each environmental issue in Chapter 4 of this Draft EIR uses both methods.

Section 15130(b)(3) of the State CEQA Guidelines states that "lead agencies shall define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used."

Unless otherwise indicated in Chapter 4 of this Draft EIR, the geographic scope used in the cumulative analysis includes the City of Arcadia. However, there are environmental issues whose relevant geographic scope for purposes of a cumulative impact analysis may be larger or smaller than the city, and may be defined by local, regional, or state agency jurisdiction or by other environmental factors. One example is the geographic scope of cumulative air quality impacts, defined by the South Coast Air Quality Management District to encompass the South Coast Air Basin. The basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Conversely, the geographic scope of cumulative aesthetic impacts is limited to anticipated growth and development in immediately adjacent areas that share a viewshed or line-of-sight with the Project site. Therefore, consideration of proposed developments near the Project site would provide a more relevant discussion of the cumulative aesthetic impacts of the proposed Project.

Table 2-2 describes the geographic scope of cumulative impact analysis for each environmental resource category, as well as the method of evaluation for each category.

Table 2-2. Geographic Scope for Cumulative Impacts

Environmental Resource		Geographic Area
Aesthetics		Local and Regional
Air Quality	Toxic Air Contaminants; Odors	Immediate Vicinity
	Construction/Mobile Sources	South Coast Air Basin
Cultural Resources		Local
Energy		State
Geology and Soils		Immediate Vicinity and Local
Greenhouse Gas Emissions		South Coast Air Basin
Hazards and Hazardous Materials		Immediate Vicinity
Hydrology and Water Quality		Sub-Watershed; Groundwater Basin
Noise	On-Site Construction Noise	Immediate Vicinity
	Off-Site Truck Noise	Immediate Vicinity
Population and Housing		Local and Regional
Public Services and Recreation		Local
Transportation		Regional
Tribal Cultural Resources		Local and Regional
Utilities and Service Systems		Local and Regional

The analysis in Sections 4.1 through 4.15 in Chapter 4 of this Draft EIR addresses whether, after adoption of Project-specific mitigation, the residual impacts of the proposed Project would (1) contribute considerably to an existing/anticipated (without the Project) cumulatively significant effect or (2) cause a new cumulatively significant impact. A cumulative impact is not considered significant if the impact can be mitigated to below the level of significance through mitigation. If necessary, the Draft EIR examines "reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project" (California Code of Regulations Title 14, Section 15130[a][3] and 15130[b][5]). Table 2-3, below, provides a list of the cumulative projects within a one-mile radius of the Project site, which are also illustrated in Figure 2-6, Cumulative Projects Location Map.

Table 2-3. List of Cumulative Projects

ID No.	Address	Name/Use	Units	Square Footage (SF)	Status
City of Arcadia					
A1	205 N. Santa Anita Avenue	Santa Anita Mixed Use	108 Residential	7,787 SF Commercial	In Planning
A2	117 E. Huntington Drive	Huntington Plaza/Mixed Use	139 Residential	10,200 SF Commercial	Approved; In plan-check under Building Services
A3	125 W. Huntington Drive	Hilton Hotel	172 Hotel rooms	2,500 SF Restaurant	Under construction
A4	142 La Porte Street	New Warehouse	—	3,384 SF	Approved; In plan-check under Building Services
A5	150 La Porte Street	New Warehouse	—	4,004 SF	Approved
A6	11-19 W. Huntington Drive and 25 N. Santa Anita Avenue	Arcadia Towne Center	181 Residential (condos)	13,130 SF Commercial	Pending approval
A7	150 N. Santa Anita Avenue	Alexan Mixed-Use Development Project	319 Residential (Existing 8 story commercial building to be retained)	—	Approved; In plan-check under Building Services
City of Monrovia					
M1	820 Huntington Drive	Chick-Fil-A/Starbucks	—	4,562 SF restaurant; 2,200 SF Starbucks	Operational (Chick-Fil-A) / Under construction (Starbucks)
M2	102-140 W. Huntington Drive	TownePlace Suites	109 hotel rooms	—	Approved
M3	945 W. Huntington Drive	Raising Cane's	—	3,172 SF restaurant	Operational

Source: Dudek 2023c.

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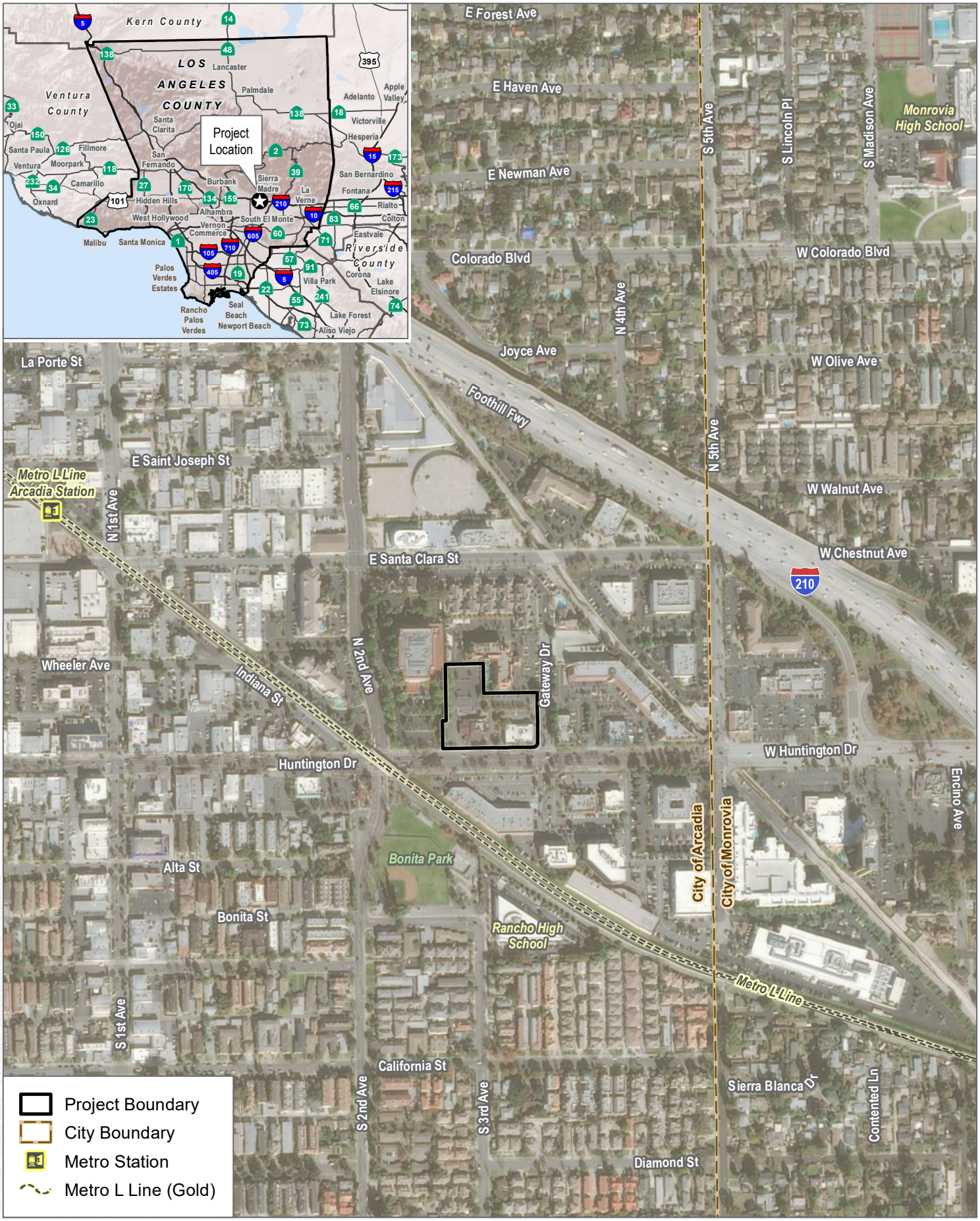
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SOURCE: ESRI 2020, Open Street Map 2019

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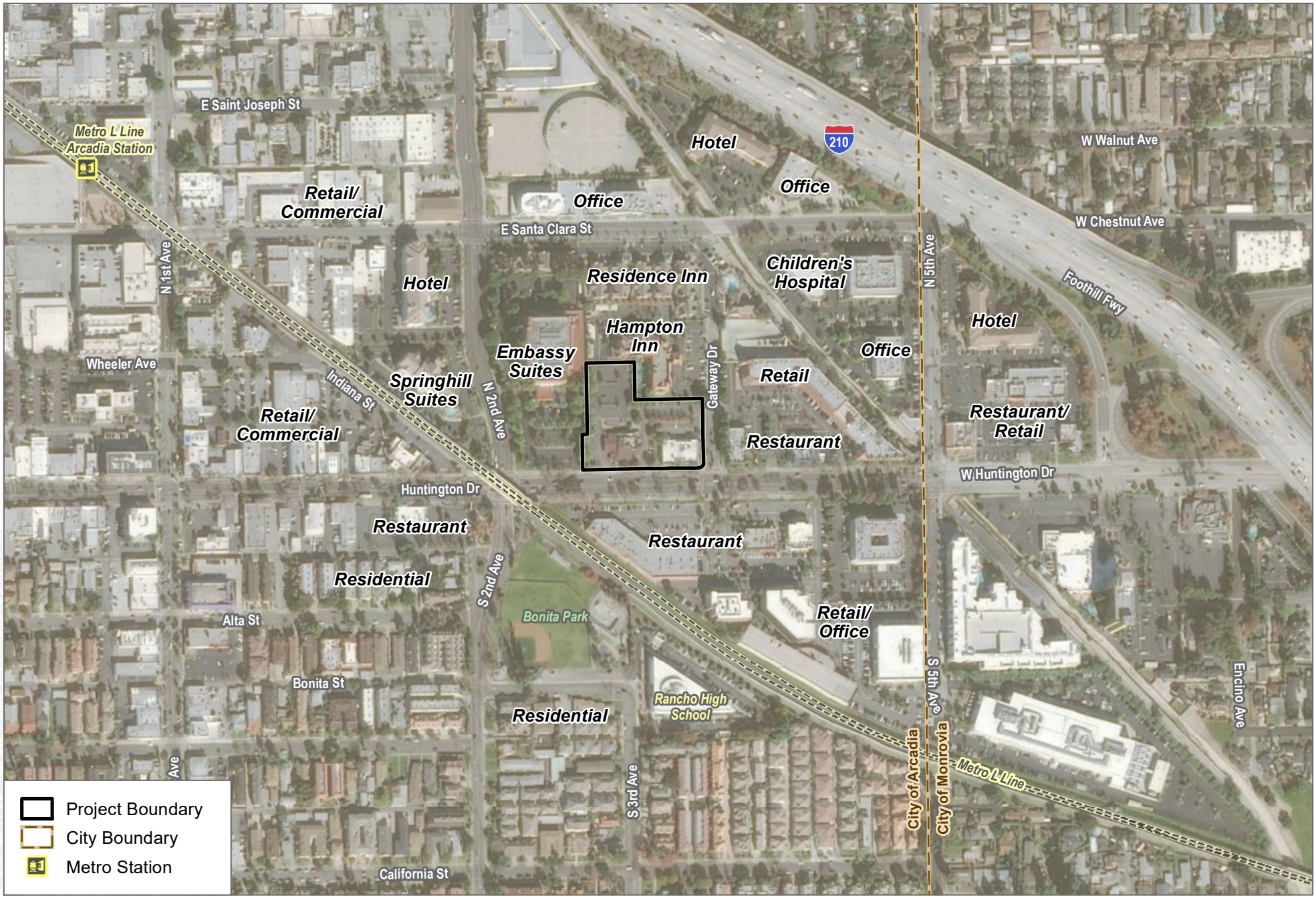
0 250 500 Feet

FIGURE 2-1

Regional Location and Vicinity

The Derby Mixed-Use Project

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SOURCE: ESRI 2020, Open Street Map 2019

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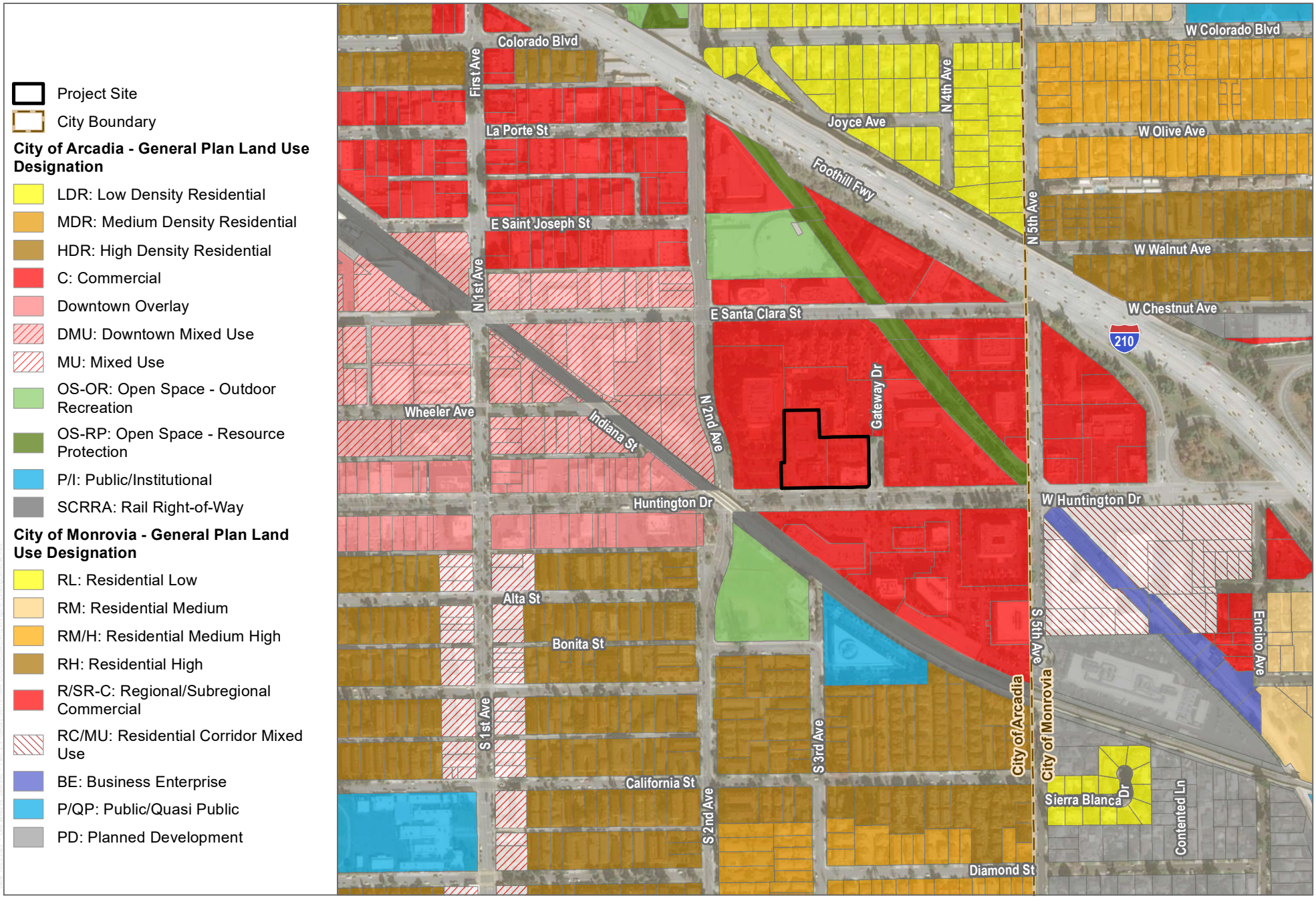
0 200 400 Feet

FIGURE 2-2

Surrounding and Nearby Land Uses

The Derby Mixed-Use Project

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SOURCE: SOURCE: SCAG 2016, Open Street Map

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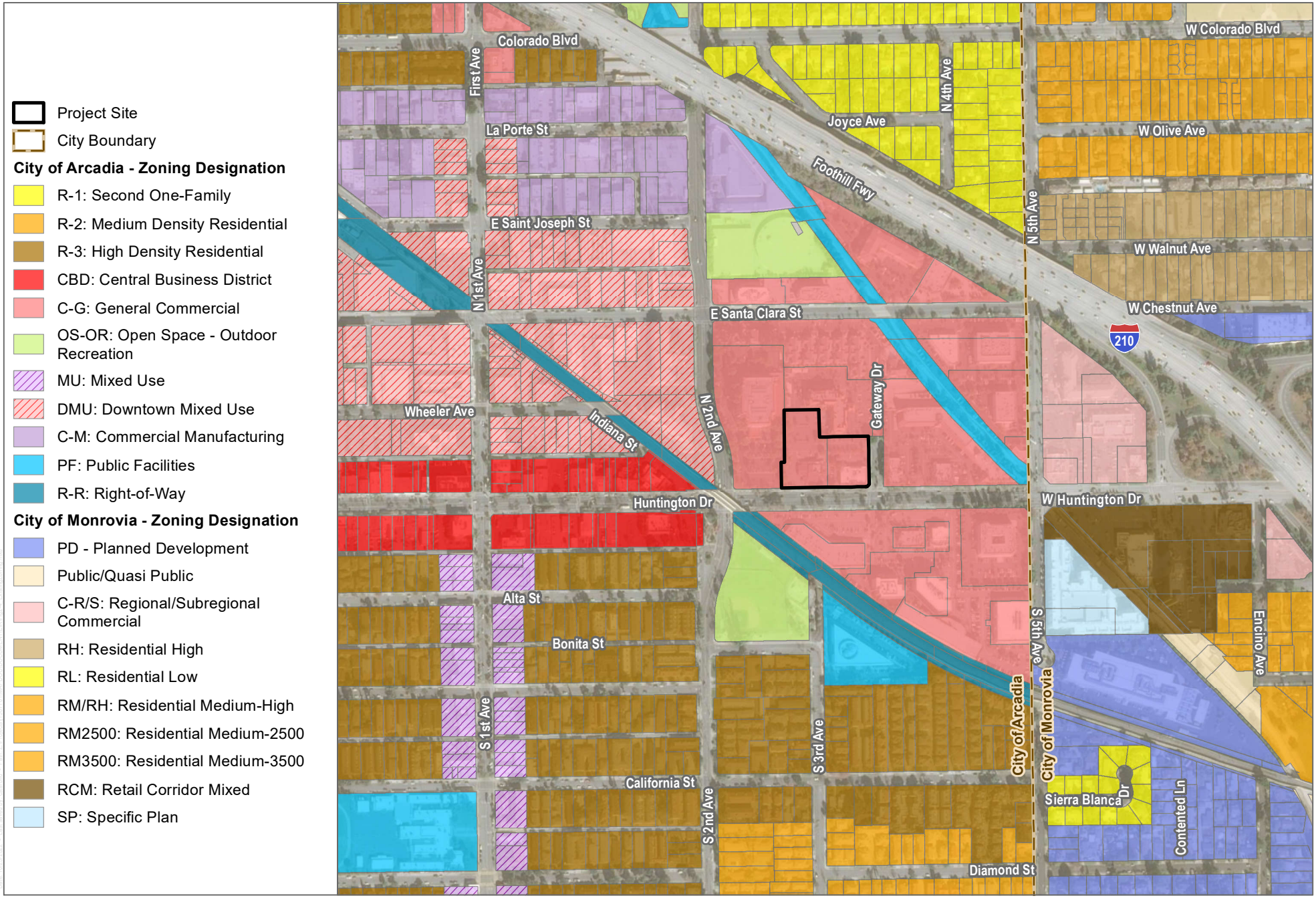
0 275 550 Feet

FIGURE 2-3

Existing General Plan Land Use Designation

The Derby Mixed-Use Project

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SOURCE: SOURCE: SCAG 2016, Open Street Map

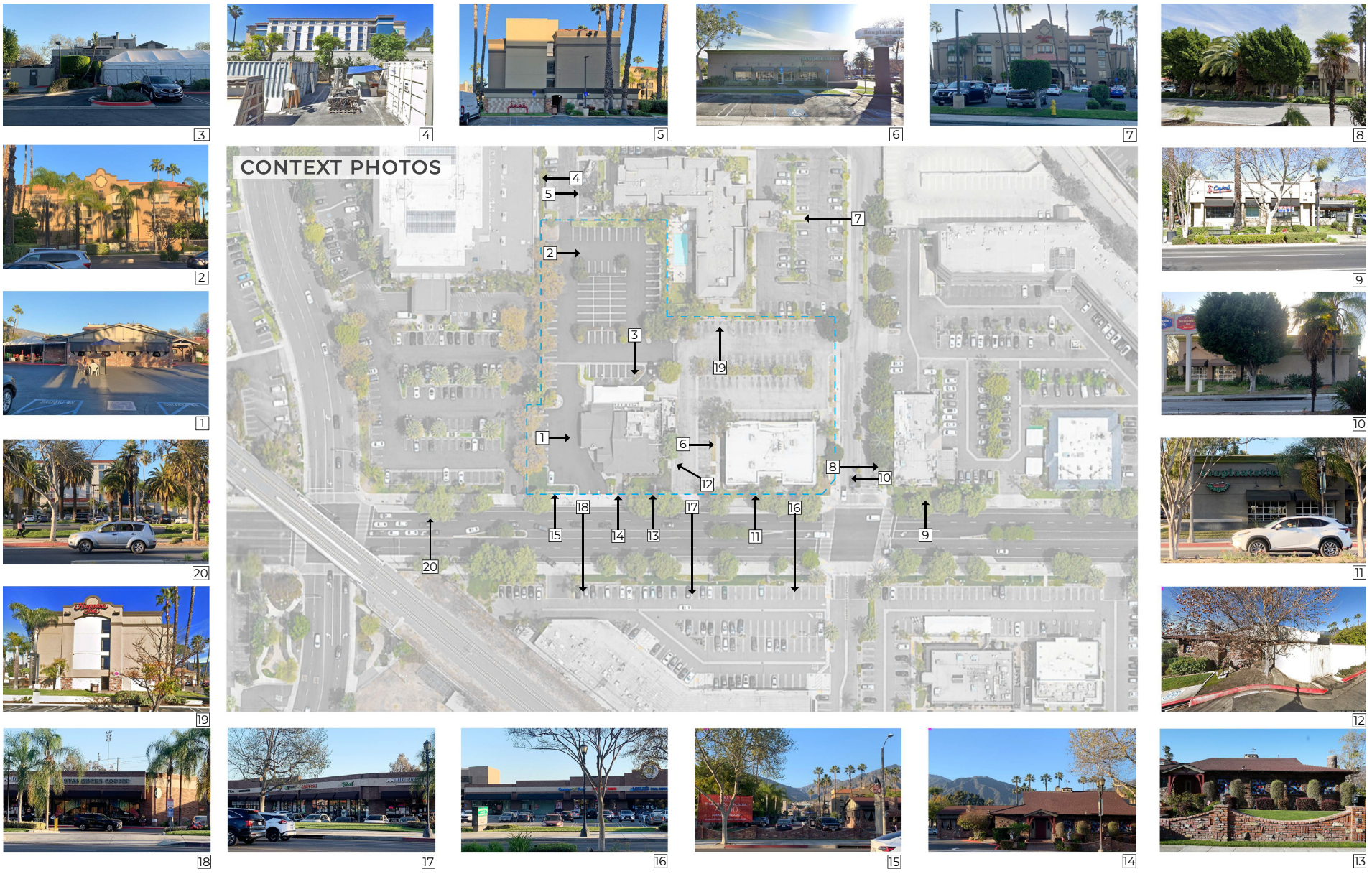
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FIGURE 2-4

Existing Zoning

The Derby Mixed-Use Project

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Source: Elite Real Estate Holdings LLC 2022

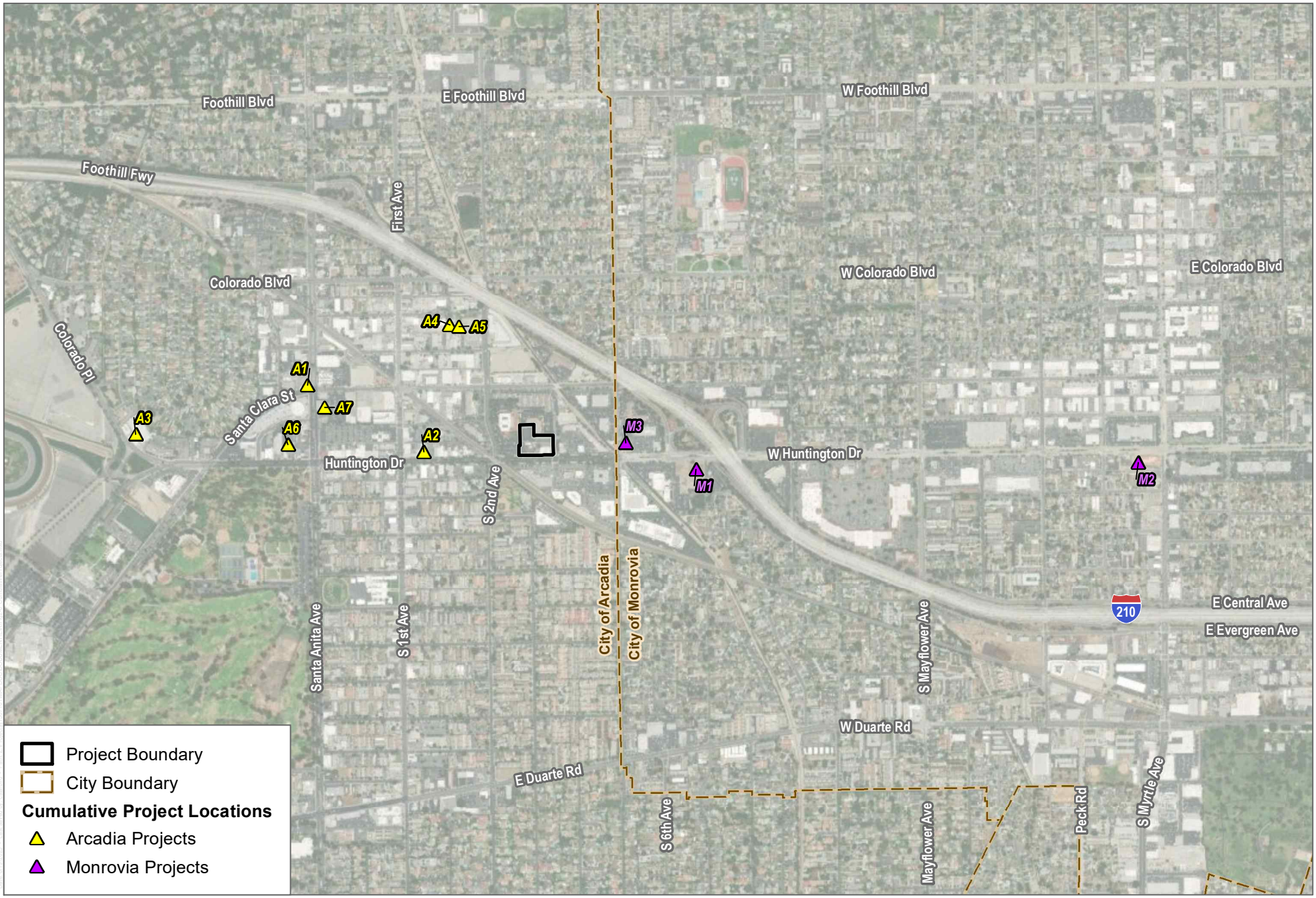
FIGURE 2-5

Existing Project Site Conditions

The Derby Mixed-Use Project

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SOURCE: ESRI 2020, Open Street Map 2019

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0 700 1,400 Feet

FIGURE 2-6

Cumulative Projects Location Map

The Derby Mixed-Use Project

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3 Project Description

This chapter of the Draft Environmental Impact Report (EIR) provides a description of the proposed The Derby Mixed-Use Project (Project). The purpose of this chapter is to describe the Project in a manner that will be meaningful for review by the public, reviewing agencies, and decision makers in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines (14 California Code of Regulations 15000 et seq.). Per the requirements of Section 15124 of the State CEQA Guidelines, a complete project description must contain the following information:

> (a) the precise location and boundaries of the proposed project, shown on a detailed map, along with a regional map of the project's location (see Section 3.1 and Chapter 2, Section 2.2, Project Location);
>
> (b) a statement of the objectives sought by the proposed project, which should include the underlying purpose of the project (see Section 3.4);
>
> (c) a general description of the project's technical, economic, and environmental characteristics, considering the principal engineering documentation and supporting public service facilities (see Section 3.2); and
>
> (d) a statement briefly describing the intended uses of the EIR, including a list of the agencies that are expected to use the EIR in their decision making, a list of permits or other approvals required to implement the project, and a list of related environmental review and consultation requirements imposed by federal, state, or local laws, regulations, or policies (see Sections 3.5 and 3.6).

In accordance with State CEQA Guidelines Section 15124, the description of a project "should not supply extensive detail beyond that needed for evaluation and review of environmental impacts." This chapter of the Draft EIR includes the required information, as listed above.

As stated in Section 15126.2 of the State CEQA Guidelines, an EIR must identify and focus on the significant effects of a project on the environment. In assessing the impacts of a proposed project, the lead agency "should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published." The approval and implementation of the Project would result in physical changes to the environment, which are analyzed in this Draft EIR.

3.1 Project Summary

The Project site, which totals approximately 2.23 acres, is located in the City of Arcadia (City) within Los Angeles County, approximately 13 miles east of downtown Los Angeles. The Project site addresses are 233 and 301 E. Huntington Drive and includes Assessor's Parcel Numbers (APNs) 5773-009-070 and 5773-009-065, but the address that will be assigned to this Project is 233 E. Huntington Drive.

Figure 2-1, Regional Location and Vicinity, included in Chapter 2, Environmental Setting, of this Draft EIR, depicts the Project boundaries in the context of the surrounding community and neighboring jurisdictions. Regional points of interest such as the Los Angeles County Arboretum and Botanical Gardens and Santa Anita Park (i.e., live horse racing) are located near the Project site within the City limits. As measured from the Project site, the City of Sierra Madre is located approximately 1.4 miles to the north; the City of Monrovia is located approximately 0.13 mile (680 feet) to the east; the City of Temple City is located approximately 2.3 miles to the south; and the City of

Pasadena and an area of unincorporated Los Angeles County are located approximately 2.5 miles to the west (see Figure 2-1 for a regional overview of the Project site). Regional vehicular access to the Project site is provided by the eastbound/westbound Foothill Freeway (Interstate 210) to the north, with freeway access ramps via Huntington Drive located approximately 0.2-mile east of the Project site. The Los Angeles County Metropolitan Transportation Authority (Metro) L Line (formerly Gold Line) Arcadia Station is located approximately 0.3-mile to the northwest of the Project site, near the intersection of Santa Clara Street and First Avenue. Direct access to the Project site is currently provided by Huntington Drive on the south and Gateway Drive on the east.

Figure 3-1, Conceptual Site Plan, identifies the Project's proposed development overlaid on an aerial photograph. The Project would construct The Derby as a larger, two-story restaurant that would be connected to a new, six-story mixed-use development consisting of a restaurant, cafe, and multifamily residential uses. The existing buildings and surface parking lots on the Project site would be demolished to accommodate the proposed Project and a lot line adjustment would merge the two existing lots into one legal lot. In addition to The Derby's new restaurant space, the Project would construct 205 market rate units and 9 affordable units (totaling 214 for-rent dwelling units), a 3,300 square foot restaurant space, and a 1,400 square foot café space. The proposed six-story mixed-use building would have an overall maximum height of 71 feet, including a 3-foot parapet. The Project would also include one level of subterranean (i.e., basement level) parking for residents, as well as ground-level commercial and valet parking, including a podium parking structure and surface parking lots. Ground-level parking within the podium parking structure would include a mix of commercial and valet spaces. An additional surface parking lot for valet use only would be on the northwest corner of the Project site accessible from the ground-level podium parking structure. In total, the Project would provide 412 vehicle parking spaces, as well as motorcycle spaces and bicycle parking. Figure 3-2, Project Overview (Aerial View Looking Northeast), provides a conceptual rendering of the southwest elevation of the Project looking northwest from an elevated perspective just south of E. Huntington Drive. Figure 3-3, Directional Views, provides additional elevated perspectives of the proposed Project from the northwest, northeast, southwest, and southeast.

Off-site improvements would be required within the sidewalk and roadway rights-of-way along E. Huntington Drive and Gateway Drive. These improvements would include modification and/or relocation of existing curb cuts/driveways, utility connections, removal of signage, street light relocation, and new/replacement street and median trees.

3.2 Project Characteristics

The Project includes the demolition of two existing on-site structures, surface parking lots, and landscaping to enable development of residential units and amenities, a new space for The Derby restaurant, an additional restaurant space, a café space, basement-level parking, ground-level commercial and valet parking in a podium parking structure, valet-only surface parking, new landscaping, and minor off-site improvements in the adjacent sidewalk and roadway rights of way (e.g. utility connections, curb cut and streetlight relocation, street tree removal, etc.). Further details of the Project's characteristics are provided below.

3.2.1 Discretionary Land-Use Entitlements

The Project would require a Zone Change (No. ZC 22-01) from General Commercial (C-G) to Downtown Mixed Use (DMU), which would include an H7 Special Height Overlay, as well as a General Plan Amendment (No. GPA 22-01) to change the land use designation from Commercial to Downtown Mixed Use. The Project applicant, Elite Real Estate Holdings LLC ("the applicant"), also proposes to include a 5 percent density bonus under the California

Density Bonus Law (California Government Code Sections 65915–65918), which would facilitate the inclusion of nine affordable units and increase the allowable dwelling unit count to 214 units. The Project would also require a lot line adjustment (No. LLA 22-02), certificate of demolition (No. COD 22-20), other minor use permits (No. MUP 22-02), and would be subject to site plan and design review (No. ADR 22-06) by the City's Planning Commission and City Council. The discretionary actions required for the Project are further described below.

Zone Change to Downtown Mixed-Use with Height Overlay (H7)

The current C-G zone has a maximum allowable building height of 40 feet and does not allow for residential use. Thus, a Zone Change (No. ZC 22-01) would be required to rezone the Project site to Downtown Mixed Use (DMU), which would allow for the Project's proposed mixed-use development (subject to a Minor Use Permit, discussed below). The proposed Zone Change would also include an H7 Special Height (H) Overlay, pursuant to Section 9102.11.040 of the City's Development Code (Development Code) (City of Arcadia Municipal Code, Chapter 1, Article IX, Section 9101 et seq.), An overlay zone, such as height overlay, supplements the base zoning provisions for the purpose of establishing specific development regulations for a particular site or area. The H7 Special Height Overlay would increase the maximum allowable building height on the Project site to 75 feet, thus allowing for the proposed six-story mixed-use building, which would have an overall maximum height of 71 feet, including a 3-foot parapet, but not including rooftop appurtenances such as a screened mechanical enclosures, stairs, and an elevator machine room. The proposed zoning is illustrated in Figure 3-4, Proposed Zoning. This proposed rezone to DMU is also an implementation action set forth in the City's Housing Element Update and is therefore consistent with the intent of the Housing Element.

General Plan Amendment to Downtown Mixed-Use

The Project would require a General Plan Amendment to change the land use designation from Commercial to Downtown Mixed Use. The General Plan Downtown Mixed Use designation provides opportunities for complementary service and retail commercial businesses, professional offices, and residential uses within the City's downtown. As the proposed DMU zoning for the Project site is intended to implement the Downtown Mixed Use designation (Development Code Section 9102.05), the proposed General Plan Amendment is required to facilitate internal consistency between the General Plan land use map and base zoning provisions of the City's Development Code. The proposed Downtown Mixed Use designation is illustrated in Figure 3-5, Proposed General Plan Land Use.

Site Plan and Design Review (Density Bonus)

Under the proposed DMU zoning, the Project site would have an allowable base density of 80 dwelling units per acre, allowing for a total of 178 dwelling units on the 2.23-acre site. The Project applicant proposes to use a 5 percent density bonus under the California Density Bonus Law (California Government Code Sections 65915 – 65918) to increase the number of housing units (discussed in further detail below). In accordance with Section 9103.15 (Density Bonuses for Affordable and Senior Housing) of the Development Code, the Project is required to complete an application for site plan and design review pursuant to Section 9107.19 (Site Plan and Design Review) of the Development Code. The required site plan and design review application would be subject to "major review" by the Planning Commission and subject to the following criteria (Development Code Section 9107.19.040[5]):

- Compliance with applicable sections of the Development Code and all other applicable City regulations and policies
- Consistency with the General Plan and any applicable specific plan
- Consistency with any adopted design guidelines, policies, and standards

- Efficient site and layout and design
- Compatibility with neighboring properties and developments; in terms of scale and aesthetic treatment of proposed structures with public areas

Lot Line Adjustment

The Project site currently consists of two parcels (APNs 5773-009-070 and 5773-009-065). According to Section 9105.07.030 (Lot Line Adjustments) of the Development Code, a lot line adjustment (No. LLA 22-02) is required to enable the Project to merge the two existing parcels into one legal parcel.

Certificate of Demolition

As discussed in Chapter 2 of this Draft EIR, The Derby restaurant is a long-standing community establishment, which was originally constructed in 1931. A Built Environment Inventory and Evaluation Report[1] was prepared for the Project which evaluated the building that contains The Derby restaurant for historical significance and integrity due to the age of the building in consideration of the National Register of Historic Places, California Register of Historical Resources, local designation criteria and integrity requirements, and if it meets the definition of a historical resource under CEQA. As a result of the evaluation, no historic built environment resources were identified within the Project site, pursuant to Section 21084.1 of the CEQA Statute or Section 15064.5 of the CEQA Guidelines (see Appendix D-1 of this Draft EIR). According to Section 9107.07 (Certificates of Demolition) of the City's Development Code, after appropriate evaluation and consideration of a structure 50 years or older has been completed, the proposed structure may be demolished with an approved certificate of demolition. The Derby restaurant building, in its current location and form, would be demolished to accommodate the proposed Project, including a new, expanded restaurant space for The Derby. Thus, and according to Section 107.07.020(A)(1) of the Development Code, the Project would require a certificate of demolition (No. COD 22-20).[2]

Minor Use Permits

With approval of the proposed Zone Change to DMU, the Project site would be in a mixed-use zone and a "downtown zone" (Development Code Section 9102.05[C]). As such, the Project would require approval of MUPs for valet parking in a mixed use zone, outdoor dining in a downtown zone, and multifamily housing in a downtown zone, subject to the requirements of Section 9107.09 (Conditional Use Permits and Minor Use Permits), as discussed below.

Valet Parking in a Mixed-Use Zone

The Project's surface parking area and ground-level podium parking structure would be predominately valet serviced and reserved for restaurant/café uses and residential visitors. According to Section 9103.07.100 (Valet Parking) of the Development Code, valet parking in mixed-use zones is subject to the approval of an MUP. Thus, the Project would require a MUP for valet parking in a mixed-use zone (Development Code Section 9103.07.100[A]).

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1 The Built Environment and Inventory Evaluation Report, prepared by Dudek, is included as Appendix E the Draft EIR (Dudek 2022).

2 The Project would also demolish the other building on the site that housed the former Souplantation restaurant and surface parking lot. Pursuant to the City's Development Code, because this building is less than 50 years old (built in 1988), demolition would not require a discretionary certificate of demolition (Development Code Section 9107.07.020[A][2]). Instead, a ministerial demolition permit would be required, in accordance with Article VIII (Building Regulations), Section 8651 (Demolition Permit) of the Municipal Code.

Outdoor Dining in Excess of 12 Tables in a Downtown Zone

According to Table 2-10 (Allowed Uses and Permit Requirements for Downtown Zone) in Section 9102.05.020 of the Development Code, outdoor dining in excess of 12 tables is allowed in the City's downtown zones, subject to an approved MUP. Both T Derby and the 3,300 square-foot additional restaurant space would include the option for outdoor seating with 12 or more tables and would therefore require an MUP (Development Code Section 9102.05.020, Table 2-10).

Multifamily Housing in a Downtown Zone

Per Table 2-10 in Section 9102.05.020 of the Development Code, multifamily housing in conjunction with a commercial use are permitted in the City's downtown zones, subject to an approved MUP. The Project would include 214 for-rent dwelling units, which would qualify as multifamily housing. The proposed commercial uses on the Project site include The Derby restaurant, an additional restaurant space, and a café space. Therefore, the Project would require an MUP for multifamily housing (Development Code Section 9102.05.020, Table 2-10).

3.2.2 The Derby Restaurant

The Project proposes a new 12,850 square foot, two-story space on the first and second floor of the mixed-use building for The Derby restaurant in the southwest corner of the Project site. As illustrated in the ground-level overview of Figure 3-7, Ground-Level and Level-Two Overview, the proposed centerline of the new restaurant space would be located slightly west of the existing (The Derby) restaurant, with the main entrance facing east towards the proposed ground-level courtyard and vehicle roundabout for guest and valet drop off. The first floor (i.e., ground level) of the restaurant would include expanded, modernized kitchen and service areas, a horseshoe-shaped lounge bar, and dining area totaling approximately 9,177 square feet. The second floor "rooftop" area would include a partially-covered indoor-outdoor bar and secondary dining area (totaling approximately 2,950 square feet), as well as interior service area, storage area, and restrooms (totaling approximately 723 square feet). Operating hours for The Derby restaurant would be 4:00 p.m. to 10:00 p.m. Tuesday thru Thursday and Sunday, and 4:00 p.m. to 11:00 p.m. Friday and Saturday. The rooftop bar would be open from 5:30 p.m. until 10:00 p.m. on Thursday, 4:00 p.m. to 12:00 a.m. on Friday and Saturday, and 10:30 a.m. to 8:00 p.m. on Sunday.

Figure 3-6, Conceptual Exterior and Interior of The Derby Restaurant, provides conceptual renderings of the new restaurant (The Derby) as viewed from the street-level on E. Huntington Drive, an elevated perspective on E. Huntington Drive, the proposed ground-level courtyard (facing the proposed main entrance), and the proposed ground-level dining-area interior.

3.2.3 Restaurant

In addition to The Derby's new restaurant space, the Project would include a 3,300 square-foot restaurant space on the southeast corner of the mixed-use building's ground level, as illustrated in the ground-level overview of Figure 3-7, Ground-Level and Level-Two Overview. The restaurant space would front E. Huntington Drive and would have the potential to include outdoor seating. The restaurant would be open from 11:30 a.m. to 10:00 p.m. Sunday thru Thursday, and form 11:30 a.m. to 12:00 a.m. on Friday and Saturday.

3.2.4 Café

As illustrated in the ground-level overview of Figure 3-7, the Project would also include a new 1,400 square foot café space with one entrance provided along the east side of the ground-level courtyard/valet drop-off area and another facing E. Huntington Drive. The café space would have the potential for outdoor seating and would be open seven days a week from 7:30 a.m. to 8:00 pm.

3.2.5 Residential Development

The Project would include 205 market rate units and 9 affordable units, totaling 214 for-rent dwelling units on floors two through six of the proposed six-story mixed-use building. The unit mix would consist of 55 studios, 110 one-bedroom units (including four one-bedroom plus den units), and 49 two-bedroom units (including four two-bedroom plus den units). An overview of the residential units proposed on level two are illustrated in Figure 3-7. The average square footage of the unit types would be 480 square feet for the studios, 720 square feet for the one-bedroom units, 750 square feet for the one-bedroom plus den units, 1,100 square feet for the two-bedroom units, and 1,260 square feet for the two-bedroom plus den units.

Density Bonus

The California Density Bonus Law (Density Bonus Law), codified in California Government Code Sections 65915–65918, offers incentives for the development of affordable housing. Section 9103.15 (Density Bonuses for Affordable and Senior Housing) of the Development Code codifies the requirements of the Density Bonus Law for the City. The Project applicant proposes to use a 5 percent density bonus under the Density Bonus Law which would increase the allowable dwelling unit count by 20 percent to a total of 214 total units. In order to comply with state law, the Project would include nine very-low income (i.e., 50 percent Area Median Income) dwelling units that would be restricted to seniors. Thus, the final unit mix would consist of 205 market rate units and 9 affordable units, totaling 214 dwelling units. Table 3-1 details the proposed unit mix for the Project.

Table 3-1. Residential Unit Summary

Allowable Density	Calculation	Dwelling Units
Base Density[1]	80 DU/acre	178
Additional Affordable Dwelling Units	5 percent Very Low Income	9
Additional Market Rate Dwelling Units	15 percent	27
Total Additional Density	**20 percent[2]**	**36**
Housing Type		
Market Rate Unit Count	—	205
Affordable Unit Count	5 percent Very Low Income	9
Unit Type		
Studio	25.7 percent	55
One Bedroom	49.5 percent	106
One Bedroom + Den	1.9 percent	4
Two Bedroom	21.0 percent	45
Two Bedroom + Den	1.9 percent	4
Total Residential Units	**—**	**214**

Source: EREH 2022a.
Notes: — = not applicable; DU = dwelling unit
1 Downtown Mixed Use (DMU) zone allows for 80 du/ac on a 2.23-acre site. 2.23 x 80 = approximately 178.
2 California Government Code Section 65915.5.

Amenities

Various residential amenities would be provided throughout the Project. The new building would front onto E. Huntington Drive and would step back approximately 30 feet at the fifth and sixth levels to provide a landscaped residential pool and amenity space, including an approximately 4,800 square-foot roof deck and 1,100 square-foot indoor amenity kitchen for residents. The outdoor amenity space areas, including the roof deck and pool, are illustrated in Figure 3-8, Landscaping and Roof Overview. The outdoor amenity areas would be accessible to residents from 7:00 a.m. to 10:00 p.m. Additional residential amenities would include a 6,500 square-foot landscaped courtyard, herb garden, and shared outdoor cooking space on level two fronting Gateway Drive (illustrated in Figure 3-1 and Figure 3-8), as well as other interior residential amenities such as a fitness center, co-working space, and yoga room.

3.2.6 Design Features

As illustrated in Figure 3-6, the new space to house The Derby restaurant would be designed to maintain the low-slung craftsman-influenced character and scale of the existing building as well as other distinctive interior and exterior elements such as the gable roof, stained-glass windows, and classic red booths. The gable roof would feature “The Derby” signage in large-format lettering on its south-facing slope. The “new” Derby restaurant would preserve the existing horseracing memorabilia collection (i.e., The Derby Collection) in a new, expanded display area, and would relocate the existing “World Famous, The Derby” and “Guest Parking” neon signs to either side of the proposed ingress/egress driveway on E. Huntington Drive leading to the restaurant’s new covered porte-cochere

and east-facing main entrance. The Derby restaurant's rooftop bar and dining area would also include a media-art installation featuring a 35' by 25' projection surface set against the adjacent southern building face. During The Derby restaurant's evening operating hours, the proposed installation would display black-and-white, horse-racing themed photographs and video-stream projections, which would be visible from The Derby's rooftop bar and dining area, as well as from certain vantage points on the surrounding E. Huntington Drive streetscape. Horseracing images would only be projected from approximately dusk until midnight while The Derby restaurant is open. The Project's proposed media-art installation is illustrated in Figures 3-2 and 3-6.

The Project's built-environment color palette would predominantly include neutral earthtones of grey, brown, and off-white. Building materials and siding along the ground-level E. Huntington Drive and courtyard frontages would include brick veneer and would feature glazed floor-to-ceiling windows and a covered corridor along the east side of the courtyard and café, residential, and restaurant frontage. The finish on levels two through six would include a combination of machine applied sand-finished stucco and dark grey finished steel board and batten, as well as stained tongue and groove wood soffits and window surrounds. The Project would also feature painted steel balconies and railings.

3.2.7 Landscaping and Lighting

The proposed Project would be supported by new landscaping and open space uses to create a mixed-use community within the City's downtown. Landscaped areas on the Project site would feature a combination of cast-in-place raised and recessed planters along with free-standing planters and pots to provide a growing base for trees shrubs and ground covers. New plant materials would consist of climate adapted and/or low water-use species in compliance with the Model Water Efficient Landscaping Ordinance.

Tree Plan

As shown in the Arborist Report, provided as Appendix B of this Draft EIR, there are 66 trees on the Project site and 12 off-site, City-owned trees in the vicinity of the Project site. The Project proposes to remove 64 on-site trees and 4 off-site, City-owned trees. There are no protected trees on the Project site (Appendix B). The removal of four off-site, City-owned trees (one London plane [*Platanus x hispanica*] adjacent to the Project site on E. Huntington Drive and three crape myrtle [*Lagerstroemia indica*] in the median of E. Huntington Drive) is regulated under Division IX, Chapter 8, Comprehensive Tree Management Program, of the Municipal Code and would require issuance of a permit from the City's Public Works Department (Appendix B). In accordance with Municipal Code Section 9807 (Fee), prior to removal of any City-owned tree(s), the Project applicant is required to submit to the City a deposit equal to cost of the tree removal and replacement. The amount of the fee required would be determined by the Public Works Services Department Director. The replacement of City-owned trees would be subject to further review and approval by the Public Works Services Department Director (see Appendix B for further details regarding proposed tree removals and applicable City requirements).[3]

Open Space and Private Open Space

According to Table 2-11 of Section 9102.05.030 (Development Standards in Downtown Zones) of the Development Code, residential uses in the City's DMU zones are required to a minimum of 100 square feet of open space per

[3] As described in the Arborist Report (provided as Appendix B of this Draft EIR), the Project would encroach onto the dripline of 6 off-site London plane street trees; however, per Section 9110.01.060 of the City's Development Code, off-site trees are not subject to encroachment permit requirements.

dwelling unit, which may incorporate balconies. The open space is proposed on site both as community open space and as private open space. Approximately 65 percent of the Project's proposed dwelling units would include private balconies. Therefore, the Project would provide 7,022 square feet of residential open space in the form of private balconies and 14,603 square feet of common area open space (i.e., the courtyards/amenity areas on levels two, five, and six) for a total of 21,625 square feet of residential open space, which is in accordance with Table 2-11 and Section 9102.05.030(E) of the Development Code. Table 3-2, below, details the Project's required and provided open space calculations.

Table 3-2. Open Space Summary

Open Space Type	Calculation	Open Space (SF)
Open Space Required		
Total Open Space Required	100 square feet per unit	21,400
Open Space Provided		
Common Open Space	—	14,603
Private Balconies	—	7,022
	Total Open Space Provided	**21,625**

Source: EREH 2022a; Development Code Section 9102.05.030 (Development Standards in Downtown Zones).
Notes: SF = square feet; "— "= not applicable
[1] 214 units x 100 square feet per unit = 21,400 square feet

Lighting

Lighting sources on the Project site would be typical of the surrounding urban environment and may include surface-mounted decorative up-lights for landscaping, linear landscape luminaries, in-ground up-lights, pathway lights for safety and wayfinding, and overhead lights in the surface parking areas. Outdoor lighting would be used on the exterior of the building's street level, signage, pedestrian ways, outdoor residential amenity areas, and surface parking. The ground-level courtyard would also include hooded string lights, which would be visible from the E. Huntington Drive streetscape. Interior lights would shine through the Project's glass windows at night, causing additional illumination. Development Code Section 9103.01.120 (Exterior Lighting) requires that the Project's outdoor/exterior lighting be shielded or recessed to guard against adverse light trespass (spill light), light pollution, and glare onto surrounding properties.

3.2.8 Vehicle Parking

The Project would include one level of subterranean (i.e., basement level) parking for residents, as well as ground-level commercial and valet parking, including a podium parking structure and surface parking. The surface and podium parking areas would be predominately valet serviced and reserved for restaurant/café uses and residential visitors. The vehicle courtyard would include several surface parking spaces for transitional (i.e., short-term) valet use. A larger surface parking lot for valet use only would be on the northwest corner of the Project site accessible from the ground-level podium parking lot. Primary vehicle access for the commercial and valet parking areas would be from two points: (1) via an ingress/egress driveway on E. Huntington Drive approximately 50 feet east of driveway for the existing The Derby restaurant; and (2) via an ingress/egress driveway on Gateway Drive that would also accommodate service uses. Primary vehicle access to the residential tenant and guest parking at the basement level would be provided via a separate, secure ingress/egress driveway from Gateway Drive. The Project would provide a total of 412 parking spaces consisting of 239 residential spaces on the basement level and 173

commercial/valet spaces on the ground level. The basement-level residential parking area is illustrated on Figure 3-9, Basement Level Parking Overview, while the commercial/valet podium parking lot and surface parking areas are illustrated on Figure 3-7. The Project would also include 10 commercial motorcycle parking spaces on the ground level and 11 residential motorcycle parking spaces on the basement level. Detail on spaces for electric vehicles and bicycles is provided below.

The Derby Parking Management/Valet Parking Operations Analysis memo prepared for the Project discusses the City's parking requirements for the existing and proposed land uses on the Project site per Section 9103.07 (Off-Street Parking and Loading) of the Development Code (see Appendix J of this Draft EIR).[4] Due to the Project's dedication of nine affordable units restricted for seniors, the Project qualifies for parking reductions under the Density Bonus Law (Government Code 65915). In accordance the Density Bonus Law, the applicant is requesting reduced residential tandem parking dimensions as a concession. Table 3-3, Required Parking Spaces by Use, details the Project's required parking spaces by use, per the City's Development Code.

As shown in Table 3-3, per the Development Code, the Project is required to provide 239 residential parking spaces for the residential land uses and 173 spaces per code for the restaurant uses, for a total of 412 required spaces. The Project is proposing 239 dedicated parking spaces for the residential uses at the basement level, and therefore meets the required residential parking. Additionally, the Project is proposing 173 spaces for restaurant uses at the ground level, and therefore meets the required commercial parking per the Development Code. In total, the Project would provide 412 parking spaces.

Table 3-3. Required Parking Spaces by Use

Use	Size (DU/SF/Seats)	Metric	Spaces Required
Residential			
Studio	51 DU	1 space/DU	51
Affordable Studio (VLI)[1]	4 DU	1 space/DU	4
1 BR	105 DU	1 space/DU	105
Affordable 1 BR (VLI) [1]	5 DU	1 space/DU	5
2 BR	49 DU	1.5 space/DU	74
		Subtotal	*239*
Commercial			
The Derby Restaurant	12,850	1 space/100 SF	129
Complimentary Restaurant	3,300 SF	1 space/100 SF	33
Café	1,400 SF	1 space/200 SF	7
Outdoor seating	24 seats	1 space/6 seats	4
		Subtotal	*173*
Project			
		TOTAL SPACES REQUIRED	**412 spaces**

Sources: Development Code Section 9103.07 (Off-Street Parking and Loading); Dudek 2022b.
Notes: SF = square feet; DU = Dwelling unit; VLI = very low income

[4] The Derby Parking Management/Valet Parking Operations Analysis, prepared by Dudek, memo is included as Appendix E-2 of this Draft EIR.

1. The nine affordable units would consist of four studios and five one-bedroom apartments, which, pursuant to the California Density Bonus Law, require no more than one space per unit (California Government Code 65915[p])
2. In addition to the vehicular parking spaces, 11 motorcycle spaces will also be provided for residential uses.

Valet Services

The Derby restaurant currently operating on the Project site has been using full valet service for years, establishing valet service as the expectation for the restaurant's patrons. Of the 173 commercial parking spaces, 140 spaces would be allotted to valet parking. The restaurant parking would be managed through a valet parking plan to be prepared as part of the Project.

Electric Vehicle Charging

Section 4.106.4.2.2 of the 2022 California Green Building Standards Code, Title 24, Part 11 (CALGreen) requires that, for multifamily development projects with 20 or more dwelling units, 10 percent of the total residential spaces provided must be electric vehicle charging spaces capable of supporting electric vehicle supply equipment; 25 percent must be ready to support electric vehicle charging; and 5 percent must be equipped with electric vehicle supply equipment. Further, approximately 10 percent of the residential spaces provided by the Project would be equipped with electric vehicle chargers, which exceeds the requirement pursuant to CALGreen Section 4.106.4.2.2. For the Project's commercial component, the 2022 CALGreen sets forth requirements for electric vehicle-capable spaces and electric vehicle equipped spaces depending on the number of total commercial spaces required. The Project would comply with CALGreen requirements for electric vehicle spaces and supply equipment for both commercial and residential parking.

Bike Parking and Storage

The Project would provide publicly accessible bicycle parking on the ground-level along the E. Huntington Drive frontage of the café and additional restaurant space, while enclosed bicycle storage areas would be provided for residents on levels one and two. Section 9103.07.150 (Bicycle Parking Requirements) of the Development Code, requires a 0.2 bicycle storage space equivalent for each dwelling unit, or a total of 43 residential bicycle storage spaces. For the Project's commercial component, the Development Code requires the number of short- and long-term commercial bicycle spaces be equivalent to 10 percent of the total provided commercial (vehicle) parking spaces, for a total of 18 required commercial bicycle spaces. The Project would provide 43 "secure" residential bicycle spaces and 20 commercial bicycle spaces for a total of 63 bicycle parking spaces. Table 3-4, below, details the required and provided bicycle storage/parking spaces.

Table 3-4. Bike Parking Summary

Bike Parking Type	Calculation	Required	Provided
Residential Bike Parking	0.2 spaces per DU	43[1]	43
Non-Residential Bike Parking	10 percent	18[2]	20
	Total Bicycle Parking	**61**	**63**

Source: Dudek 2022b; Development Code Section 9103.07.150 (Bicycle Parking Requirements).
Notes: DU = dwelling unit; — = not applicable
1. 214 total dwelling units × 0.2 = approximately 43 bicycle spaces
2. This calculation refers to a 5 percent short-term plus a 5 percent long-term bicycle parking space equivalence of the Project's total provided commercial (vehicle) parking spaces (i.e., 173 total commercial parking spaces × 0.1 = 17.3 or approximately 18 bicycle spaces).

3.2.9 Circulation Plan

The proposed Project would support vehicular, bicycle, and pedestrian circulation throughout the Project site and the surrounding area. As mentioned above, the Project would include both vehicular and bicycle parking.

Vehicular Circulation

Proposed vehicular circulation to the Project site and ground-/basement-level parking areas would require removal or reconfiguration of two access points along Huntington Drive and one access point along Gateway Drive to provide one full access driveway along E. Huntington Drive and two access points along Gateway Drive. The Project's three proposed vehicular ingress/egress points are illustrated on the ground-level overview of Figure 3-7. The full access driveway onto E. Huntington Drive would be located just east of The Derby's new restaurant space and would provide primary vehicular access to The Derby restaurant and valet service area (i.e., valet pick up and drop off). Primary access to the café and additional restaurant (located in the southeastern portion of the new mixed-use building) would be provided via the central full access driveway off Gateway Drive. As illustrated in Figure 3-7, loading zones for delivery vehicles for The Derby restaurant and additional restaurant would be in the northwest and southeast corners (respectively) of the ground-level podium parking structure, which would be accessible from the central driveway off Gateway Drive. A third full-access driveway would be located north of the existing median on Gateway Drive on the northeastern corner of the proposed mixed-use building and would provide access to a gated ramp (15 percent grade) leading to the basement-level residential parking area. There would be no commercial or valet access to the residential basement-level parking area.

Non-Vehicular Circulation

Primary residential access would be provided via the residential lobby located adjacent and east of the proposed café space with entry fronting E. Huntington Drive. Residential entry from the basement level garage would also be provided via four stairways and a "lobby" elevator shaft, as illustrated on Figure 3-9. Exit corridors serving both the Project's commercial and residential uses are located on the ground-level adjacent and northeast of the new The Derby restaurant and adjacent and northeast of the additional restaurant space, as illustrated on Figure 3-7. Maintenance walkways (a minimum of 5 feet in width) would also be located along the western and northeastern perimeters of the proposed mixed-use building on the ground-level.

3.2.10 Utilities and Infrastructure

The proposed Project would require upgrades to utility infrastructure within the Project site. All infrastructure would be constructed in accordance with City standard s and applicable building codes. The Project site is currently served by existing utilities infrastructure as the site supports existing and occupied uses (see Chapter 2, Environmental Setting, for more details).

As Project construction would exceed one acre of disturbed land, the applicant would be required to file a Notice of Intent with the State Water Resources Control Board for a General Construction National Pollution Discharge Elimination System (NPDES) permit, and to prepare Stormwater Pollution Prevention Plan. The Project would also be required to implement low impact development controls, which may include infiltration trenches, bioretention planter boxes, roof drains connected to a landscaped area, pervious concrete/pavers, or other best management practices to address stormwater runoff. The Project's compliance with applicable stormwater drainage and other water quality standards is discussed in further detail in Section 4.8, Hydrology and Water Quality, of the Draft EIR.

3.2.11 Off-Site Improvements

Off-site improvements would be required within the sidewalk and roadway rights-of-way along E. Huntington Drive and Gateway Drive. These improvements would include modification and/or relocation of existing curb cuts, utility connections, removal of signage, street light relocation, and new/replacement street trees. The Project would also remove the northernmost portion of the existing median on Gateway Drive to accommodate a left-turn ingress/egress to and from the commercial/valet podium parking structure. Additionally, six existing trees along E. Huntington Avenue would remain in place as part of the proposed Project. However, these off-site street trees would be subject to the provisions of Chapter 8, Comprehensive Tree Management Program, of the City's Municipal Code.

The Project would contribute additional wastewater flows to the existing sewer infrastructure, which would cause one sewer pipeline segment to exceed the City's capacity limit of 50 percent capacity. Therefore, a portion of the City's sewer pipeline must be replaced to accommodate flows from cumulative projects and the proposed Project. The need for replacement of the existing utility infrastructure due to the increase in demand for wastewater conveyance and treatment is discussed in Section 4.15, Utilities and Service Systems, of this Draft EIR. No other off-site improvements are proposed.

3.3 Project Construction

As shown in Table 2-1, Existing Land Use Summary in Chapter 2, Environmental Setting, approximately 111,765 square feet of existing building or surface parking/asphalt areas are proposed for demolition, which would be equal to approximately 8,000 cubic yards of demolished materials (EREH 2022b). The Project's proposed grading plan would require export of approximately 46,422 cubic yards of excavated soils (EREH 2022b). The Project's depth of disturbance would be approximately 14 feet below ground level throughout most of the Project site, with an additional 5 to 6 feet of excavation required in discreet areas to allow for construction of the proposed elevator pits (EREH 2022b). Additionally, the proposed infiltration drywells would require drilling for two 6-inch drainage pipe placed at a maximum depth of 45 feet (for further details related to the Project's proposed drywells and other low impact development features, please refer to Section 4.8, Hydrology and Water Quality of this Draft EIR).

The Project would be constructed in six phases. It is currently anticipated that development of the Project would be completed within approximately 21 months after construction begins. However, this Draft EIR assumes an overlap of construction phases, which is possible depending on market conditions and provides a more conservative analysis of short-term air quality, greenhouse gas, noise, and transportation impacts. For the purposes this EIR, construction is anticipated to begin in March 2024 and anticipated to end in November 2025, spanning approximately 21 months. Construction activities would include demolition, site preparation, grading, building construction, paving, and application of architectural coating (see Table 3-5, below).

Table 3.5. Construction Phases and Duration

Construction Phases	Duration
Demolition	1.5 months
Site Preparation	2 weeks
Grading	5 weeks
Building Construction	16 months

Table 3.5. Construction Phases and Duration

Construction Phases	Duration
Paving	1 month
Application of Architectural Coating	1 month

3.4 Project Objectives

CEQA Guidelines Section 15124(b) requires an EIR to include a statement of objectives sought by the Project. The objectives assist the City in developing a reasonable range of alternatives to be evaluated in the EIR. The Project objectives also aid decision makers in preparing Findings of Fact and a Statement of Overriding Considerations, if necessary. The statement of objectives also includes the purpose of a project and may discuss a project's benefits. The Project's specific objectives are as follows:

1. To efficiently develop currently under-utilized property within a Transit Priority Area into a mixed-use, high-density, urban development that provides convenient access to alternative forms of transportation, including bicycling, bus lines and the Metro A Line light-rail station.
2. To provide new multifamily residential housing, including affordable housing, that helps meet the City's Regional Housing Needs Allocation (RHNA) requirements.
3. To provide a compact, mixed-use development in Downtown Arcadia within an established Land Use Focus Area to further facilitate the City as a destination stop on the Metro A Line.
4. To encourage building design that creates a cohesive, vibrant look in Downtown Arcadia and that minimizes the appearance of expansive parking lots on major commercial corridors.
5. To provide an adequate amount of on-site vehicle, bicycle, and electric vehicle stalls that satisfy the City's Municipal Code Parking Requirements
6. To provide employment opportunities through construction, maintenance and operation of new housing and commercial uses.
7. To support and modernize a local landmark business in the neighborhood with a larger, more open floorplan and up-to-date facilities that meet current building codes.

3.5 Intended Uses of this EIR

In compliance with CEQA, this Draft EIR has been prepared to analyze the potential environmental impacts that may result from implementation of the proposed Project. This Draft EIR identifies feasible mitigation measures and/or alternatives that would minimize or eliminate the potential significant impacts associated with Project construction and operation. Lead agencies, such as the City, are charged with the duty to substantially lessen or avoid significant environmental effects where feasible (State CEQA Guidelines Sections 15002[a][3] and 15021[a][2]). Where a lead agency identifies unavoidable adverse environmental effects of a Project, State CEQA Guidelines Section 15093 authorizes the agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable adverse environmental effects when determining whether to approve a project. If the specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, these effects may be deemed acceptable by the agency as substantiated in a statement of overriding considerations.

This Draft EIR evaluates potential environmental impacts associated with implementation of the Project and provides information regarding short-term, long-term, direct, indirect, and cumulative environmental effects of the Project. The Draft EIR must allow the City, responsible agencies, and other interested parties, to evaluate the environmental impacts of Project implementation and the environmental consequences of Project implementation, thereby enabling them to make informed decisions regarding the Project's requested entitlements, described below.

3.6 Discretionary Actions

3.6.1 City of Arcadia

The City of Arcadia, as lead agency for the Project, has the responsibility for reviewing, processing, and approving the proposed Project. If development is proposed that results in environmental impacts not assumed within this Draft EIR or covered under the impact analyses and mitigation measures set forth in this Draft EIR, or if substantial changes to the circumstances under which the Project is undertaken and/or new information of substantial importance becomes available after the certification of this Draft EIR, the City will evaluate the need for supplemental environmental documentation per Sections 15162 to 15164 of the State CEQA Guidelines.

The following is a summary of discretionary actions the City of Arcadia will consider:

- General Plan Amendment to Downtown Mixed Use (GPA No. 22-01)
- Zone Change to Downtown Mixed Use with Height Overlay (H7) (ZC No. 22-01)
- Certificate of Demolition (COD No. 22-20)
- Minor Use Permit (Mixed-Use Development; Valet Parking; Outdoor Dining in Excess of 12 Tables (MUP No. 22-02)
- Lot Line Adjustment (LLA No. 22-02)
- Site Plan and Design Review (Density Bonus) (ADR No. 22-06)

3.6.2 Responsible Agencies

A public agency, other than the lead agency, that has discretionary approval over a project is known as a "responsible agency," as defined by State CEQA Guidelines Section 15096. There are no other public agencies that have discretionary authority over the proposed Project.

3.6.3 Other Permits and Approvals

Other permits and approvals are required for Project implementation that are not subject to discretionary review, but nevertheless require actions by the applicant and/or the City to obtain the necessary approvals to implement the proposed Project. Other permits and approvals required, and their respective agency administrators, are listed below:

- City of Arcadia
  - Reduction of required tandem parking spaces in conformance with State Density Bonus Law
  - Tree Permit
  - Grading Permit, Demolition, Building and other construction permits
  - Encroachment permit for work in the City's right-of-way

- California Department of Transportation, District 7
  - Oversized Vehicle Permit
- California Water Resources Control Board
  - Coverage under National Pollutant Discharge Elimination System Permit No. CAS000002, General Construction Activity Storm Water Permit and Stormwater Pollution Prevention Plan

3.7 References

City of Arcadia. 2010. Arcadia General Plan. Adopted November 16, 2010. Accessed August 15, 2022. https://www.arcadiaca.gov/shape/development_services_department/planning___zoning/general_plan.php.

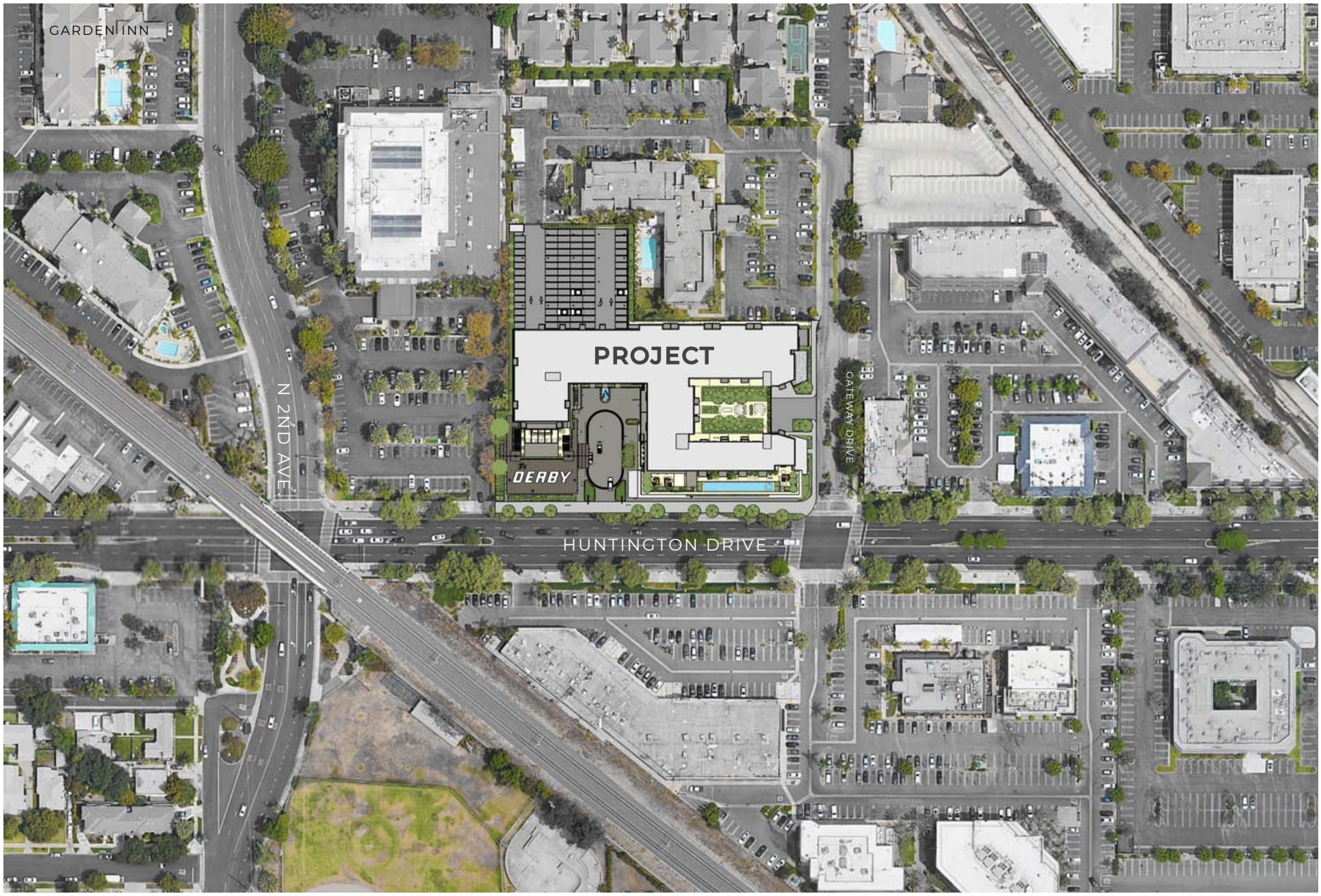
EREH (Elite Real Estate Holdings LLC). 2022a. The Derby Mixed-Use Project Area Summary. October 26, 2022.

EREH. 2022b. The Derby Mixed-Use Project, Technical Data Needs. August 26, 2022.

Dudek. 2023a. Arborist Report, Derby Mixed-Use Project City of Arcadia, California. April 2022. Provided as Appendix B of this Draft EIR.

Dudek. 2023b. Built Environment Inventory and Evaluation Report. Derby Mixed Use Project City Of Arcadia, California. February 2022. Included as Appendix D-1 of this Draft EIR.

Dudek. 2023c. Transportation Impact Study: The Derby Mixed-Use Project. Prepared for Top Commercial Realty. July 2022. Included as Appendix J of this Draft EIR.



Source: Elite Real Estate Holdings LLC 2022

FIGURE 3-1

Conceptual Site Plan

The Derby Mixed-Use Project

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Source: Elite Real Estate Holdings LLC 2022

FIGURE 3-2

Project Overview (Southwest Elevation)

The Derby Mixed-Use Project

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Source: Elite Real Estate Holdings LLC 2022

FIGURE 3-3

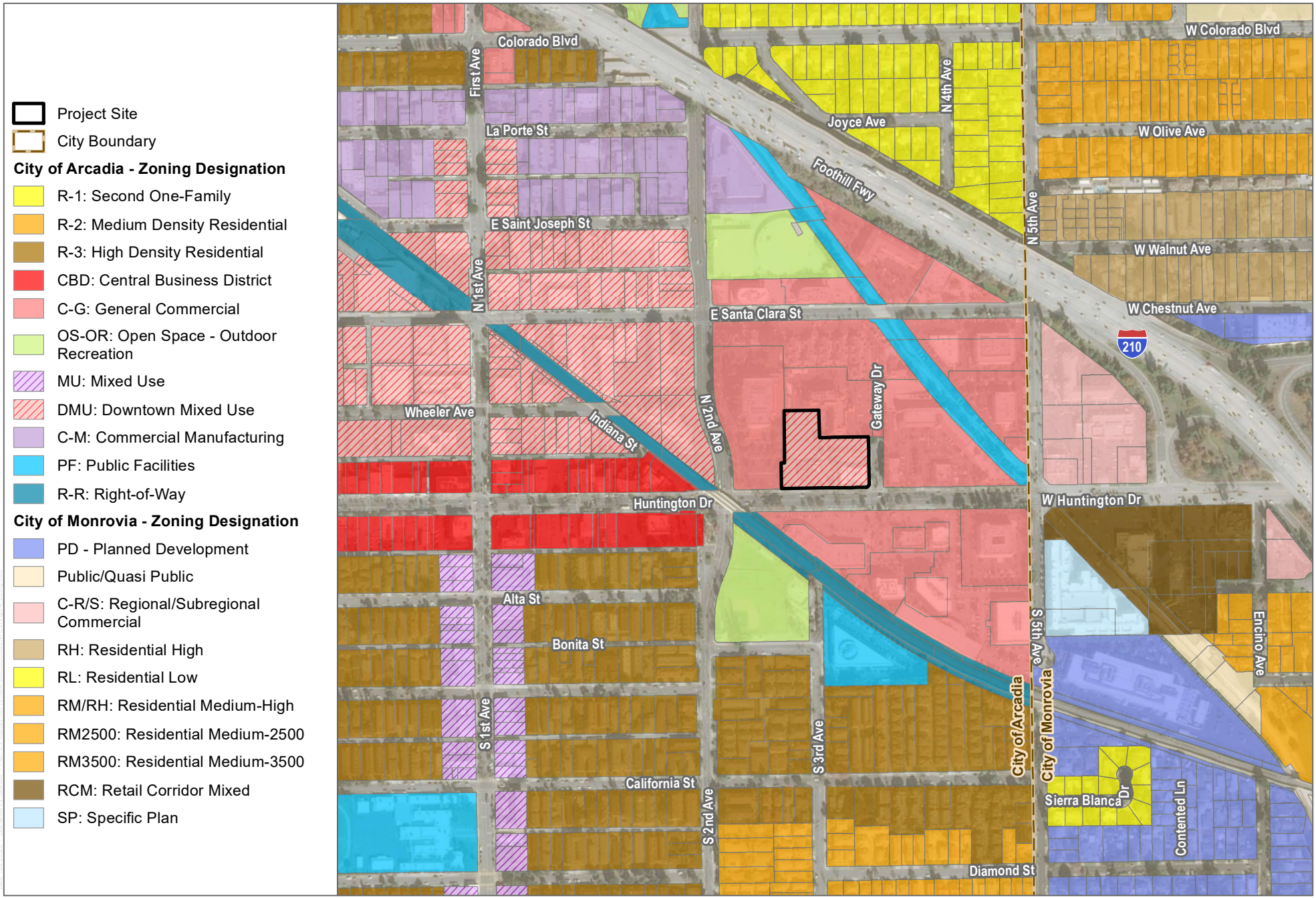
Directional Views

The Derby Mixed-Use Project

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SOURCE: SOURCE: SCAG 2016, Open Street Map

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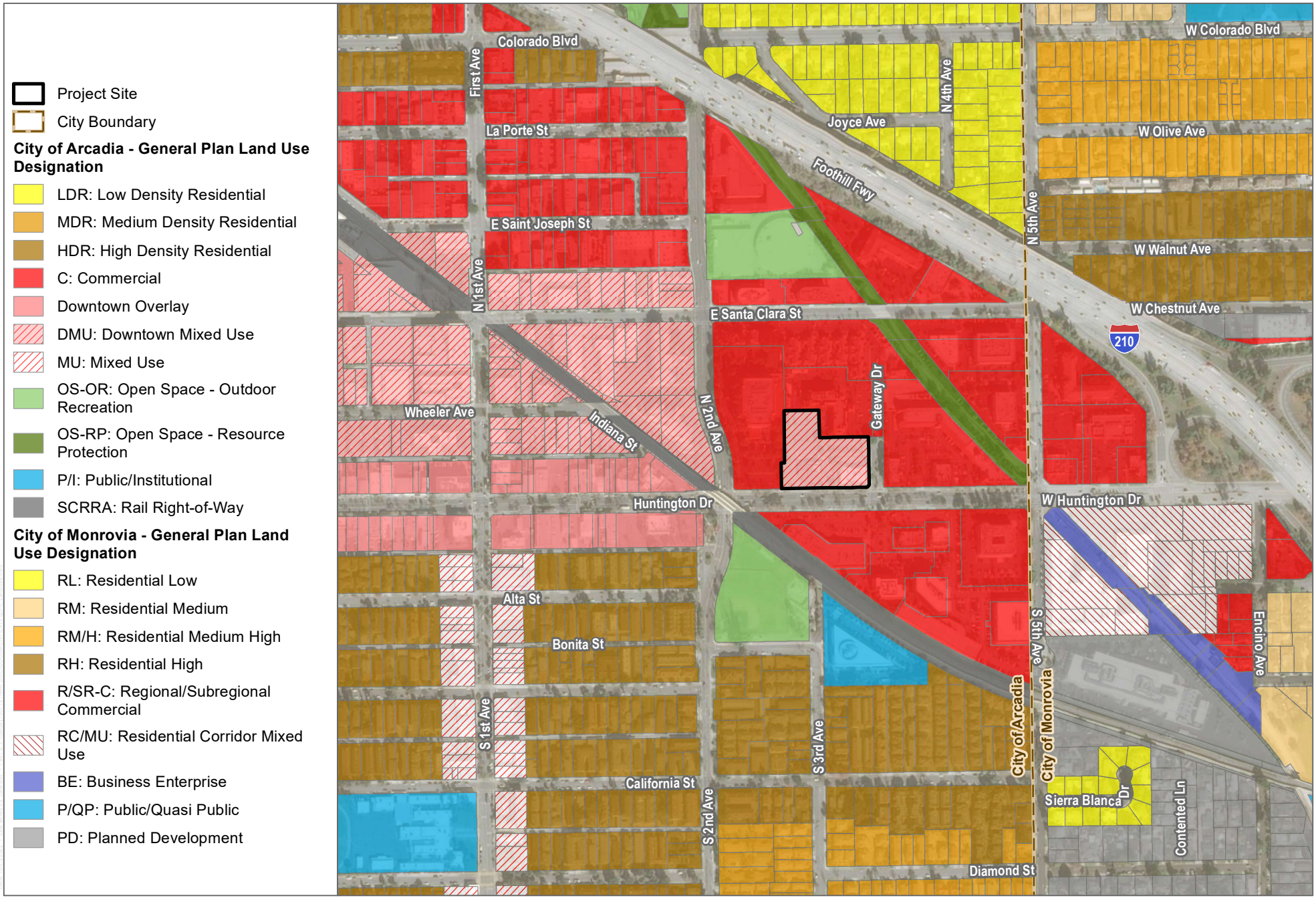
0 275 550 Feet

FIGURE 3-4

Proposed Zoning

The Derby Mixed-Use Project

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SOURCE: SOURCE: SCAG 2016, Open Street Map

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0 275 550 Feet

FIGURE 3-5

Proposed General Plan Land Use

The Derby Mixed-Use Project

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View 3-4a. Elevated perspective from E. Huntington Drive (looking northwest)



View 3-4b. The Derby main entrance and ground-level courtyard (looking west)



View 3-4c. The Derby ground-level dining room



View 3-4d. Ground-level perspective from E. Huntington Drive (looking northwest)

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Source: Elite Real Estate Holdings LLC 2022

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FIGURE 3-6

Conceptual Exterior and Interior of The Derby Restaurant

The Derby Mixed-Use Project

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SOURCE: [au]workshop, 2023

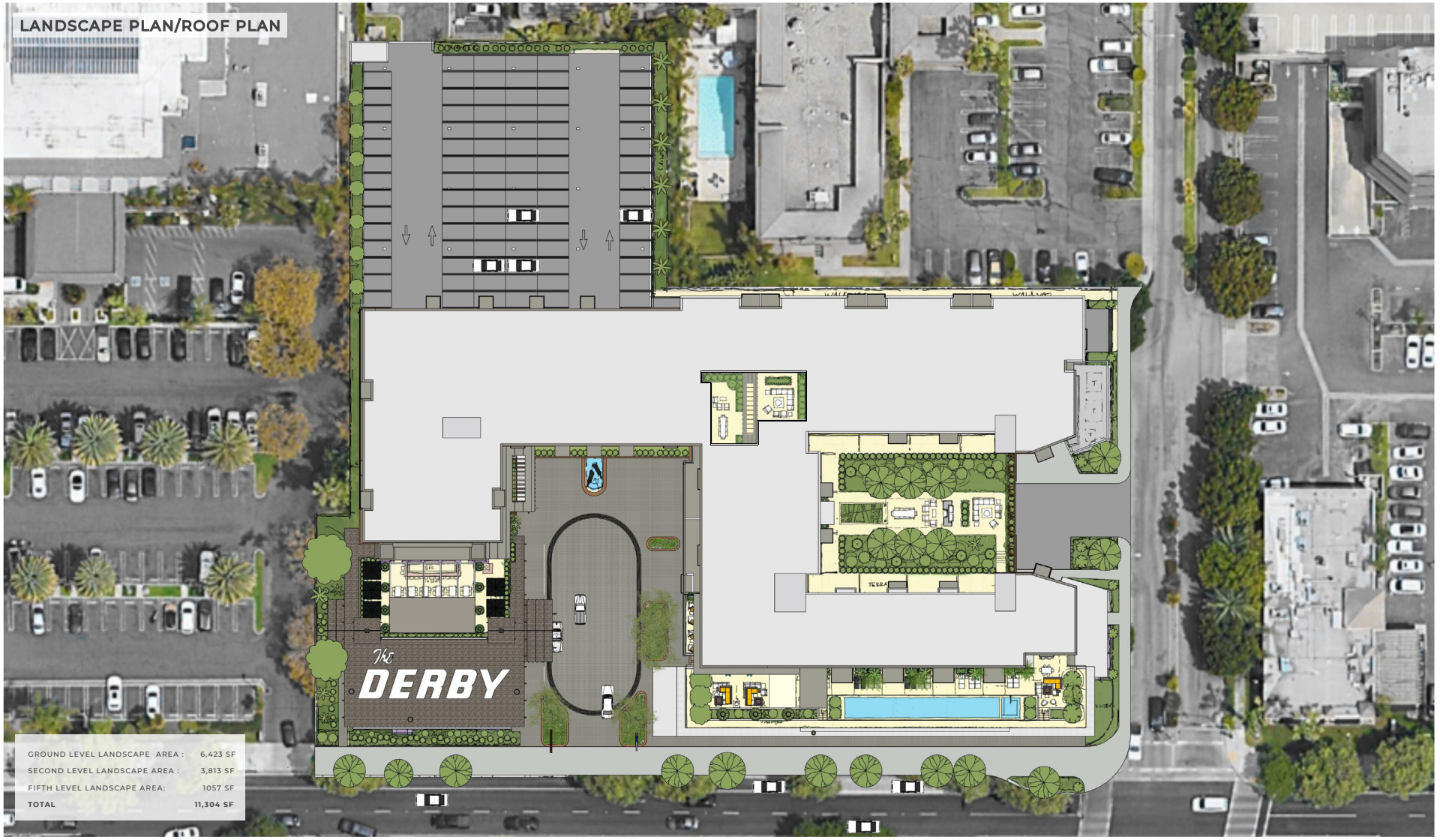
FIGURE 3-7

Ground-Level and Level-Two Overview

The Derby Mixed-Use Project

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Source: Elite Real Estate Holdings LLC 2022

FIGURE 3-8

Landscaping and Roof Overview

The Derby Mixed-Use Project

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Source: Elite Real Estate Holdings LLC 2023

FIGURE 3-9

Basement-Level Parking Overview

The Derby Mixed-Use Project

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4 Introduction to Environmental Analysis

The following sections contain an analysis, by issue area, of the potentially significant environmental effects of The Derby Mixed-Use Project (Project). The environmental issue areas analyzed in this section are as follows:

- Aesthetics (Section 4.1)
- Air Quality (Section 4.2)
- Cultural Resources (Section 4.3)
- Energy (Section 4.4)
- Geology and Soils (Section 4.5)
- Greenhouse Gas Emissions (Section 4.6)
- Hazards and Hazardous Materials (Section 4.7)
- Hydrology and Water Quality (Section 4.8)
- Land Use and Planning (Section 4.9)
- Noise (Section 4.10)
- Population and Housing (Section 4.11)
- Public Services and Recreation (Section 4.12)
- Transportation (Section 4.13)
- Tribal Cultural Resources (Section 4.14)
- Utilities and Service Systems (Section 4.15)

The discussions of each environmental issue area include the following subsections:

- Existing Conditions
- Regulatory Requirements
- Thresholds of Significance
- Impacts Analysis
- Cumulative Impact Analysis
- Mitigation Measures
- Significance Conclusion
- References

As stated in the Notice of Preparation (see Appendix A-1), it was found that the proposed Project would have either no impact or a less than significant impact relative to the following environmental issue areas. As such, these issue areas are not included as stand-alone sections in this Draft EIR, but are discussed in Section 5.5, Effects Found Not to be Significant.

- Agriculture and Forestry Resources
- Biological Resources
- Mineral Resources
- Wildfire

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4.1 Aesthetics

This section describes the existing visual and aesthetic conditions of The Derby Mixed-Use Project (Project) site and its vicinity and identifies associated regulatory requirements and thresholds of significance. Information contained in this section is based on a Project site reconnaissance, satellite imagery from the Google Earth computer program, the City of Arcadia (City) 2010 General Plan Update, the City's Municipal and Development Code, the California Department of Transportation (Caltrans) Scenic Highway System, conceptual site plans prepared by the Project applicant, and the following:

- **Appendix B** Arborist Report, Derby Mixed Use Project City of Arcadia, California, prepared by Dudek (October 2022)

Other sources consulted are listed in Section 4.1.8, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.1.1 Existing Conditions

This section describes the existing conditions in the Project area and identifies the resources that could be affected by the Project.

4.1.1.1 Regional and Local Aesthetics

Regional Conditions and Land Uses

Figure 2-1, Regional Location and Vicinity Map, included in Chapter 2, Environmental Setting, of this Draft EIR provides the Project boundaries in the context of the surrounding community. The Project site is located in the City which is within the County of Los Angeles (County), and in the northwestern portion of the San Gabriel Valley, approximately 13 miles northeast from downtown Los Angeles. The San Gabriel Valley is an approximately 400-square-mile area in the eastern portion of the County bound on the north by the San Gabriel Mountains, on the west by the Repetto and Merced Hills, on the south by the Puente Hills, and on the east by the San Jose Hills (City of Arcadia 2010). The City sits at the foot of the San Gabriel Mountains and touches the San Gabriel River at its southeastern boundary. The City of Sierra Madre is located to the north of the City; the City of Monrovia and an area of unincorporated County land are located to the east of the City; Temple City, the City of El Monte, the City of Irwindale, and an area of unincorporated land in the County are located to the south of the City, and the City of Pasadena, as well as an area of unincorporated land in the County are located to the west of the City (see Figure 2-1).

The Project site is bound by E. Huntington Drive to the south, Gateway Drive to the east, and existing commercial uses to the west and north. Regional access to the Project site is via Interstate (I) 210 to E. Huntington Drive.

As noted in the City's 2010 General Plan Update, the City is highly urbanized and is developed with a mix of low to medium density land uses. High density housing is located primarily in the western section of the City's Downtown area, while commercial uses are concentrated in the central section of the City and along major streets and corridors. Lower density and single-family residential uses are more commonly located near the foothills in the

northern sections of the City. The City's single and multifamily residential neighborhoods are cited as contributing to the City's identity as a "Community of Homes" (City of Arcadia 2010). For more information on existing regional conditions and land uses, please refer to Chapter 2, Environmental Setting of this Draft EIR.

Despite being densely developed, there are a number of scenic resources in the broader San Gabriel Valley as well as in the City itself, including mountains, foothills, ridgelines, parks, open spaces, and sports venues such as the local public golf courses and the historic Santa Anita Park racetrack. The General Plan cites unobstructed views of the Racetrack and the San Gabriel Mountains as important contributors to its aesthetic character (City of Arcadia 2010).

Existing Surrounding Land Uses

The Project site is surrounded on all sides by commercial uses including a four-story hotel building to the north, a seven-story hotel building to the northwest, a single-story strip mall to the south, and freestanding restaurants and a three-story strip mall to the west. All surrounding developments include surface level parking lots, landscaping, and exterior lighting. Figure 2-2, Surrounding and Nearby Land Uses, provides a visual of the surrounding land uses and can be found in Chapter 2 of this Draft EIR.

Existing Land Use and Zoning Designations

The Project site, including the surrounding area, is designated Commercial (0.5 FAR) in the City's General Plan. This land use designation is intended to support a wide range of commercial uses including restaurants, durable goods sales, food stores, lodging, professional offices, specialty shops, indoor and outdoor recreational facilities, and entertainment uses. Additionally, the Project site and the surrounding area are zoned General Commercial (C-G). The C-G Zone is intended to provide areas for retail and service uses, offices, restaurants, public uses, and similar and compatible uses. A more detailed discussion of surrounding land uses, as well as complimentary visual aids and overviews can be found in Chapter 2 of this Draft EIR.

Proposed Project

The proposed Project includes the construction of a mixed-use project on 2.23 acres located at 223 and 301 E. Huntington Drive in the City. The Project site has a General Plan land use designation of "Commercial," and has a zoning designation of C-G, although the Project proposes to change the zoning and land use designation of the site to Downtown Mixed Use. The Project would demolish two existing buildings and associated surface parking lots and redevelop the site with a six-story mixed-use development consisting of 214 residential units, two restaurants (including a new The Derby restaurant), and a café. The Project would also include one level of subterranean parking as well ground-level parking. The Project site contains The Derby restaurant and a vacant former Souplantation restaurant, as well as at-grade parking, trees, and other ornamental landscaping. There are also existing "World Famous, The Derby" and "Guest Parking" neon signs, which are features of The Derby restaurant. In an effort to maintain the character of the current Project site, these signs would be preserved and relocated along E. Huntington Drive near the vehicle roundabout for guest and valet drop off.

The Project also would include a projection screen on the southern building face above The Derby restaurant that would be 35 feet wide and 25 feet tall. During The Derby's evening operating hours, the screen would project horse-racing themed photographs and video-stream projections that would be visible from The Derby's rooftop bar and dining area, as well as certain vantage points along E. Huntington Drive and the Metro A (formerly L/Gold) Line. Figure 2-5, Existing Project Site Conditions, in Chapter 2 provides images of the existing Project site and surrounding structures.

A more detailed discussion of the Project site, including the proposed development and existing conditions, can be found in Chapter 3, Project Description.

Landscaping

The existing Project site has limited landscaping, as it is predominantly developed with buildings and surface parking lots. Existing landscaping within or directly adjacent to the Project site consists of mature street trees along E. Huntington Drive and Gateway Drive, and ornamental shrubs and grasses, and mature on-site trees within parking lot medians, along the sides of existing buildings, and adjacent to E. Huntington Drive and Gateway Drive.

According to a site survey conducted as part of the Arborist Report (see Appendix B), there are 66 on-site trees and 12 off-site, City-owned trees located adjacent to the Project site in the public rights-of-way along E. Huntington Drive and Gateway Drive (including trees located in the roadway medians). The 12 off-site trees are subject to regulation under Chapter 8, Comprehensive Tree Management Program of the City's Municipal Code. The 66 on-site trees are not subject to regulation under the City's Tree Preservation Ordinance (Division 10 of the City's Municipal Code) or Comprehensive Tree Management Program due to the species, size, and location. The inventoried tree locations on and adjacent to the Project site are depicted in the Arborist Report, provided as Appendix B of this Draft EIR.

4.1.1.2 Scenic Vistas

Landforms and varied topography such as mountain ranges, coastlines, and hills allow for a variety of long-range views that define the aesthetically diverse communities in the County. These landforms not only create scenic backdrops against developed communities, but also provide environmental and public benefits to residents. While existing scenic resources in the County are recognized for their importance as a contrast to the developed urban areas, the County of Los Angeles General Plan does not identify any officially designated scenic vistas (County of Los Angeles 2014). Likewise, the City's General Plan does not identify any officially designated scenic vistas within City boundaries, although the General Plan does indicate that unobstructed views of the historic Santa Anita Racetrack and the San Gabriel Mountains are particularly important to the City's aesthetic character and should be favored for preservation (City of Arcadia 2010). The view from the Project site includes most predominantly the elevated terrain of the San Gabriel Mountains to the north. The Santa Anita Racetrack is not visible from the Project site.

4.1.1.3 Scenic Highways

According to Caltrans, the County has one national scenic byway, two officially designated state scenic highways and 11 eligible scenic highways (Caltrans 2019). The Arroyo Seco Parkway, a designated California Historic Parkway and part of the state scenic highway system, is located approximately 7 miles west of the Project site where it traverses the City of Pasadena (Streets and Highway Code Section 283). Route 2 and Route 27, the County's two designated state scenic highways, are 9 miles northwest and 32 miles west of the Project site, respectively. Due to distance, topography, and intervening development/vegetation, the Project site is not visible from the Arroyo Secco Parkway, Route 2, Route 9, or any officially designated state or national scenic highway segments (Caltrans 2019).

Caltrans classifies a segment of I-210 as an eligible state scenic highway, including where it traverses the City of Pasadena approximately 7.5 miles west of the Project site; however, I-210 is not eligible for designation where it traverses the City or the neighboring City of Monrovia (Caltrans 2019). There are no eligible state scenic highways within the City boundaries and, due to distance, topography, and intervening development/vegetation, the Project site is not visible from any eligible state scenic highway segments (Caltrans 2019).

4.1.1.4 Light and Glare

The Project site is located in a highly developed commercial area of the City, which contains businesses that produce light sources from interior and exterior lighting, surface parking lots, and glare from signage and glass windows. The urbanized nature of the Project site and surrounding area includes an abundance of existing sources of light and glare, such as streetlights, signs, security lighting in parking lots and along walkways, ambient light emitted from the interior of buildings, exterior building lights, and from vehicle headlights. Buildings and structures that contain large expanses of glass, metal, and polished exterior or roofing materials also contribute to localized sources of glare. The Project site, for example, is surrounded by commercial uses that contain features that contribute to sources of light and glare including interior and exterior lighting, signage, and glass windows. Furthermore, there are several overhead parking lot lights within the existing Project site and in adjacent parking lots that surround the site, as well as overhead streetlights that illuminate the roadways and sidewalks of the adjacent E. Huntington Drive, Gateway Drive, and North 2nd Avenue.

4.1.2 Regulatory Requirements

4.1.2.1 Federal

There are no federal regulations pertaining to aesthetics and scenic resources that would apply to the Project.

4.1.2.2 State

California Scenic Highway System

Created by the California State Legislature in 1963, the California Scenic Highway Program includes highways designated by Caltrans as scenic. The purpose of the program is to protect the scenic beauty of California highways and adjacent corridors through conservation and land use regulation.

California Code of Regulations

The California Code of Regulations is the official compilation and publication of the regulations adopted, amended, or repealed by state agencies pursuant to the Administrative Procedure Act (OAL 2022). The California Code of Regulations is compiled into titles, and includes Title 24, California Building Standards Code (discussed below).

Title 24 – California Building Standards Code

Title 24, California Building Standards Code, consists of regulations to control building standards throughout the state. The following components of Title 24 include standards related to lighting:

Title 24, Part 2 – California Building Code / Title 24, Part 3 – California Electrical Code. These sections of the California Building Standards Code stipulate minimum light intensities for pedestrian pathways, circulation ways, parking lots, and paths of egress.

Title 24, Part 6 – California Energy Code. The California Energy Code (Title 24, Part 6) stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment.

Section 130.2 sets forth requirements for outdoor lighting controls and luminaire cutoff requirements. All outdoor luminaires of 6,200 initial luminaire lumens or greater shall comply with the backlight, up light, and glare (BUG) ratings in accordance with ANSI/IES TM-15-20, Annex A. Automatic scheduling controls shall be installed for all outdoor lighting, which may be installed in combination with motion sensing or other outdoor lighting controls. Automatic scheduling controls shall be capable of reducing outdoor lighting power by at least 50% and no more than 90%, and separately capable of turning the lighting off, during scheduled unoccupied periods.

Section 140.7 establishes outdoor lighting power density allowances in terms of watts per area for lighting sources other than signage. The lighting allowances are provided by the Lighting Zone, as defined in Section 10-114 of the California Administrative Code. Under Section 10-114, all urban areas within California are designated as Lighting Zone 3. Additional allowances are provided for Building Entrances or Exits, Outdoor Sales Frontage, Hardscape Ornamental Lighting, Building Facade Lighting, Canopies, Outdoor Dining, and Special Security Lighting for Retail Parking and Pedestrian Hardscape.

Section 130.3 stipulates that sign lighting controls with any outdoor sign that is on during both day and nighttime hours must include a minimum 65% dimming at night. Section 140.8 of the California Energy Code sets forth lighting power density restrictions for signs.

California Vehicle Code

Chapter 2, Article 3 of the California Vehicle Code stipulates limits to the location of light sources that may cause glare and impair the vision of drivers.

Article 3, Offenses Relating to Traffic Devices (21450–21468) (Article 3 enacted by Stats. 1959, Ch. 3.), Section 21466.5, stipulates that no person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway.

4.1.2.3 Regional and Local

The following provides a summary of local regulatory requirements and guidance documents applicable to the Project and the topic of aesthetics. For a complete discussion of all local plans, policies, and ordinances applicable to the Project (both unrelated to and including aesthetics) please refer to Section 4.9, Land Use and Planning.

City of Arcadia 2010 General Plan

The City of Arcadia adopted its General Plan in 2010 and conducted an update to its Housing Element in 2013 and again in 2022. The General Plan is intended to provide direction for future development of the City. It represents a formal expression of community goals and desires, provides guidelines for decision making about the City's development, and fulfills the requirements of California Government Code Section 65302 requiring local preparation and adoption of General Plans. Goals and policies related to aesthetics and scenic resources in the City's General Plan that may be applicable to the Project are identified below (City of Arcadia 2010).

Land Use & Community Design Element

Policy LU-2.1: Ensure that trees planted in the public right-of-way continue to be well maintained where they exist, are planted in areas where they are currently lacking, and encourage replacement of undesirable tree species in public rights-of-way.

Policy LU-2.6: Ensure the aesthetic quality and pedestrian orientation of the City's commercial corridors by implementing the recommendations of the Community Design section, as well as the Architectural Design Guidelines for commercial and industrial properties.

Policy LU-6.4: Encourage design approaches that create a cohesive, vibrant look and that minimize the appearance of expansive parking lots on major commercial corridors for new or redeveloped uses.

Policy LU-6.6: Develop landscaping that is compatible with the City's water efficient landscape ordinance and façade standards for commercial properties and require all new development to adhere to them. Encourage the improvement of rundown buildings by offering entitlement incentives.

Policy LU-6.11: Provide mature street trees, continuous landscaping (that includes drought-tolerant plants), and pedestrian amenities along corridors and within districts to create a more visually pleasing and cohesive streetscape.

City of Arcadia Municipal Code

The California Building Code, 2022 edition, published at Title 24, Part 2, of the California Code of Regulations, including relevant Appendices, is adopted by reference pursuant to Article VIII, Chapter 1, Section 8110 of the City of Arcadia Municipal Code (Municipal Code).

Tree Preservation and Management

According to Division 10, Section 9110.01, Tree Preservation, of the City's Development Code (codified in Article IX, Chapter 1 of the Municipal Code) a permit is required prior to removal of any protected tree, as well as prior to any encroachment into the protected zone of any protected tree. Protected trees include oak trees (e.g., Engelmann oak [*Quercus Engelmannii*], coast live oak [*Quercus agrifolia*]), California sycamore trees (*Platanus racemose*) on any public or private property, as well as certain mature trees located within a required front, side, street-side, or rear yard setback. Exceptions are provided for in Section 9110.01.060, and include allowances for combined permits, visual barriers, and emergency situations, among others. Section 9110.01 also provides explicit lists of protected tree species, as well as unprotected tree species (Section 9110.01.040), and gives guidance on the application processes and applicable fees (Section 9110.01.070), required protective measures (9110.01.090), and enforcement and liability protocols (9110.01.100/110).

Additionally, Article IX, Chapter 8, Comprehensive Tree Management Program of the Municipal Code governs the planting, maintenance, removal, and replacement of City-owned trees on public property. City-issued permits are required for removal of street trees, and property owners requesting removals are responsible for costs associated with street tree removal and replacement. City-issues permits are not required for removal of tree limbs or pruning or trimming branches of street trees in conjunction with construction activities; however, the City requires that pruning or trimming be completed in accordance with the industry standards as set forth by the International Society of Arboriculture or the American National Standards Institute and in consultation with a Certified Arborist. Section 9812, Tree Planting and Maintenance Regulations, of Chapter 8 also mandates that the owner of property adjacent to a parkway or public right-of-way shall have the responsibility to maintain in good condition all street trees in the parkway or public right-of-way. Such maintenance shall include, but is not limited to, consistent deep watering to help train roots to grow down and away from other sources of moisture (e.g., water/sewer laterals and irrigation systems) and to prevent roots from surfacing, causing hardscape damage.

Water Efficient Landscaping Ordinance

According to Article VII, Part 5, Division 4, Section 7554, Water Efficient Landscaping, the Project would be subject to the City's Water Efficient Landscaping Ordinance. The purpose of this ordinance is to promote landscaping practices that integrate water conservation and water waste prevention. This Section establishes requirements regarding landscaping irrigation, soil and grading, and recycled water. Additionally, the Water Efficient Landscaping Ordinance requires the preparation of a Landscape Design Plan and a Landscape Documentation Package by a license landscape architect pursuant to Section 7554.4, which shall include information on the proposed plant material, water features, and soil preparation, mulch, and amendments.

Article IX, Chapter 1, Development Code

The City's Development Code is intended to regulate the use and development of land within the City consistent with the General Plan. It is also the intent of the Development Code to promote orderly development; protect the public health, safety, and general welfare; protect the City's character, social diversity, and economic vitality of neighborhoods and business districts; and ensure that new uses and development benefit the City.

Section 9102.05, Downtown Zones. As discussed in Chapter 3, Project Description, of the Draft EIR, the Project would require a zone change to rezone the Project site to Downtown Mixed Use (DMU), which would allow for the Project's proposed mixed-use development. Per Development Code Section 9102.05.010(C), the purpose and intent of the DMU zone is as follows:

> [To] provide opportunities for complementary service and retail commercial businesses, professional offices, and residential uses located within the City's downtown. A wide range of commercial and residential uses are appropriate, oriented towards pedestrians to encourage shared use of parking, public open space, and interaction of uses within the zone. Residential uses are permitted above ground floor commercial or adjacent to a commercial development. Both uses must be located on the same lot or on the same project site, and exclusive residential structures are not allowed. This zone implements the General Plan Downtown Mixed Use designation.

Table 2-10 (Allowed Uses and Permit Requirements for Downtown Zones) of the Development Code indicates the land use regulations for the DMU zone and applicable permits required to establish the use.

Section 9103.01.120, Exterior Lighting. This Section establishes exterior lighting standards that are intended to balance safety and security needs for lighting with efforts to guard against adverse light trespass (spill light), light pollution, and glare onto surrounding properties. Unless specifically exempted, Section 9103.01.120 applies to any exterior lighting that is not within a fully enclosed building or structure.

Section 9103.09, Landscaping. This Section establishes minimum landscape standards for all uses in compliance with applicable state standards and guidelines and to promote sustainable development and is intended to supplement the Water Efficient Landscaping Ordinance (Article VII, Part 5, Division 4, Section 7554 of the City's Municipal Code). The purpose of Section 9103.09 is to establish a structure for planning, designing, installing, maintaining, and managing water-efficient landscapes in new construction and rehabilitated projects. As a new construction project with an aggregate landscape area greater than 500 square feet, the Project would be subject to Development Code Section 9103.09.030, requiring preparation and submittal of a "Landscape Documentation Package" prepared by a licensed landscape architect. In accordance with Development Code Sections

9103.09.040, landscape Requirements, and 9103,09.040(C), Landscape Requirement for Commercial, Mixed Use, and Industrial Zones, the Project would also be subject to the following:

- All areas of the Project site not devoted to structures, driveways, or walkways must be landscaped with lawn, trees, shrubs, or other plant materials, and must be permanently maintained in a neat and orderly manner.
- All setbacks, parkways, open areas, plazas, paseos, and non-work areas that are visible from a public street/alley or from a parking lot available to the general public must be landscaped.
- All landscaped parkway areas located between the sidewalk and the edge of development must contain low shrubbery, mulch, or ground cover to provide coverage within two years.

Section 9103.13.070, Light and Glare. This Section of the Development Code requires that every existing or proposed use, activity, or process or portion thereof producing glare be shielded in such a manner that the glare is not perceptible at or beyond any property line.

Section 9103.11.070, Permanent Signs by Zone, Locations and Allowed Sign Area. This Section provides regulations for permanent signs by designated zoning areas.[1] Any encroachment of any awning, blade, or marquee sign into a public right-of-way shall be subject to review and approval by the City Engineer and shall comply with any conditions imposed to permit such encroachment. Regulation of sign types specific to the DMU zone, and therefore applicable to the Project, are found in Table 3-13 (Regulation of Sign Types) of Section 9103.11.070.

Section 9107.19, Site Plan and Design Review. This Section, and subsections contained therein, provide a process for the appropriate review of development projects, and mandate that no one shall construct any structure, or relocate, rebuild, or significantly enlarge or modify any existing structure or site until a Site Plan and Design Review has been approved. Each application for a Site Plan and Design Review is reviewed by the City to ensure that the application is consistent with applicable development standards and regulations, adopted Design Guidelines, and other applicable policies (Development Code Section 9107.19.040[C]). Site Plan and Design Review approval is required before the issuance of a building or grading permit, business license, or certificate of occupancy for any new structure (Development Code Section 9107.19.030).

In accordance with Sections 9107.19.020 (Applicability) and 9102.03.060 (Site Plan and Design Review), because the Project would construct a new structure to accommodate land use activities permitted under the DMU zone, the Project requires approval of a Site Plan and Design Review subject to the requirements of Section 9107.19 of the Development Code. As part of this review process, the Project would be required to show consistency with the City's Commercial and Mixed Use Design Guidelines (discussed in further detail below).

City of Arcadia Commercial and Mixed-Use Design Guidelines

The City adopted an update to its Commercial and Mixed Use Design Guidelines in 2019 (City of Arcadia 2019a). The purpose of these guidelines is to reinforce the goals and objectives of the General Plan related to project design, as well as provide general guidelines for any addition, remodel, or construction requiring a building permit within any commercial and mixed-use land use district. The Commercial and Mixed-Use Design Guidelines (Design Guidelines) provide direction to project applicants about site planning and building placement; public and private open spaces; pedestrian and vehicular access; and building massing and scale. Other topics addressed include

[1] In accordance with Section 8710 (Definition) of Chapter 7 (Miscellaneous Building Regulations) of the Municipal Code "A sign is anything placed on the exterior of a building or on a building site for the purpose of advertising or sales promotion and shall include the sign structure and all parts thereof, including supports."

guidelines related to architectural style, awnings, rooflines, articulation, windows/doors, colors/materials, landscaping, equipment and service areas, site furnishing, lighting, glare, and public art.

According to the City's Design Guidelines, "[project] applicants should not assume that a project will be approved by merely adhering to the City's minimum zoning standards and development regulations" (City of Arcadia 2019a). Through the City's Site Plan and Design Review process (Municipal Code Section 9107.19), the Project would be required to "adhere to the spirit and intent" of the Design Guidelines applicable to mixed-use projects in the City (City of Arcadia 2019a). As stated in the Design Guidelines, the Project "shall be designed to adhere to the following objectives" (and the supporting guidelines provided therein) (City of Arcadia 2019a):

Objective 1 Ensure new construction, additions, renovations, and infill developments are sensitive to neighborhood context, building form, scale and colors and materials

Objective 2 Create a streetscape environment to promote pedestrian activity and an enhanced pedestrian experience

Objective 3 Utilize high quality architecture to create an attractive and cohesive "face" of the City within Commercial Corridors and Mixed Use Districts

Objective 4 Encourage design approaches that create a cohesive, vibrant look and that minimize the appearance of expansive parking lots on major commercial corridors

Objective 5 Design public areas to create outdoor amenities and improve the pedestrian experience

Objective 6 Develop landscaping that is compatible with the City's water efficient landscape ordinance

Objective 7 Design equipment and service areas as an integral part of the project to be buffered or screened from public view and neighboring properties

Objective 8 Design mixed use commercial and residential development to take advantage of easy access to transit, to provide employment opportunities, and to provide a complementary mix of uses that support and encourage pedestrian activity

City of Arcadia Signage Design Guidelines

The City Signage Design Guidelines are intended to balance the legitimate needs for business identification with the need to prevent visual clutter that detracts from a project and the community's overall character (City of Arcadia 2019b). In general signs should be integrated into the building design, complementary of the building architecture, and compatible with the building colors and materials and other signage on the building. The Signage Design Guidelines are not intended to supersede the requirements of the Development Code but rather, the Signage Design Guidelines are utilized during the City's development review process to encourage "the highest level of design quality" while at the same time providing the flexibility necessary to encourage creativity on the part of an applicant in response to existing site conditions.

4.1.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the State CEQA Guidelines, a significant impact related to aesthetics would occur if the Project would:

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, 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.

4.1.4 Impacts Analysis

Prior to discussion of aesthetic impacts, cumulative or otherwise, it is necessary to include a discussion of Senate Bill (SB) 743 [Public Resources Code (PRC) Section 21099(d)] as it relates to the Project and applicable CEQA review requirements. PRC Section 21099(d)(1) sets forth new guidelines for evaluating project impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within transportation priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5-mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75% of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The Project is a mixed-use development and PRC Section 21099 applies to the Project. Specifically, the property is a previously developed "infill" site located approximately 0.3-mile from the Metro A Line Station which meets the definition of a "major transit stop" established under PRC Section 21099. Therefore, the Project's aesthetic effects cannot be considered a significant impact. The analysis in this section of the Draft EIR is for informational purposes only and not for determining whether the Project would result in a significant impact on the environment. As such, nothing in the aesthetic impact discussion in this Draft EIR would trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures. Lastly, because the Project site is located in an urbanized area an analysis of the potential change in visual character or quality of public views of the site is not applicable and not addressed in the analysis below.

Threshold 4.1a Would the Project have a substantial adverse effect on a scenic vista?

As previously stated, in accordance with PRC Section 21099, the Project cannot be found to have a significant impact related to scenic vistas, and the discussion below is provided for informational purposes only.

The Project site is currently developed and located within a highly urbanized and relatively flat portion of the City, as such, immediate views of and from adjacent and nearby parcels are not particularly scenic. Scenic vistas are generally defined as an expansive view of highly valued landscape features (e.g., mountain range, lake, or coastline) observable from a publicly accessible vantage point. A project which substantially blocks or alters a view of a scenic vista would be a potentially significant impact. The City's General Plan does not identify any officially designated scenic vistas within City boundaries, although the General Plan does indicate that unobstructed views of the historic Santa Anita Park Racetrack and the San Gabriel Mountains are particularly important to the City's aesthetic character and should be favored for preservation (City of Arcadia 2010).

The views from the Project site include the elevated terrain of the San Gabriel Mountains to the north. Due to distance and intervening development, the Santa Anita Racetrack to the west is not visible from the Project site. The Project would include the development of a six-story mixed use building. Directly north of the Project site are other buildings that are similar to the Project in terms of height, dimension and urban aesthetic including a seven-story Embassy Suites hotel (to the northwest) and a four-story Hampton Inn hotel (to the north). Mountain views visible directly south of the Project site along E. Huntington Drive and from the adjacent commercial lot would be interrupted but not substantively impacted by the proposed Project because existing views of the mountains are currently obscured by existing mature trees along E. Huntington Drive and existing buildings within the Project site, as well as existing commercial areas located north of the Project site. Directly east of the Project site includes Gateway Drive which allows for mountain views for vehicles traveling north and for pedestrians walking on the adjacent sidewalks. These views would largely remain unchanged with implementation of the Project.

In summary, while the Project would result in visual changes on the Project site due to increased intensity of use, these changes would not adversely affect a scenic vista. Due to the urban, developed character of the existing viewshed, the presence and proximity of existing developments, existing topography in the area, and no officially designated scenic vistas within City boundaries, the Project would not have a substantial adverse impact on existing scenic vistas, designated or otherwise.

Threshold 4.1b Would the Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

As previously stated, in accordance with PRC Section 21099, the Project cannot be found to have a significant impact related to damaging scenic resources within a state scenic highway, and the discussion below is provided for informational purposes only. As discussed above in Section 4.1.1.2, Scenic Highways, there are no eligible or officially designated state scenic highways within the City boundaries or within the neighboring City of Monrovia boundaries (Caltrans 2019). Due to distance, topography, and intervening development/vegetation, the Project site is not visible from any eligible or officially designated state scenic highway segments (Caltrans 2019). Therefore, the Project would have no impact on any scenic resources (i.e., trees, rock outcropping, historic buildings) within a state scenic highway.

Threshold 4.1c **If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?**

As previously stated, in accordance with PRC Section 21099, the Project cannot be found to have a significant impact related to conflicting with regulations governing scenic quality, and the discussion below is provided for informational purposes only.

California PRC Section 21071 defines an "urbanized area" as "(a)n incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As further discussed in Section 4.11, Population and Housing, there were an estimated 55,345, residents in the City in 2021 (U.S. Census Bureau 2021). The Southern California Association of Governments (SCAG) forecasts 62,200 residents in the City by 2045 (SCAG 2020). However, the City is adjacent to the City of Pasadena to the west. The combined population of the City of Arcadia and Pasadena is well over 100,000 persons[2]. Therefore, the Project site is located in an urban area and the following analysis considers whether the Project would conflict with applicable zoning or other regulations governing scenic quality.

The City has adopted updates to its Design Guidelines for various development types, which were finalized in October 2019. The Commercial and Mixed Use Design Guidelines provide direction to project applicants about site planning and building placement; public and private open spaces; pedestrian and vehicular access; and building massing and scale. Other topics addressed include guidelines related to architectural style, awnings, rooflines, articulation, windows/doors, colors/materials, landscaping, equipment and service areas, site furnishing, lighting, and public art. The guidelines are intended as a reference point for a common understanding of the minimum qualitative design expectations within the City.

The Project involves development of a six-story mixed use building that would have a maximum height of 71 feet. Under existing conditions, the Project site is located in an area zoned for General Commercial use, which allows a maximum building height of 40 feet and does not permit residential uses. Thus, a zone change would be required to rezone the Project site to DMU. The proposed zone change would include an H7 Special Height Overlay pursuant to Section 9102.11.040 of the City's Development Code, which would increase the maximum allowable building height to 75 feet to accommodate the proposed six-story building.

As previously discussed, the Project site is located in a commercial area that contains other structures of similar height, mass, and scale as the proposed development, including a seven-story hotel building located directly northwest of the Project site. As noted above, the Project is also subject to massing and scale guidance included in the City's Commercial and Mixed-Use Design Guidelines.

Figure 3-8, Landscaping and Roof Overview in Chapter 3, Project Description depicts the Project's proposed ground level landscaping features, as well as the proposed landscaping in the building's outdoor areas located on the second and fifth levels. Landscaping features would be included along the perimeter of the Project site, including trees, shrubs, and grass along the ground level parking lot, and along the western, southern, and eastern portions of the building. Multiple landscaping planters would also be located near the main entrance and valet drop-off roundabout. Sixty-four (64) of the 66 on-site trees would be removed as a result of the Project.[3] Additionally, one

[2] The U.S. Census Bureau estimated that the residential population of Pasadena in 2021 was 135,732, resulting in a combined population of 191,077 (using 2019 population estimates) (U.S. Census 2022).

[3] As detailed in the Arborist Report (Appendix B) and pursuant to Section 9110.01 of the Development Code, there are no protected trees on site. The 64 on-site, non-protected trees planned for removal would not be subject to any replacement requirements.

street tree and up to three trees in the median along E. Huntington Drive would be removed and replaced, subject to review and approval by the City's Director of Public Works (see Appendix B of this Draft EIR for additional details regarding tree removal, replacement, and maintenance requirements).

In total, the Project would include approximately 6,423 square-feet of ground level landscaping. The Project is subject to the City's plan check requirements, which state that a Landscape Documentation Package prepared by a licensed landscape architect must be prepared and submitted to the City for all applicable projects as described in the Water Efficient Landscaping Ordinance, which is applicable to the proposed Project. Therefore, the Project Applicant is required to prepare this Landscape Package and indicate which trees would be removed and which trees would be installed (species, size, etc.), in consultation with the City and the City's designated arborist to ensure that the correct tree pallet is planted. Further, in alignment with the City's Water Efficient Landscaping Ordinance and Policy LU-6.11 of the City's Land Use Element, all landscaping would be comprised of drought-tolerant trees and plants.

The General Plan policies specific to the aesthetic character and quality of development within the City, as well as the applicable City Municipal and/or Development Code requirements that affect aesthetic character, are listed and analyzed in Table 4.1-1, Aesthetics Conflict Analysis, below.

Table 4.1-1. Aesthetics Conflict Analysis

Applicable Policy/Regulation	Analysis of Potential to Conflict
General Plan	
Policy LU-2.1: Ensure that trees planned in the public right-of-way continue to be well maintained where they exist, are planted in areas where they are currently lacking, and encourage replacement of undesirable tree species in public right-of-ways.	**No Conflict.** Under existing conditions, trees are planted in the public-right-of-way frontage and medians of E. Huntington Drive and the median of Gateway Drive. As previously indicated, the Project is subject to the City's Site Plan and Design Review process. As such, the Project would be required to submit a landscaping plan that shows the proposed tree removals and replacements and meets the City's standards and regulations governing trees within the public right-of-way. The Project would remove up to four City-owned trees in the public right-of-way (i.e., one street tree and three median trees). Six City-owned Trees along E. Huntington Drive and two trees in the median of Gateway Drive would be preserved. As illustrated in Figure 3-7, Ground-Level and Level-Two Overview in Chapter 3, Project Description, of this Draft EIR, the Project would remove one street tree in the sidewalk right-of-way on E. Huntington Drive (a London plane [*Platanus x hispanica*]). As required by MM-TRA-1 (see Section 4.13, Transportation of this Draft EIR), the Project would also remove and reconfigure the median on E. Huntington Drive just west of the Gateway Drive intersection. This would require removal of up to three crepe myrtle (*Lagerstroemia indica*) trees located in the median. The Project would also remove and replace a portion of the median along Gateway Drive to provide ingress/egress to the commercial/valet podium parking area but would preserve the two existing palm trees located in the median. In accordance with Municipal Code Section 9807 (Fee), prior to removal of any City-owned tree(s), the Project applicant is required to submit to the City a deposit equal to cost of the tree(s) removal and replacement. The amount of the fee required would be determined by the Director of the City's Public Works Department. The removal of up

Table 4.1-1. Aesthetics Conflict Analysis

Applicable Policy/Regulation	Analysis of Potential to Conflict
	to four City-owned trees would also require a permit from the City's Public Works Department, per Division IX, Chapter 8, Comprehensive Tree Management Program, of the Municipal Code. The replacement of City-owned trees would be subject to further review and approval by the Public Works Services Department Director (see Appendix B for further details regarding proposed tree removals).
Policy LU-2.6: Ensure the aesthetic quality and pedestrian orientation of the City's commercial corridors by implementing the recommendations of this Community Design section, as well as the Architectural Design Guidelines for commercial and industrial properties.	**No Conflict.** The Project site is supported by existing pedestrian infrastructure in the form of sidewalks along E. Huntington Drive and Gateway Drive. As mentioned previously, one street tree in the public right-of-way adjacent to the Project site, as well as up to three median trees, would be removed. Removal of the City-owned trees would require issuance of a permit from the City's Public Works Services Department per Division IX, Chapter 8, Comprehensive Tree Management Program, of the Municipal Code. The Project would also comply with Municipal Code Section 9807, requiring payment of fees covering the cost of removal and replacement of trees located in the public right-of-way. The Project also includes landscaping on-site, including in areas adjacent to public roadways. All proposed landscaping would be required to comply with the City's Water Efficient Landscaping Ordinance. In addition, the Project would include design features to maintain the existing character of the site including the existing neon signs. Further, the Project would adhere to the spirit and intent of the guidelines presented in the City's Commercial/Mixed Use Design Guidelines and Signage Design Guidelines, and Project plans would be subject to the City's Site Plan and Design Review process.
Policy LU-6.4: Encourage design approaches that create a cohesive, vibrant look and that minimize the appearance of expansive parking lots on major commercial corridors for new or redeveloped uses.	**No Conflict.** The Project would replace two existing buildings and their associated surface parking lots with a transit oriented, mixed-use development including residential and restaurant spaces, bringing vibrancy to an existing, exclusively commercial development. While the Project design includes two ground-floor parking areas, they would be concealed from adjacent roadways by being located in the interior and the northern side (backside) of the building. The remaining parking would be subterranean. As such, views of the Project's parking areas would be minimized.
Policy LU-6.6: Develop landscaping that is compatible with the City's water efficient landscape ordinance and façade standards for commercial properties and require all new development to adhere to them. Encourage the improvement of rundown buildings by offering entitlement incentives.	**No Conflict.** The Project would include approximately 11,304 total square feet of landscaping along the ground floor as well as within the building's outdoor amenity spaces on the second and fifth levels. The Project would require the removal of non-protected on-site trees, as well as one City-owned London plane tree and three City-owned crape myrtle trees. The proposed removal of City-owned trees would require tree removal permits and would further be subject to tree replacement requirements (or payment of in-lieu fees), as stated in Article IX, Chapter 8, Comprehensive Tree Management Program, of the Municipal Code, which governs the planting, maintenance, removal and replacement of City-owned trees. New trees and/or landscaping located within the building's amenity space and elsewhere on Project site would include drought tolerant trees, shrubs, and groundcover in accordance with the City's Water Efficient Landscaping Ordinance (Division 4, Water Efficient Landscaping of

Table 4.1-1. Aesthetics Conflict Analysis

Applicable Policy/Regulation	Analysis of Potential to Conflict
	the Municipal Code). Any proposed tree plantings in the public right-of-way and/or payment of in-lieu fees for the cost of tree removal/replacement would be subject to review and approval by the City's Public Works Department. The Project's final landscape plan would be similarly subject to review and approval by the City.
Policy LU-6.11: Provide mature street trees, continuous landscaping (that includes drought-tolerant plants), and pedestrian amenities along corridors and within districts to create a more visually pleasing and cohesive streetscape.	**No Conflict.** The Project would adhere to the requirements of Section 9110.01, Tree Preservation of the City's Development Code as well as Article IX, Chapter 8, Comprehensive Tree Management Program, of the Municipal Code. Eight City-owned trees would be preserved, protected, and maintained in accordance with Chapter 8 of the Municipal Code. The Project would remove up to four mature trees in the public right-of-way. The Project applicant is required to replace and/or pay in-lie fees for removal and replacement of trees in the public right-of-way. Per Chapter 8 of the Municipal Code, the proposed replacement trees and/or payment of in-lieu fees would be subject to further review and approval by the Public Works Department Director. New trees and/or landscaping located on the Project site would include drought tolerant trees, shrubs, and groundcover in accordance with the City's Water Efficient Landscaping Ordinance (Division 4, Water Efficient Landscaping of the Municipal Code).
Municipal Code	
Article IX, Chapter 8, Comprehensive Tree Management Program	**No Conflict.** The City's Comprehensive Tree Management Program governs the planting, maintenance, removal and replacement of City-owned trees on public property. Per Section 9804 of the Municipal Code, street trees may be removed either by the City or by the owner of property adjacent to the street tree only under the circumstances and in accordance with the tree removal policy, as set forth in the City's Street Tree Master Plan. As discussed above, the Project would remove up to four City-owned trees: one London plane and three crape myrtle. Removal of City-owned trees requires a permit from the City's Public Works Department and payment of in-lieu fees for the cost of removal/replacement, in accordance with Sections 9806, Permit Required, and 9807, Fee, of the Municipal Code. Eight City-owned trees would be preserved, protected, and maintained in accordance with Chapter 8 requirements. City-issued permits are not required for removal of tree limbs or pruning or trimming branches of street trees in conjunction with construction activities; however, the City requires that pruning or trimming be completed in accordance with the industry standards as set forth by the International Society of Arboriculture or the American National Standards Institute, and in consultation with a Certified Arborist. Further details regarding the Project's potential street tree impacts and compliance with Comprehensive Tree Management Program are included in Appendix B, Arborist Report, of this Draft EIR.
Development Code	
Section 9103.01.120, Exterior Lighting	**No Conflict.** The Project would be required to comply with the City's exterior lighting standards to balance safety and security needs for lighting that also avoids light trespass (spillover light), light pollution,

Table 4.1-1. Aesthetics Conflict Analysis

Applicable Policy/Regulation	Analysis of Potential to Conflict
	and glare onto surrounding properties by requiring all lights be shielded and directed downward and away from adjoining properties and public rights-of-way.
Section 9103.11.070, Permanent Signs by Zone – Locations and Allowed Sign Area.	**No Conflict.** The Project would be required to comply with the City's regulations for signage within the DMU zone. The Project would also be required to comply with the City's Commercial and Mixed Use Design Guidelines and Signage Design Guidelines to ensure the structures compliment the City's design aesthetics and community character.
Section 9103.09.040(C), Landscape Requirements for Commercial, Mixed Use, and Industrial Zones	**No Conflict.** The Project would include approximately 11,304 total square feet of landscaping along the ground floor as well as within the building's outdoor amenity spaces on the second and fifth levels. Landscaping would include trees, as well as additional shrubs and groundcover. The proposed landscape plan would be subject to City review and approval.
Section 9107.19, Site Plan and Design Review	**No Conflict.** The Project would be required to adhere to the spirit and intent of the City's applicable Commercial and Mixed Use Design Guidelines and Signage Design Guidelines to ensure the Project's compliance with the City's design aesthetics and community character. Project plans would be subject to the City's Site Plan and Design Review.
Division 10, Tree Preservation	**No Conflict.** The Tree Preservation chapter of the City's Development Code regulates "protected trees," which are defined as oaks, sycamores, or other mature trees located within a required front, side, street-side, or rear yard setback on public and private property. The Project site includes 66 on-site trees, as well as 12 off-site street trees. According to Section 9110.01 of the Development Code, a permit is required prior to removal of any protected tree, as well as prior to any encroachment into the protected zone of any protected tree. Sixty-four (64) of the 66 on-site trees and 4 of the 12 off-site, City-owned trees would be removed as a result of the Project. As detailed in the Arborist Report (Appendix B) and pursuant to Section 9110.01 of the Development Code, there are no protected trees on or adjacent to the Project site. The 64 on-site, non-protected trees planned for removal would not be subject to any replacement requirements. However, as discussed above, the four City-owned trees proposed for removal are further regulated under Chapter 8, Comprehensive Tree Management Program, of the Municipal Code. In accordance with the Municipal Code requirements, the Project would plant replacement street trees along E. Huntington Drive and/or pay in-lieu fees for the cost of and tree removal/replacement in the public right-of-way, which would be subject to further review and approval by the City's Public Works Department. As such, the Project would not conflict with Division 10 of the Municipal Code.

As described above in Table 4.1-1, the Project would not conflict with the City's General Plan policies, Development Code, or Municipal Code sections that pertain to the preservation of the aesthetic character of the City (for a more complete analysis regarding the Project's potential to conflict with land use policies unrelated to and including

aesthetics, please refer to Table 4.11-1, Potential to Conflict with General Plan, in Section 4.9, Land Use and Planning of this Draft EIR). The Project would generally be in visual agreement with the land uses of the surrounding area and, with approval of the proposed General Plan amendment, zone change, and height variance, would not conflict with the City's land use and zoning designations. Furthermore, when compared to existing conditions, the Project design would add architectural and landscape features that would improve the visual quality of the Project site and the surrounding Project area. Figures 3-2, Project Overview, 3-3, Directional Views, and 3-6, Conceptual Interior and Exterior of The Derby Restaurant in Chapter 3, Project Description, of this Draft EIR depict conceptual images of the Project's exterior aesthetic qualities, including an updated mid-century modern look, the integration of neutral colors and building materials, and a cohesive design scheme throughout the Project site. As such, the Project would not conflict with applicable zoning and/or other regulations governing scenic quality, and impacts would be less than significant.

Threshold 4.1d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

As previously stated, in accordance with PRC Section 21099, the Project cannot be found to have a significant impact related to new source of substantial light or glare, and the discussion below is provided for informational purposes only.

Lighting is of most concern when it may spill over or trespass from a Project site onto sensitive surrounding land uses, such as residential properties, resulting in a potential nuisance. The Project is located within a commercial area and is surrounded by similar commercial developments. Existing sources of nighttime light includes streetlights, parking lot lights, exterior building lights, business identification signs, vehicle headlights. and light emanating from windows from commercial and mixed-use developments. The Project would contain lighting features similar to those that are used in surrounding developments, as well as scenes of horseracing projected onto the south side of the building behind The Derby restaurant. Horseracing imagery would only be projected from approximately dusk until midnight while The Derby restaurant is open. As suggested in Section 10, Public Art, of the City's Commercial and Mixed Use Design Guidelines, the proposed horseracing projections would be an integral part of Project site design (rather than a stand-alone, separate installation) and are intended to express the unique personality and character of the area. By directing the projections towards a recessed wall behind The Derby restaurant's outdoor bar and secondary dining area, the integrated design would limit the potential for light trespass.[4] In addition, the projections would be limited to black-and-white imagery and would not include bright, flashing colors that may otherwise create a nuisance or hazard for off-site viewers.

Given the urban nature of the area and existing sources of interior and exterior lighting and glare, any incremental increases from the Project would be less than significant. Any lighting that would be implemented as part of the Project would adhere to the City's Development Code, Section 9103.01.120, which establishes the standards for exterior lighting in the City. In summary, the standards require: lighting must be shielded or recessed so that glare is contained within the property boundaries; lighting must be directed downward away from adjoining properties; lighting must be appropriate in scale, intensity, and height; lighting cannot be blinking/flashing or have high-intensity brightness; and fixtures must be full-cutoff fixtures to avoid glare and up-light. The Project's lighting design would also be subject to California Vehicle Code Section 21466.5, which regulates light and glare conditions that have the potential to impair a driver's vision. The City's required Site Plan and Design Review process would ensure that the Project adheres to these applicable code standards, as well as to the City's Design Guidelines pertaining to lighting and glare, including

[4] Light trespass, also known as spill light, occurs when a light fixture casts illumination beyond the property lines, unintentionally illuminating other homes, businesses, or areas.

Section II.9(c), providing that the quality of light, level of light, and type of bulb or source be selected so that lighting levels do not draw attention to the glow or glare of the Project site (City of Arcadia 2019a).

Daytime glare is caused by the reflection of sunlight or artificial light from highly polished surfaces such as window glass or reflective, mirror-like materials (e.g., polished steel or aluminum). In accordance with the City's Design Guidelines, the Project would include potentially reflective building materials such as glass for exterior windows and doors.[5] However, the Project would be constructed in compliance with all applicable building code standards. For instance, these materials would be utilized in a manner consistent with Development Code Section 9103.10.070, which requires that any proposed land use or activity producing glare be shielded so that glare is not perceptible beyond the property line. In addition, the Project would adhere to the spirit and intent of the City's Design Guidelines, which state that landscaping should be utilized with other features to reduce potential visual, light, and glare conflicts, as discussed in further detail below.

As illustrated in Figure 3-2, Project Overview (Southwest Elevation) in Chapter 3, the glazed window commercial frontages on the ground level would be partially shielded by an overhang and blocked by street trees, which would reduce potential glare impacts as viewed form the adjacent E. Huntington Drive roadway and sidewalk rights-of way. The floor to ceiling windows on the west and south facing walls of the indoor-residential amenity kitchen (included on level five) would also be partially shielded by an overhang and partially obstructed by proposed landscaping on the recessed pool deck. Aside from the Level Five amenity kitchen and ground-level commercial walkway, window placements throughout the building would be partially recessed (i.e., would not be flush with building siding) and non-contiguous, which would reduce glare by reflecting smaller images of light than continuous, planar glass or window siding, which could magnify reflected light. Although certain (polished) metal building materials can also be glare inducing, the Project's metal siding (i.e., the steel board and batten siding along portions of the exterior upper residential levels) would be finished with a matte-grey coating, which would absorb light and inhibit glare, as conceptually illustrated in Figure 3-2. As such, the Project would not create new sources of substantial light or glare, which would adversely affect day or nighttime views, and impacts would be less than significant.

4.1.5 Cumulative Impact Analysis

This section provides an analysis of cumulative impacts from Project implementation including other past, present, and reasonably foreseeable future projects, as required by Section 15130 of the State CEQA Guidelines, which are presented in Section 2.4, Cumulative Impacts, and on Figure 2-6, Cumulative Projects Location Map, in Chapter 2 of this Draft EIR. However, as discussed above in Section 4.1.4, Impact Analysis, the Project's aesthetic effects would not be considered to have a cumulatively considerable impact. Therefore, the cumulative impact discussion below is provided for informational purposes only.

The geographic context for the cumulative analysis as it relates to aesthetics is the regional and local area surrounding the Project site including the San Gabriel Valley, the City, and the immediate Project vicinity. The scope of the cumulative impact analysis for aesthetics includes the area that comprises the viewshed in which the Project site is visible, and the views of the Project site (which includes development in the immediately surrounding areas) for the duration of the Project's operation. This is considered the area within view of the Project site, and therefore, the area most likely to experience changes in visual character or experience light and glare impacts from the Project.

[5] Section II.4, subdivisions (g) and (f) of the City's Design Guidelines state that mixed-use projects should include windows along at least 30% of the building's ground floor, and that the vertical plane of the building façade should be broken up with a high level of "articulations" (e.g., entry or window features, projecting or recessed elements, and transparent storefronts) (City of Arcadia 2019a). Further, Section II.3(r) states that continuous storefront windows should be provided for ground floor commercial uses adjacent to the street and sidewalk (City of Arcadia 2019a).

As illustrated in Figure 2-6, Surrounding and Nearby Land Uses, in Chapter 2 of this Draft EIR, the area immediately surrounding the Project site is characterized by non-residential urban development, including hotel, restaurant, and other retail uses. The nearest residential neighborhood is located southwest of the Metro A Line. The cumulative context for light would be other development in the surrounding area that could affect the same area as that affected by Project-generated light at the same time the Project is in operation.

Threshold 4.1a Would the project have a substantial adverse effect on a scenic vista?

For the purposes of the below discussion, it is assumed that the Project and one or more of the cumulative projects may be visible from the same scenic vista vantage point(s), particularly in the hillside and mountain areas to the north of the City and City of Monrovia. As stated above, the cumulative context for aesthetics includes the area that comprises the viewshed in which the Project site is visible, and the views of the Project site for the duration of the Project's operation. As discussed above in Section 4.1.4, the City's General Plan indicates that unobstructed views of the historic Santa Anita Park Racetrack and the San Gabriel Mountains are particularly important to the City's aesthetic character and should be favored for preservation (City of Arcadia 2010). Due to distance and intervening development, the Santa Anita Racetrack is not visible from the Project site or surrounding vicinity. While the San Gabriel Mountains are visible to the north of the Project Site, the nearest cumulative project (identified as "A2" on Figure 2-6) is 0.34-mile to the west and would be not in the same line of sight. Other cumulative projects further north (e.g., sites identified as "A5" and "A6" on Figure 2-6) are not visible from the Project site due to distance and intervening development. Therefore, the Project's incremental contribution to impacts would not combine with other cumulative projects to result in a cumulatively considerable impact to a scenic vista of the San Gabriel Mountains.

Threshold 4.1b Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Due to distance, topography, and intervening development/vegetation, the Project site is not visible from any eligible or officially designated state scenic highway segments (Caltrans 2019). Therefore, the Project would have no impact and would not contribute to any potential cumulatively considerable impacts.

Threshold 4.1c If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Project, together with cumulative projects, would result in increased development activity and intensification of uses within urban areas of the City and City of Monrovia, which would increase the potential for a conflict to occur related to zoning and other regulations governing scenic quality. Like the Project, the cumulative projects would be required to comply with the zoning of their respective sites and other applicable regulations governing scenic quality. For projects in the City this would include mandatory compliance with Article IX, Chapter 8, Comprehensive Tree Management Program of the Municipal Code and Sections 9103.01.120, (Exterior Lighting), 9103.11.070 (Permanent Signs by Zone), 9103.09.040(C) (Landscape Requirements for Commercial, Mixed Use, and Industrial Zones). 9107.19 (Site Plan and Design Review); and 9110.01 (Tree Preservation) of the Development Code. Cumulative projects in the City of Monrovia would be required to comply with similar City of Monrovia Municipal Code requirements (e.g., Title 15, Buildings and Construction and Title 17, Zoning). Compliance with these regulations would be ensured through applicable building permit[6] or Site Plan and Design Review processes within the City (see Section 9107.19, Site Plan and Design Review, of the Development Code) and City of Monrovia (see

[6] California Code of Regulations, Title 24, Building Standards Code require that no building or structure may be erected, constructed, enlarged, altered, repaired, moved, improved, removed, converted, or demolished unless a separate permit for each building or structure has been issued.

Section 17.32.100, Application Procedures, of the City of Monrovia Municipal Code) and/or subsequent project-level CEQA review, as required by the state.[7] Therefore, because the Project and cumulative projects would be required to comply with applicable zoning and all other provisions governing scenic quality set forth by their respective jurisdiction, the Project's incremental contribution to impacts related to applicable zoning and other regulations governing scenic quality would not be cumulatively considerable.

Threshold 4.1d **Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

The Project, together with cumulative projects, are located in a developed, urban environment with existing sources of light and glare (e.g., streetlights, exterior building lights, parking lot lighting, vehicle headlights, reflective glass and metal built-environment features, etc.). Therefore, while the Project and cumulative projects would incrementally contribute additional lighting and glare sources, they would not introduce new light/glare sources in areas devoid of existing development or where light/glare did not previously exist. Further, cumulative projects in the City of Monrovia would be required to comply with Sections 17.32.080 (Light) and 17.032.090 (Glare) of the City of Monrovia Municipal Code, which, at a minimum, would require lighting associated with cumulative project development to reflect away from adjoining property or any public way and to be arranged so as not to cause a nuisance either to highway traffic or to the living environment. The Project and cumulative projects in the City would be required to comply with similar requirements set forth in Section 9103.01.120 (Exterior Lighting) and 9103.13.070 (Light and Glare) of the Development Code. All cumulative projects would also be subject to Chapter 2, Article 3 of the California Vehicle Code, regulating lighting sources with the potential to impair driver safety. Further, as with the Project, other cumulative multifamily, mixed-use, and commercial projects that are subject to the City's Site Plan and Design Review process would be required to display consistency with the applicable design guidelines to further reduce potential light and glare impacts (e.g., shielding, landscaping, cutoff timers, and compatible lighting design).

Through compliance with applicable regulations and incorporation of design elements to reduce potential light and glare conflicts, the incremental light and glare contributions from the Project and cumulative projects in their existing urban setting(s) would not cause nuisances, safety concerns, or other potentially adverse effects. Thus, due to required compliance with applicable City regulations, and incorporation of design elements to reduce potential light and glare conflicts, the Project's incremental contribution to new sources of light and glare would not be cumulatively considerable.

4.1.6 Mitigation Measures

No mitigation measures are required.

4.1.7 Significance Conclusion

As previously discussed, the Project would be developed on an "infill" site and is located within 0.5-mile of a major transit stop. Therefore, as established under PRC Section 21099, the Project's aesthetic effects cannot be considered a significant impact under CEQA. The following information is provided for informational purposes only and not for determining whether the Project would result in a significant impact on the environment.

[7] Even for projects exempt under CEQA, certain activities may require additional environmental review to ensure compliance with applicable regulations (California Code for Regulations Title 14, Section 15300.2.).

Threshold 4.1a. The Project would result in a **less-than-significant** impact to scenic vistas.

Threshold 4.1b. The Project would result in **no impact** to scenic resources including trees, rock outcroppings, and historic buildings within a state scenic highway.

Threshold 4.1c. The Project would result in a **less-than-significant impact** regarding conflict with applicable zoning and other regulations governing scenic quality.

Threshold 4.1d. The Project would result in a **less-than-significant impact** related to substantial light or glare that would adversely affect day or nighttime views in the area.

4.1.8 References

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4.2 Air Quality

This section describes the existing air quality conditions of The Derby Mixed-Use Project (Project) site and vicinity, and identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, level of significance, and references. Information contained in this section is based on the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.12, to estimate the criteria air pollutant emissions from both Project construction and operation, as well as existing land use operation. For the relevant data, refer to the following appendices:

- **Appendix C-1** CalEEMod Outputs, prepared by Dudek
- **Appendix C-2** Health Risk Assessment Outputs, prepared by Dudek

Other documentation used in this analysis includes the Transportation Impact Study, included as Appendix J, the South Coast Air Quality Management District (SCAQMD) CEQA Handbook, the SCAQMD 2022 Final Air Quality Management Plan, and the SCAQMD Final Localized Significance Threshold Methodology. Other sources consulted are listed in Section 4.2.8, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.2.1 Existing Conditions

The Project site is located in the City of Arcadia (City) within the South Coast Air Basin (SCAB). The SCAB is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB's air pollution problems are a consequence of the combination of emissions from the nation's second-largest urban area, meteorological conditions that hinder dispersion of those emissions, and mountainous terrain surrounding the SCAB that traps pollutants as they are pushed inland with the sea breeze (SCAQMD 2022). Meteorological and topographical factors that affect air quality in the SCAB are described below.

4.2.1.1 Climate and Meteorology

The SCAB generally lies in the semi-permanent, high-pressure zone of the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area's natural physical characteristics (e.g., weather and topography) as well as of human influences (e.g., development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the SCAB.

Moderate temperatures, comfortable humidity, and limited precipitation characterize the climate in the SCAB. The average annual temperature varies little throughout the basin, averaging 75 degrees Fahrenheit (°F). However, with a less pronounced oceanic influence, the eastern inland portions of the basin show greater variability in annual minimum and maximum temperatures. All portions of the SCAB have recorded temperatures over 100°F in recent years. Although the SCAB has a semiarid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the basin by offshore winds, the

ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature. Annual average relative humidity is 70% at the coast and 57% in the eastern part of the basin. Precipitation in the SCAB is typically 9 to 14 inches annually and is rarely in the form of snow or hail, due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the basin.

The City's climate is characterized by relatively low rainfall, with warm summers and mild winters. In the area, average temperatures range from a high of 89°F in August to a low of 43°F in January, and precipitation averages about 0.08 to 4.54 inches per month, falling mostly from December through March (WRCC 2016).[1]

Sunlight

The presence and intensity of sunlight are necessary prerequisites for the formation of photochemical smog. Under the influence of the ultraviolet radiation of sunlight, certain "primary" pollutants (mainly reactive hydrocarbons and oxides of nitrogen [NO_X][2]) react to form "secondary" pollutants (primarily oxidants). Since this process is time dependent, secondary pollutants can be formed many miles downwind of the emission sources. Southern California also has abundant sunshine, which drives the photochemical reactions that form pollutants such as ozone (O_3) and a substantial portion of fine particulate matter ($PM_{2.5}$, particles less than 2.5 microns in diameter). In the SCAB, high concentrations of O_3 are normally recorded during the late spring, summer, and early autumn months, when more intense sunlight drives enhanced photochemical reactions. Because of the prevailing daytime winds and time-delayed nature of photochemical smog, oxidant concentrations are highest in the inland areas of Southern California.

Temperature Inversions

Under ideal meteorological conditions and irrespective of topography, pollutants emitted into the air mix and disperse into the upper atmosphere. However, the Southern California region frequently experiences temperature inversions in which pollutants are trapped and accumulate close to the ground. The inversion, a layer of warm, dry air overlaying cool, moist marine air, is a normal condition in coastal Southern California. The cool, damp, and hazy sea air capped by coastal clouds is heavier than the warm, clear air, which acts as a lid through which the cooler marine layer cannot rise. The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above mean sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet above mean sea level (amsl), the terrain prevents the pollutants from entering the upper atmosphere, resulting in the pollutants settling in the foothill communities. Below 1,200 feet amsl, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal basin. Usually, inversions are lower before sunrise than during the daylight hours.

Mixing heights for inversions are lower in the summer and inversions are more persistent, being partly responsible for the high levels of O_3 observed during summer months in the SCAB. Smog in Southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods, allowing them to form secondary pollutants by reacting in the presence of sunlight. The basin has a limited ability to disperse these pollutants due to typically low wind speeds and the surrounding mountain ranges.

1 Local climate data for the City is based on the closest and most-representative station measured by the Western Regional Climate Center, which is the city of Pasadena, California (046719) climatological station.

2 NO_x is a general term pertaining to compounds of nitric oxide (NO), nitrogen dioxide (NO_2) and other oxides of nitrogen.

As with other cities within the SCAB, the City is susceptible to air inversions, which trap a layer of stagnant air near the ground where pollutants are further concentrated. These inversions produce haziness, which is caused by moisture, suspended dust, and a variety of chemical aerosols emitted by trucks, automobiles, furnaces, and other sources. Elevated concentrations of particles less than 10 microns in diameter (PM_{10}) and of $PM_{2.5}$ can occur in the SCAB throughout the year, but they occur most frequently in fall and winter. Although there are some changes in emissions by day of the week and by season, the observed variations in pollutant concentrations are primarily the result of seasonal differences in weather conditions.

4.2.1.2 Pollutants and Effects

Criteria Air Pollutants

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The national and California standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O_3, nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), PM_{10}, $PM_{2.5}$, and lead. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants. These pollutants, as well as toxic air contaminants (TACs), are discussed below.[3]

Ozone. O_3 is a strong-smelling, pale blue, reactive, toxic chemical gas consisting of three oxygen atoms. It is a secondary pollutant formed in the atmosphere by a photochemical process involving the sun's energy and O_3 precursors, such as hydrocarbons and NO_x. These precursors are mainly NO_x and volatile organic compounds (VOCs). The maximum effects of precursor emissions on O_3 concentrations usually occur several hours after they are emitted and many miles from the source. Meteorology and terrain play major roles in O_3 formation, and ideal conditions occur during summer and early autumn on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. O_3 exists in the upper atmosphere ozone layer (stratospheric O_3) as well as at the Earth's surface in the troposphere (ground-level O_3). [4] The O_3 that the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) regulate as a criteria air pollutant is produced close to the ground level, where people live, exercise, and breathe. Ground-level ozone is a harmful air pollutant that causes numerous adverse health effect and is thus, considered "bad" ozone. Stratospheric ozone, or "good" ozone, occurs naturally in the upper atmosphere, where it reduces the amount of ultraviolet light (i.e., solar radiation) entering the earth's atmosphere. Without the protection of the beneficial stratospheric ozone layer, plant and animal life would be seriously harmed.

O_3 in the troposphere causes numerous adverse health effects; short-term exposures (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes (EPA 2013). These health problems are particularly acute in sensitive receptors such as the sick, older adults, and young children.

Inhalation of O_3 causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms. Exposure to O_3 can reduce the volume of air that the lungs breathe in and cause shortness of

[3] The descriptions of each of the criteria air pollutants and associated health effects are based on the U.S. Environmental Protection Agency's Criteria Air Pollutants (EPA 2018a) and the California Air Resources Board's Glossary of Air Pollutant Terms (CARB 2022a).

[4] The troposphere is the layer of the Earth's atmosphere nearest to the surface of the Earth. The troposphere extends outward about 5 miles at the poles and about 10 miles at the equator.

breath. O_3 in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. The occurrence and severity of health effects from O_3 exposure vary widely among individuals, even when the dose and the duration of exposure are the same. Research shows adults and children who spend more time outdoors participating in vigorous physical activities are at greater risk from the harmful health effects of O_3 exposure. While there are relatively few studies of O_3's effects on children, the available studies show that children are no more or less likely to suffer harmful effects than adults. However, there are a number of reasons why children may be more susceptible to O_3 and other pollutants. Children and teens spend nearly twice as much time outdoors and engaged in vigorous activities as adults. Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults. Also, children are less likely than adults to notice their own symptoms and avoid harmful exposures. Further research may be able to better distinguish between health effects in children and adults. Children, adolescents and adults who exercise or work outdoors, where O_3 concentrations are the highest, are at the greatest risk of harm from this pollutant (CARB 2022b).

Nitrogen Dioxide and Oxides of Nitrogen. NO_2 is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide, which is a colorless, odorless gas. NO_x plays a major role, together with VOCs, in the atmospheric reactions that produce O_3. NO_x is formed from fuel combustion under high temperature or pressure. In addition, NO_x is an important precursor to acid rain and may affect both terrestrial and aquatic ecosystems. The two major emissions sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers.

A large body of health science literature indicates that exposure to NO_2 can induce adverse health effects. The strongest health evidence, and the health basis for the ambient air quality standards for NO_2, results from controlled human exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics. In addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses. Infants and children are particularly at risk because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration. Several studies have shown that long-term NO_2 exposure during childhood, the period of rapid lung growth, can lead to smaller lungs at maturity in children with higher levels of exposure compared to children with lower exposure levels. In addition, children with asthma have a greater degree of airway responsiveness compared with adult asthmatics. In adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease (CARB 2022c).

Carbon Monoxide. CO is a colorless, odorless gas formed by the incomplete combustion of hydrocarbon, or fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the Project location, automobile exhaust accounts for the majority of CO emissions. CO is a nonreactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions—primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, which is a typical situation at dusk in urban areas from November to February. The highest levels of CO typically occur during the colder months of the year, when inversion conditions are more frequent.

CO is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue,

headaches, confusion and reduced mental alertness, light-headedness, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO (CARB 2022d).

Sulfur Dioxide. SO_2 is a colorless, pungent gas formed primarily from incomplete combustion of sulfur-containing fossil fuels. The main sources of SO_2 are coal and oil used in power plants and industries; as such, the highest levels of SO_2 are generally found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels.

Controlled human exposure and epidemiological studies show that children and adults with asthma are more likely to experience adverse responses with SO_2 exposure, compared with the non-asthmatic population. Effects at levels near the 1-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath, and chest tightness, especially during exercise or physical activity. Also, exposure at elevated levels of SO_2 (above 1 part per million [ppm]) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality. The elderly and people with cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most likely to experience these adverse effects (CARB 2022e).

SO_2 is of concern both because it is a direct respiratory irritant and because it contributes to the formation of sulfate and sulfuric acid in particulate matter (NRC 2005). People with asthma are of particular concern, both because they have increased baseline airflow resistance and because their SO_2-induced increase in airflow resistance is greater than in healthy people, and it increases with the severity of their asthma. SO_2 is thought to induce airway constriction via neural reflexes involving irritant receptors in the airways (NRC 2005).

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. Coarse particulate matter (PM_{10}) is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood-burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. Fine particulate matter ($PM_{2.5}$) is roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g., from motor vehicles and power generation and industrial facilities), residential fireplaces, and woodstoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as sulfur oxides (SO_x), NO_x, and VOCs.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances such as lead, sulfates, and nitrates can cause lung damage directly or be absorbed into the blood stream, causing damage elsewhere in the body. Additionally, these substances can transport absorbed gases such as chlorides or ammonium into the lungs, also causing injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate

deeper into the lungs and damage lung tissue. Suspended particulates also produce haze and reduce regional visibility and damage and discolor surfaces on which they settle.

A number of adverse health effects have been associated with exposure to both $PM_{2.5}$ and PM_{10}. For $PM_{2.5}$, short-term exposures (up to 24-hour duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all of the common air pollutants, $PM_{2.5}$ is associated with the greatest proportion of adverse health effects related to air pollution, both in the United States and worldwide based on the World Health Organization's Global Burden of Disease Project. Short-term exposures to PM_{10} have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits (CARB 2022f).

Long-term exposure (months to years) to $PM_{2.5}$ has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. The effects of long-term exposure to PM_{10} are less clear, although several studies suggest a link between long-term PM_{10} exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer (CARB 2022f).

Lead. Lead in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturing of batteries, paints, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phaseout of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phaseout of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emissions sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth. Children are highly susceptible to the effects of lead. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

Sulfates. Sulfates are the fully oxidized form of sulfur, which typically occur in combination with metals or hydrogen ions. Sulfates are produced from reactions of SO_2 in the atmosphere and can result in respiratory impairment, as well as reduced visibility.

Vinyl Chloride. Vinyl chloride is a colorless gas with a mild, sweet odor, which has been detected near landfills, sewage plants, and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air can cause nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation can cause liver damage, including liver cancer.

Hydrogen Sulfide. Hydrogen sulfide is a colorless and flammable gas that has a characteristic odor of rotten eggs. Sources of hydrogen sulfide include geothermal power plants, petroleum refineries, sewers, and sewage treatment

plants. Exposure to hydrogen sulfide can result in nuisance odors, as well as headaches and breathing difficulties at higher concentrations.

Visibility-Reducing Particles. Visibility-reducing particles are any particles in the air that obstruct the range of visibility. Effects of reduced visibility can include obscuring the viewshed of natural scenery, reducing airport safety, and discouraging tourism. Sources of visibility-reducing particles are the same as for $PM_{2.5}$ described above.

Volatile Organic Compounds. Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O_3 are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

The primary health effects of VOCs result from the formation of O_3 and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate health standards for VOCs as a group.

Non-Criteria Air Pollutants

Toxic Air Contaminants. A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic noncancer health effects. A toxic substance released into the air is considered a TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In the state of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics "Hot Spots" Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere. The law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

Diesel Particulate Matter. Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70th the diameter of a human hair), and thus is a subset of $PM_{2.5}$ (CARB 2016). DPM is typically composed of carbon particles ("soot," also called black carbon, or BC) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. The CARB classified "particulate emissions from diesel-fueled engines" (i.e., DPM) (17 CCR 93000)

as a TAC in August 1998. DPM is emitted from a broad range of diesel engines: on-road diesel engines of trucks, buses, and cars and off-road diesel engines including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000). To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000 (CARB 2000). Because it is part of $PM_{2.5}$, DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure. These effects include premature death; hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma; increased respiratory symptoms; and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies. Those most vulnerable to non-cancer health effects are children whose lungs are still developing and older adults who often have chronic health problems.

4.2.1.3 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors. Land uses where air pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005). The SCAQMD identifies sensitive receptors as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993).

The closest off-site sensitive receptors to the Project include: the Embassy Suites Hotel, located directly northwest of the site; the Hampton Inn, located directly north of the site; the Residence Inn, located approximately 250 feet north of the site; a park, located approximately 250 feet southwest of the site; a single-family residence located 450 feet southwest of the site; and the Children's Hospital, located approximately 450 feet northwest of the site.

4.2.2 Regulatory Requirements

4.2.2.1 Federal

Federal Clean Air Act

The federal Clean Air Act passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. The EPA is responsible for implementing most aspects of the Clean Air Act, including the setting of National Ambient Air Quality Standards (NAAQS; federal standards) for major air pollutants, hazardous air pollutant (HAP) standards, approval of state attainment plans, motor vehicle emission standards, stationary source emissions standards and permits, acid rain control measures, stratospheric O_3 protection, and enforcement provisions. Federal standards are established for criteria pollutants under the Clean Air Act, which are O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead.

The federal standards describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The federal standards (other than for O_3, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. Federal standards for O_3, NO_2, SO_2, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The

Clean Air Act requires the EPA to reassess the federal standards at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the federal standards must prepare a state implementation plan that demonstrates how those areas will attain the standards within mandated time frames.

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the federal standards to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels.

Hazardous Air Pollutants

The 1977 federal Clean Air Act amendments required the EPA to identify national emission standards for HAPs to protect public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal Clean Air Act Amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

4.2.2.2 State

California Clean Air Act

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency (Cal EPA) in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. As stated previously, an ambient air quality standard defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harm to the public's health. For each pollutant, concentrations must be below these relevant CAAQS before a basin can attain the corresponding CAAQS. Air quality is considered “in attainment” if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, and $PM_{2.5}$ and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

California air districts have based their thresholds of significance for California Environmental Quality Act (CEQA) purposes on the levels that scientific and factual data demonstrate that the air basin can accommodate without affecting the attainment date for the NAAQS or CAAQS. Since an ambient air quality standard is based on maximum pollutant levels in outdoor air that would not harm the public’s health, and air district thresholds pertain to attainment of the ambient air quality standard, this means that the thresholds established by air districts are also protective of human health.

The NAAQS and CAAQS are presented in Table 4.2-1, Ambient Air Quality Standards.

Table 4.2-1. Ambient Air Quality Standards

Pollutant	Average Time	California Standards[a]	Federal Standards[b]	
		Concentration[c]	Primary[c,d]	Secondary[c,e]
O^3	1 hour	0.09 ppm (180 µg/m^3)	—	Same as primary standard
	8 hours	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)[f]	
NO_2[g]	1 hour	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3)	Same as primary standard
	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	
CO	1 hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	None
	8 hours	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	
SO_2[h]	1 hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)	—
	3 hours	—	—	0.5 ppm (1,300 µg/m^3)
	24 hours	0.04 ppm (105 µg/m^3)	0.14 ppm (for certain areas)[g]	—
	Annual	—	0.030 ppm (for certain areas)[g]	—
PM_{10}[i]	24 hours	50 µg/m^3	150 µg/m^3	Same as primary standard
	Annual arithmetic mean	20 µg/m^3	—	
$PM_{2.5}$[i]	24 hours	No separate state standard	35 µg/m^3	Same as primary standard
	Annual arithmetic mean	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
Pb[j,k]	30-day average	1.5 µg/m^3	—	—
	Calendar quarter	—	1.5 µg/m^3 (for certain areas)j	Same as primary standard
	Rolling 3-month average	—	0.15 µg/m^3	
H_2S	1-hour	0.03 ppm (42 µg/m^3)	—	—
Vinyl chloride[i]	24-hour	0.01 ppm (26 µg/m^3)	—	—
SO_4	24-hour	25 µg/m^3	—	—
Visibility-reducing particles	8-hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70%	—	—

Source: CARB 2016.
Notes:
O_3 = ozone; ppm= parts per million by volume; µg/m^3 = micrograms per cubic meter; NO_2 = nitrogen dioxide; CO = carbon monoxide; mg/m^3 = milligrams per cubic meter; SO_2 = sulfur dioxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; Pb = lead; H_2S = hydrogen sulfide; SO_4 = sulfates; PST = Pacific standard time.

[a] State standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, and suspended particulate matter—PM_{10}, $PM_{2.5}$, and visibility-reducing particles—are values that are not to be exceeded. All others are not to be equaled or exceeded. The CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than O_3, NO_2, SO_2, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25° Celsius (C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

[e] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[f] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[g] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb, whereas California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[h] In 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[i] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[j] CARB has identified Pb and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[j] The national standard for Pb was revised on October 15, 2008, to a rolling 3-month average. The 1978 Pb standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[k] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Toxic Air Contaminants

The state Air Toxics Program was established in 1983 under AB 1807 (Tanner). The California TAC list identifies more than 200 pollutants, of which carcinogenic and noncarcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) HAPs. The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources; however, AB 2588 does not regulate air toxics emissions. TAC emissions from individual facilities are quantified and prioritized. "High-priority" facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

In 2000, the CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines (CARB 2000). The regulation is anticipated to result in an 80% decrease in statewide diesel health risk in 2020 compared with the diesel risk in 2000. Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road

Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment Program. These regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. Several Airborne Toxic Control Measures that reduce diesel emissions including In-Use Off-Road Diesel-Fueled Fleets (13 CCR Sections 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR Section 2025).

California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in Title 13 of the CCR states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to 5 minutes at any location. In addition, Section 93115 in Title 17 of the CCR states that operations of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emissions standards.

California Health and Safety Code Section 41700

Section 41700 of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

4.2.2.3 Regional and Local

South Coast Air Quality Management District

The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations in the SCAB, where the Project site is located. The SCAQMD operates monitoring stations in the SCAB, develops rules and regulations for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. The SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain state and federal ambient air quality standards in the SCAB. The SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment.

Air Quality Management Plan

The most-recently adopted AQMP is the 2022 AQMP (SCAQMD 2022), which was adopted by the SCAQMD governing board on December 2, 2022. The 2022 AQMP is a regional blueprint for achieving air quality standards and healthful air. The 2022 AQMP was developed to address the requirements for meeting the U.S. EPA's NAAQS for ground-level O_3. The SCAB is classified as an "extreme" non-attainment area and the Coachella Valley is classified as a "severe-15" non-attainment area for the 2015 O_3 NAAQS. The strategies of the 2022 AQMP include: wide adoption of zero-emissions technologies; low NO_x technologies where zero-emission technologies are not feasible; federal action; zero-emission technologies for residential and industrial sources; incentive funding in environmental justice areas; and prioritizing benefits on the most disadvantaged communities (SCAQMD 2022).

Applicable Rules

Emissions that would result from stationary and area sources during operation under the Project may be subject to SCAQMD rules and regulations. The SCAQMD rules applicable to the Project may include the following:

Regulation IV – Prohibitions

- **Rule 401 – Visible Emissions:** This rule establishes the limit for visible emissions from stationary sources for a period or periods aggregating more than three minutes in any hour. This rule prohibits visible emissions dark or darker than Ringelmann No. 1 for periods greater than three minutes in any hour or such opacity which could obscure an observer's view to a degree equal or greater than does smoke.
- **Rule 402 – Nuisance:** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 – Fugitive Dust:** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule), which may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities.
- **Rule 431.2 – Sulfur Content of Liquid Fuels:** The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of reducing the formation of SO_x and particulates during combustion and of enabling the use of add-on control devices for diesel-fueled internal combustion engines. The rule applies to all refiners, importers, and other fuel suppliers such as distributors, marketers, and retailers, as well as to users of diesel, low-sulfur diesel, and other liquid fuels for stationary-source applications in the SCAQMD. The rule also affects diesel fuel supplied for mobile sources.

Regulation XI – Source Specific Standards

- **Rule 1110.2 – Emissions from Gaseous- and Liquid-Fueled Engines**: This rule applies to stationary and portable engines rated at greater than 50 horsepower (hp). The purpose of Rule 1110.2 is to reduce NO_x, VOCs, and CO emissions from engines. Emergency engines, including those powering standby generators, are generally exempt from the emissions and monitoring requirements of this rule because they have permit conditions that limit operation to 200 hours or less per year as determined by an elapsed operating time meter.
- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1138 – Control of Emissions from Restaurant Operations:** This rule specifies PM and VOC emissions and odor control requirements for commercial cooking operations that use chain-driven charbroilers to cook meat.
- **Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters:** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of

new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.

Regulation XIV – Toxics and Other Non-Criteria Pollutants:

- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities:** This rule states that an owner or operator of any demolition or renovation activity is required to have an asbestos study performed prior to demolition and to provide notification to SCAQMD prior to commencing demolition activities.

SCAB Attainment Designation

Pursuant to the 1990 federal Clean Air Act amendments, the EPA classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "nonattainment" for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as "unclassified" or "unclassifiable." The designation of "unclassifiable/attainment" means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are re-designated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as "attainment" or "nonattainment," but based on CAAQS rather than the NAAQS. Table 4.2-2 depicts the current attainment status of the Project site with respect to the NAAQS and CAAQS.

Table 4.2-2. South Coast Air Basin Attainment Classification

Pollutant	Designation/Classification	
	Federal Standards	California Standards
Ozone (O_3), 1-Hour	No National Standard	**Nonattainment**
Ozone (O_3), 8-Hour	**Extreme Nonattainment**	**Nonattainment**
Nitrogen Dioxide (NO_2)	Unclassifiable/Attainment	Attainment
Carbon Monoxide (CO)	Attainment/Maintenance	Attainment
Sulfur Dioxide (SO_2)	Unclassifiable/Attainment	Attainment
Coarse Particulate Matter (PM_{10})	Attainment/Maintenance	**Nonattainment**
Fine Particulate Matter ($PM_{2.5}$)	**Serious Nonattainment**	**Nonattainment**
Lead (Pb)	Nonattainment	Attainment
Hydrogen Sulfide	No National Standard	Unclassified
Sulfates	No National Standard	Attainment
Visibility-Reducing Particles	No National Standard	Unclassified
Vinyl Chloride	No National Standard	No designation

Sources: USEPA 2022a (national); CARB 2020 (California).
Notes: Bold text = not in attainment; Attainment = meets the standards; Attainment/Maintenance = achieves the standards after a nonattainment designation; Nonattainment = does not meet the standards; Unclassified or Unclassifiable = insufficient data to classify; Unclassifiable/Attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data.

In summary, the SCAB is designated as a nonattainment area for federal and state O_3 standards and federal and state $PM_{2.5}$ standards. The SCAB is designated as a nonattainment area for state PM_{10} standards; however, it is

designated as an attainment area for federal PM_{10} standards. The SCAB is designated as an attainment area for federal and state CO standards, federal and state NO_2 standards, and federal and state SO_2 standards. While the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard (CARB 2020; USEPA 2022a).

Despite the current nonattainment status, air quality within the SCAB has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly a result of lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by the SCAQMD. This trend toward cleaner air has occurred in spite of continued population growth. Despite this growth, air quality has improved significantly over the years, primarily because of the impacts of the region's air quality control program.

Local Ambient Air Quality

The Project area's local ambient air quality is monitored by SCAQMD and CARB. CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. Air quality monitoring stations usually measure pollutant concentrations 10 feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations.

The Pasadena Monitoring Station located at 752 S. Wilson Avenue, Pasadena, California, and Azusa Monitoring Station at 803 N. Loren Ave, Azusa, California and Westchester monitoring station, located at 7201 West Westchester Parkway, Los Angeles, California, are the air quality monitoring stations most representative of the existing air quality around the Project site that together provide a complete set of ambient air data. The data collected at these stations are considered representative of the air quality experienced in the Project vicinity due to proximity and availability of data. Air quality data from 2019 through 2021 are provided in Table 4.2-3. The number of days exceeding the ambient air quality standards is also shown in Table 4.2-3.

Table 4.2-3. Local Ambient Air Quality Data

Monitoring Station	Unit	Averaging Time	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
					2019	2020	2021	2019	2020	2021
Ozone (O_3)										
Azusa 803 N Loren Ave Monitoring Station	ppm	Maximum 1-hour concentration	California	0.09	0.123	0.168	0.108	34	53	20
	ppm	Maximum 8-hour concentration	California	0.070	0.094	0.125	0.076	39	62	21
			National	0.070	0.098	0.125	0.086	43	65	22
Nitrogen Dioxide (NO_2)										
Azusa 803 N Loren Ave Monitoring Station	ppm	Maximum 1-hour concentration	California	0.18	0.059	0.064	0.078	0	0	0
			National	0.100	0.060	0.065	0.078	0	0	0
	ppm	Annual concentration	California	0.030	—	—	—	—	—	
			National	0.053	—	—	—	—	—	
Carbon Monoxide (CO)										
Azusa 803 N Loren Ave Monitoring Station	ppm	Maximum 1-hour concentration	California	20	—	—	—	—	—	—
			National	35	1.6	2.0	1.4	0	0	0
	ppm	Maximum 8-hour concentration	California	9.0	—	—	—	—	—	—
			National	9	1.1	2.4	1.5	0	0	0
Sulfur Dioxide (SO_2)										
Westchester Monitoring Station	ppm	Maximum 1-hour concentration	National	0.075	0.0082	0.006	0.0077	0	0	0
	ppm	Maximum 24-hour concentration	National	0.14	0.0011	0.0012	0.0015	0	0	0
	ppm	Annual concentration	National	0.030	0.0003	0.0003	0.0001	0	0	0
Coarse Particulate Matter (PM_{10})[a]										
Azusa 803 N Loren Ave Monitoring Station	µg/m³	Maximum 24-hour concentration	California	50	80.3	149.1	77.7	4	9	11
			National	150	82.0	152.3	79.4	0	0	0
	µg/m³	Annual concentratio	California	20	32	32	33	—	—	

Table 4.2-3. Local Ambient Air Quality Data

Monitoring Station	Unit	Averaging Time	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
					2019	2020	2021	2019	2020	2021
Fine Particulate Matter ($PM_{2.5}$)[a]										
Azusa 803 N Loren Ave Monitoring Station	µg/m³	Maximum 24-hour concentration	National	35	70.3	102.7	61.9	1	5	3
	µg/m³	Annual concentration	California	12	10.7	13.6	12.0	—	—	—
			National	12.0	9.6	13.11	11.4	—	—	—

Sources: CARB 2022g; EPA 2022b.

Notes: ppm = parts per million by volume; ND = insufficient data available to determine the value; — = not available; µg/m³ = micrograms per cubic meter.
Data taken from CARB iADAM (http://www.arb.ca.gov/adam) and EPA AirData (http://www.epa.gov/airdata/) represent the highest concentrations experienced over a given year. Exceedances of national and California standards are only shown for O_3 and particulate matter. Daily exceedances for particulate matter are estimated days because PM_{10} and $PM_{2.5}$ are not monitored daily. All other criteria pollutants did not exceed national or California standards during the years shown. There is no national standard for 1-hour ozone, annual PM_{10}, or 24-hour SO_2, nor is there a state 24-hour standard for $PM_{2.5}$.

[a] Measurements of PM_{10} and $PM_{2.5}$ are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the Southern California region and is the largest metropolitan planning organization in the United States.

On May 7, 2020, SCAG's Regional Council adopted the Connect SoCal (2020–2045 RTP/SCS). The Connect SoCal is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura (SCAG 2020a).

On September 3, 2020, SCAG adopted Connect SoCal, the 2020–2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, planning strategies, and the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The updated growth projections from the adopted 2020–2045 RTP/SCS have not yet been incorporated into an adopted AQMP. As stated above, the SCAQMD adopted the 2022 AQMP, which incorporates these updated regional growth projections (SCAG 2020a, SCAQMD 2022).

City of Arcadia 2010 General Plan

The City of Arcadia General Plan (City of Arcadia 2010) includes various policies related to improving air quality (both directly and indirectly). Applicable goals and policies include the following:

Goal RS-1 Continued improvement in local and regional air quality.

Policy RS-1.1. Reduce local contributions of airborne pollutants to the air basin.

Policy RS-1.2. Limit, when feasible, locating sensitive receptors near pollutant emitting sources.

Policy RS-1.3. Continue to participate in regional efforts to meet state and federal air quality standards.

Policy RS-1.4. Lower the emissions caused by motor vehicles through Transportation Demand Management strategies and land use patterns that reduce vehicle miles traveled.

Policy RS-1. Promote the reduction of vehicular traffic and improved efficiency of the City's circulation system (i.e., roadways) as a means to improving air quality.

Policy RS-1. Require projects that generate potentially significant levels of air pollutants to incorporate the most effective air quality mitigation into project design, as appropriate.

Policy RS-1.7. Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.

4.2.3 Thresholds of Significance

The significance criteria used to evaluate the Project's impacts to air quality are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to air quality would occur if the Project would:

a) Conflict with or obstruct implementation of the applicable air quality plan.
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
c) Expose sensitive receptors to substantial pollutant concentrations.
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

4.2.3.1 Air Quality Significance Thresholds

The SCAQMD has established Air Quality Significance Thresholds, as revised in April 2019, that set forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality under existing and cumulative conditions. The quantitative air quality analysis provided herein applies the SCAQMD thresholds identified in Table 4.2-4 to determine the potential for the Project to result in a significant impact under CEQA.

Table 4.2-4. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	**Construction (pounds per day)**	**Operation (pounds per day)**
VOCs	75	55
NOx	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
TACs and Odor Thresholds		
TACs[b]	Maximum incremental cancer risk ≥ 10 in 1 million Chronic and acute hazard index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2019.
Notes: µg/m³ = micrograms per cubic meter; CO = carbon monoxide; NO_2 = nitrogen dioxide; NO_x = oxides of nitrogen; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; ppm = parts per million; SCAQMD = South Coast Air Quality Management District; SO_x = sulfur oxides; TAC = toxic air contaminant; VOC = volatile organic compounds

[a] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.
[b] TACs include carcinogens and noncarcinogens.

The evaluation of whether the Project would conflict with or obstruct implementation of the applicable air quality plan is based on the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993), Chapter 12, Sections 12.2 and 12.3. The first criterion assesses if the Project would 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 of the interim emissions reductions specified in the AQMP, which is addressed in detail in Section 4.2.4, Impact Analysis. The second criterion is if the Project would exceed the assumptions in the AQMP or increments based on the year of Project buildout and phase, as discussed further in Section 4.2.4.

In addition to the above-listed emission-based thresholds, the SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project as a result of construction activities. Such an evaluation is referred to as a localized significance threshold (LST) analysis. For project sites of five acres or less, SCAQMD LST Methodology (SCAQMD 2008) includes lookup tables that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance criteria (i.e., the emissions would not cause an exceedance of the applicable concentration limits for NO_2, CO, PM_{10}, and $PM_{2.5}$) without performing Project-specific dispersion modeling.

The LST significance thresholds for NO_2 and CO represent the allowable increase in concentrations above background levels in the vicinity of a project that would not cause or contribute to an exceedance of the relevant ambient air quality standards, while the threshold for PM_{10} represents compliance with Rule 403 (Fugitive Dust). The LST significance threshold for $PM_{2.5}$ is intended to ensure that construction emissions do not contribute substantially to existing exceedances of the $PM_{2.5}$ ambient air quality standards. The allowable emission rates depend on the following parameters:

a. Source-receptor area (SRA) in which the project is located
b. Size of the project site
c. Distance between the project site and the nearest sensitive receptor (e.g., residences, schools, hospitals)

The Project site is located in SRA 9 (East San Gabriel Valley). The SCAQMD provides guidance for applying CalEEMod to the LSTs. LST pollutant screening level concentration data is currently published for 1-, 2-, and 5-acre sites for varying distances. The maximum number of acres disturbed on the peak day was estimated using the Fact Sheet for Applying CalEEMod to Localized Significance Thresholds (SCAQMD 2014). During grading activities, fugitive dust can be generated from the movement of dirt on the Project site. CalEEMod estimates dust from dozers moving dirt around, dust from graders or scrapers leveling the land, and loading or unloading dirt into haul trucks. Each of those activities is calculated differently in CalEEMod, based on the number of acres traversed by the grading equipment. Only some pieces of equipment generate fugitive dust in CalEEMod. The CalEEMod manual identifies various equipment and the acreage disturbed in an 8-hour day. For example:

- Crawler tractors, graders, and rubber-tired dozers: 0.5 acres per 8-hour day
- Scrapers: 1 acre per 8-hour day

The LST lookup tables that can be used to determine the maximum allowable daily emissions are provided at increments of 1 acre, 2 acres and 5 acres. Therefore, the analysis applies the LSTs for an interpolated 1.5-acre disturbance area (between lookup table 1 acre and 2 acres), which is presented in Table 4.2-5.

As detailed in Section 4.2.1.3, Sensitive Receptors, the closest off-site sensitive receptors to the Project include a park, located approximately 250 feet southwest of the site and a single-family residence located 450 feet southwest of the site. However, per the SCAQMD's Finalized LST Methodology, locations that an individual could remain for 24 hours (i.e., a residence, hospital, convalescent facility, hotel, etc.) should be considered to determine the threshold for PM_{10} and $PM_{2.5}$ (SCAQMD 2008). Consistent with the methodology, the nearest land use where an individual could remain for 24 hours to the Project site (adjacent hotel) has been used to determine LST receptor distance for emissions of PM_{10} and $PM_{2.5}$, since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time. Therefore, the minimum-recommended distance of 25 meters (82 feet) is used for this analysis. An LST distance of 25 meters represents a conservative analysis as the LST thresholds decrease as the distance between the Project site and sensitive receptor decrease.

The LST values from the SCAQMD lookup tables for SRA 9 (East San Gabriel Valley) for a disturbed acreage of 1.5 acre and a receptor distance of 25 meters are shown in Table 4.2-5.

Table 4.2-5. Localized Significance Thresholds for Source Receptor Area 9 (East San Gabriel Valley)

Pollutant	Threshold by Acres Disturbed Per Day (Pounds per Day)
	1.5-acres
NO_2	109
CO	788
PM_{10}	6
$PM_{2.5}$	4

Source: SCAQMD 2008.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter.
LST thresholds were determined based on the values for a distance of 76 meters (250 feet) from the nearest sensitive receptor.

The potential for the Project to expose sensitive receptors to substantial pollutant concentrations includes the LST analysis, a qualitative CO hotspot analysis, and a qualitative assessment of the health effects of other criteria air pollutants.

The potential for the Project to result in an odor impact is based on the Project's land use types and anticipated construction activity, and the potential for the Project to create an odor nuisance pursuant to SCAQMD Rule 402.

4.2.3.2 Approach and Methodology

Construction Emissions

Emissions from the construction phase of the Project were estimated using CalEEMod Version 2022.1.1.12. Construction scenario assumptions, including phasing, equipment mix, and vehicle trips, were based on information provided by the Applicant and CalEEMod default values when Project specifics were not known.

For purposes of estimating Project emissions, construction was assumed to start in March 2024 and would last approximately 21 months, ending in November 2025. The March 2024 start date represents the earliest possible start date. Assuming an earlier start date for Project construction represents the worst- case scenario for criteria air pollutant emissions because equipment and vehicle emission factors for later years would be less due to more stringent standards for off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older

equipment and vehicles. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Demolition: 1.5 months
- Site Preparation: 2 weeks
- Grading: 5 weeks
- Building Construction: 1 year, 4 months
- Paving: 1 month
- Application of Architectural Coatings: 1 month

The Project site is currently occupied by two restaurants and a surface parking lot, all of which would be demolished to accommodate the Project uses. Off-site improvements include: (1) new lateral pipeline connections from the proposed building to the existing 12-inch water main pipeline in Gateway Drive to provide domestic water, fire water and irrigation water; (2) remove a portion of the landscaped median in Gateway Drive; and (3) remove and reconfigure the raised median on E. Huntington Drive (per MM-TRA-1). For the analysis, it was generally assumed that heavy construction equipment would be operating at the site for approximately 8 hours per day, 5 days per week, during Project construction.

Construction worker estimates and vendor truck trips by construction phase were based on information provided by the Project Applicant and or CalEEMod defaults. Haul truck trips during the grading and building phases were based on demolition and earthwork quantities provided by the Applicant. During grading, it was assumed that up to 46,422 cubic yards of material would be excavated and exported. CalEEMod default trip length values were used for the distances for all construction-related trips.

The construction equipment mix and vehicle trips used for estimating the Project-generated construction emissions are shown in Table 4.2-6.

Table 4.2-6. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Average Daily Haul Truck Trips	Equipment Type	Quantity	Daily Usage Hours
Demolition	13	4	71	Concrete/Industrial Saws	1	8
				Tractors/Loaders/ Backhoes	3	8
				Rubber-Tired Dozers	1	8
Site Preparation	8	4	1	Graders	1	8
				Scrapers	1	8
				Tractors/Loaders/ Backhoes	1	7
Grading	13	4	242	Excavators	1	8
				Graders	1	8
				Rubber-Tired Dozers	1	8

Table 4.2-6. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Average Daily Haul Truck Trips	Equipment Type	Quantity	Daily Usage Hours
				Tractors/Loaders/ Backhoes	2	7
Building Construction	211	45	0	Cranes	1	8
				Forklifts	2	7
				Generator Sets	1	8
				Tractors/Loaders/ Backhoes	1	6
				Welders	3	8
Paving	15	4	0	Cement and Mortar Mixers	1	8
				Pavers	1	8
				Paving Equipment	1	8
				Rollers	2	8
				Tractors/Loaders/ Backhoes	1	8
Architectural Coating	42	4	0	Air Compressors	1	6

Notes: See Appendix C-1 for details.

Operational Emissions

Emissions from the operational phase of the Project were estimated using CalEEMod Version 2022.1.1.12. The year 2025 was assumed as the first year of operation. In addition to the Project, existing conditions were modeled for the currently-occupied The Derby restaurant and existing parking lot to determine the net increase in operational emissions (i.e., Project emissions minus existing baseline emissions).

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating, water heating, and stoves are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2022). Consumer product VOC emissions are estimated in CalEEMod based on the floor area of residential and nonresidential buildings and on the default factor of pounds of VOC per building square foot per day. For parking lot land uses,

CalEEMod estimates VOC emissions associated with use of parking surface degreasers based on a square footage of parking surface area and pounds of VOC per square foot per day.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from application of residential and nonresidential surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The model default reapplication rate of 10% of area per year is assumed. Consistent with CalEEMod defaults, it is assumed that the residential surface area for painting equals 2.7 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating. For nonresidential land uses (e.g., retail, community, and commercial areas), it is assumed that the surface area for painting equals 2.0 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating. For the parking garage, the architectural coating area is assumed to be 6% of the total square footage, consistent with the supporting CalEEMod studies provided as an appendix to the CalEEMod User's Guide (CAPCOA 2022).

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, , shredders/grinders, and leaf blowers. The emissions associated from landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per residential dwelling unit per day and grams per square foot of nonresidential building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days (CAPCOA 2022). Emissions associated with potential landscape maintenance equipment were included and no emission reduction features related to electric landscape equipment was assumed to capture potential Project operational emission sources.

Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage. Electricity use would contribute indirectly to criteria air pollutant emissions since criteria pollutant emissions occur at the site of the power plant, which is typically off site.

The energy use from nonresidential land uses (natural gas usage per square foot per year) is calculated in CalEEMod based on the California Commercial End-Use Survey database. CalEEMod default values were used for both residential and nonresidential land uses energy consumption. CalEEMod assumes compliance with the 2019 Title 24 Building Energy Efficiency Standards. This is conservative, as the Project would be required to comply with the 2022 Title 24 Building Energy Efficiency Standards, at a minimum.

Mobile Sources

Mobile sources for the Project would be motor vehicles (i.e., automobiles and light-duty trucks) traveling to and from the Project site. Motor vehicles may be fueled with gasoline, diesel, or alternative fuels. Default vehicle trip generation rates included in CalEEMod for each of the analyzed land uses were adjusted to match the Project's trip generation rates, assuming reductions from internal capture, presented in the Transportation Impact Analysis (Appendix J). CalEEMod default data, including emissions factors were conservatively used for the model inputs to estimate daily emissions from proposed vehicular sources. Emission factors representing the vehicle mix and emissions for 2025 were used to estimate emissions associated with full build-out of the Project. Trip rate assumptions for the Project and existing operational use on-site are shown in Table 4.2-7.

Table 4.2-7. Trip Rate Assumptions

Land Use	CalEEMod Land Use Surrogate	Average Daily Trip Rate		
		Weekday	Saturday	Sunday
Existing Use				
The Derby Restaurant**	Quality Restaurant	83.84	90.04	71.97
Proposed Uses[a]				
Residential Units*	Apartments Mid-Rise	4.42	3.99	3.32
Cafe**	Fast Food Restaurant w/o Drive Thru	101.14	203.31	146.06
Complementary Restaurant**	High Turnover (Sit Down Restaurant)	99.32	108.37	126.29
The Derby Restaurant**	Quality Restaurant	81.77	87.82	70.19

Source: Appendix J, Appendix C-1.
Notes:
[a] Trip rates include reductions for internal trip capture, per the Transportation Impact Analysis (Appendix J).
* Trip Rate per dwelling unit.
** Trip Rate per 1,000 square feet land use.

Toxic Air Contaminants – Health Risk Assessment

A Health Risk Assessment (HRA) was performed to evaluate potential health risk associated with TACs from construction of the Project. The following discussion summarizes the dispersion modeling and HRA methodology.

The dispersion modeling of DPM was performed using the AERMOD, which is the model SCAQMD requires for atmospheric dispersion of emissions. AERMOD is a steady-state Gaussian plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources, building downwash, and simple and complex terrain. For the Project, AERMOD was run with all sources emitting unit emissions (1 gram per second) to obtain the "X/Q" values. X/Q is a dispersion factor that is the average effluent concentration normalized by source strength and is used as a way to simplify the representation of emissions from many sources. The X/Q values of ground-level concentrations were determined for construction emissions using AERMOD and the maximum concentrations determined for the 1-hour and Period averaging periods. Principal parameters of this modeling are presented in Table 4.2-8.

Table 4.2-8. AERMOD Principle Parameters

Parameter	Details
Meteorological Data	AERMOD-specific meteorological data for the Azusa air monitoring station (AZUS) was used for the dispersion modeling (SCAQMD 2021b). A 5-year meteorological data set from 2012 through 2016 was obtained from the SCAQMD in a preprocessed format suitable for use in AERMOD.
Urban versus Rural Option	Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines.
Terrain Characteristics	Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate. Per SCAQMD guidance, the National Elevation Dataset dataset with resolution of 1 arc-second was used.

Table 4.2-8. AERMOD Principle Parameters

Parameter	Details
Source Release Characterizations	Air dispersion modeling of DPM emissions was conducted assuming the off-road equipment would operate in accordance with the modeling scenario estimated in CalEEMod (Appendix A). The construction equipment and on-site truck travel DPM emissions were modeled as a line of adjacent volume sources across the project site to represent project construction with a release height of 5 meters, plume height of 10 meters, and plume width of 10 meters (SCAQMD 2008).
Discrete Receptors	The HRA evaluates the risk to existing residential receptor located in proximity to the Project. A uniform Cartesian grid with 20-meter spacing was placed over proximate sensitive receptors (residents) to the site. The closest off-site sensitive receptors to the Project include a single-family residence located 450 southwest of the site
Variable Emissions	The variable emissions scenario was used for construction in accordance with the City's municipal code. In Article IV, Part 6, Nighttime Construction, Section 4261 "Prohibited Hours Defined," Section 4262 "Construction Limited," Section 4262.1 "Same. Exception," and Section 4263 "Permit," the Municipal Code stipulates that nighttime construction between the hours of 6:00 p.m. and 7:00 a.m. of any weekday, 5:00 p.m. and 8:00 a.m. on Saturday, and anytime on Sunday and holidays is prohibited.

Source: See Appendix C-2.

Dispersion model plotfiles from AERMOD were then imported into CARB's HARP2 to determine health risk, which requires peak 1-hour emission rates and annual-averaged emission rates for all pollutants for each modeling source. For the residential health risk, the HRA assumes exposure would start in the third trimester of pregnancy.

Cancer risk is an estimate of the chance that an individual will develop cancer during their lifetime. A cancer risk of 10 in a million indicates that a person has an additional risk of 10 chances in a million (0.001%) of developing cancer during their lifetime as a result of the air pollution scenario being evaluated. Hazard index is an estimate of the likelihood that an individual will experience non-cancer health effects (e.g., cardiovascular, neurological, respiratory, etc.). A chronic hazard index estimates the likelihood of non-cancer health effects when a person is exposed to a toxic pollutant concentration for a 1-year period or longer. A hazard index less than 1.0 indicates that people are not likely to experience any non-cancer health effects.

4.2.4 Impacts Analysis

Threshold 4.2a. ***Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

The Project site is located within the SCAB under the jurisdiction of the SCAQMD, which is the local agency responsible for administration and enforcement of air quality regulations for the area. The SCAQMD administers the AQMP for the SCAB, which is a comprehensive document outlining an air pollution control program for attaining all CAAQS and NAAQS. The most recent adopted AQMP is the 2022 AQMP, which the SCAQMD Governing Board adopted in December 2022 (SCAQMD 2022).

The purpose of a consistency finding is to determine If a project is inconsistent with the assumptions and objectives of the regional air quality plans, and, thus, if it would interfere with the region's ability to comply with federal and state air quality standards. The SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, in the SCAQMD CEQA Air Quality Handbook. The criteria are as follows (SCAQMD 1993):

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

Consistency Criterion No. 1

Section 4.2.4, Threshold 4.2b (below), evaluates the Project's potential impacts pursuant to CEQA Guidelines Appendix G (the potential to 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). As discussed under Threshold 4.2b, the Project would not result in construction or operational criteria air pollutant emissions that would exceed the SCAQMD mass daily thresholds. Because it would not exceed the SCAQMD criteria air pollutant mass thresholds, the Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, and thus, the Project would not conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993).

Consistency Criterion No. 2

The second criterion regarding the Project's potential to exceed the assumptions in the AQMP is primarily assessed by determining consistency between the Project's land use designations and potential to generate population growth. In general, a project would be consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook). The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for its RTP/SCS (SCAG 2020a). SCAG bases its growth forecasts on general plans for cities and counties in the SCAB. The SCAQMD uses these growth forecasts for the development of the AQMP emissions inventory (SCAQMD 2022).[5] SCAG's 2020–2045 RTP/SCS RTP/SCS, and associated Regional Growth Forecast, are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans.

As discussed in this Draft EIR, the Project site has an existing General Plan land use designation of Commercial. To facilitate the Project, the Project Applicant is requesting a General Plan Amendment to change the current land designation to Downtown Mixed Use. Additionally, the Project Applicant is requesting a zone change to rezone the Project site from General Commercial to Downtown Mixed Use. Although the Project is currently inconsistent with the General Plan land use designation for the Project site, the Project would be consistent with the nearby residential and commercial land uses and would be in compliance with the Land Use Element goals and policies of the City's General Plan, as detailed in Section 4.9, Land Use and Planning. Nonetheless, because the Project's proposed land use designation is not consistent with the current City's General Plan land use designation, the Project may result in population (residents and employees) not anticipated in the SCAG 2020-2045 RTP/SCS, and

[5] Information necessary to produce the emission inventory for the SCAB is obtained from the SCAQMD and other governmental agencies, including the California Air Resources Board (CARB), the California Department of Transportation, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into its Travel Demand Model for estimating/projecting vehicle miles traveled and driving speeds. SCAG's socioeconomic and transportation activities projections in their 2016 RTP/SCS are integrated in the 2016 AQMP (SCAQMD 2017).

therefore, the 2022 SCAQMD AQMP. Accordingly, an evaluation of the Project's anticipated population in comparison to the population and employment projections for the City is warranted.

As detailed in Section 4.11, Population and Housing, the proposed Project's residential units would accommodate up to 608 residents. Additionally, the Project is estimated to result in a net addition of 34 employees as compared to existing conditions. The Final SCAG 2020-2045 RTP/SCS provides population estimates for the years 2016 and 2045 (SCAG 2020b). SCAG estimated there were 57,300 residents in the City in 2016 and 62,200 residents by 2045 (SCAG 2020b), for a delta growth of 4,900 residents between 2016 and 2045. Current estimates place the population at 56,364, which is below the population of 57,300 residents in 2016, as detailed by the SCAG 2020-2045 RTP/SCS (U.S. Census Bureau 2021, SCAG 2022b). Currently, the City's housing stock and residential population is below the predicted housing and population. Since 2010, the City has added a total of 413 new residential units, which is below the City's estimate for new housing (Graham 2022). The Project would be operational in 2025. Assuming linear growth from 2016 to 2045 of the SCAG's growth projections, there would be an increase of 1,521 residents by 2025, for a total projection 58,821 residents in the City. However, as the City's current housing and residential population is below SCAG's predicted housing and, the Project's addition of 608 residents would not exceed the SCAG's population estimate of 58,821 residents in 2025. Therefore, the Project would not exceed the SCAG's population growth projections for 2025.

Similarly, the Final SCAG 2020-2045 RTP/SCS provides employment estimates for the years 2016 and 2045 (SCAG 2022b). SCAG estimated 32,600 employees in 2016 and 36,100employees in 2045 (SCAG 2020b). Assuming linear growth from 2016 to 2045 of the SCAG's growth projections, there would be an increase of 1,569 employees by 2025, for a total projection 34,169 employees in the City in 2025. The Project would employ 34 persons in 2025 when compared to existing conditions. This represents approximately 2.2% of the employment projections in the City by 2025. The Project's designated employment does not exceed the annual growth projections for the City based on SCAG's employment growth projections for 2025. As demonstrated, the Project would not exceed the SCAG's population and employment growth projections in the City, and therefore, the Project would not conflict with Criterion 2 SCAQMD CEQA Air Quality Handbook.

As the Project would not conflict with Criterion No. 1 and No. 2 of the 2022 AQMP, there would be a less-than-significant impact with regard to potential to conflict with an applicable AQMP.

Threshold 4.2b. ***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?***

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used to help determine whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003).

Construction Emissions

Construction of the Project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources

(e.g., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions.

Criteria air pollutant emissions associated with temporary construction activity were quantified using CalEEMod. Construction emissions were calculated for the estimated worst-case day over the construction period associated with each phase and reported as the maximum daily emissions estimated during the construction period spanning 2024 through 2025. Construction schedule assumptions, including phase type, duration, and sequencing, were based on information provided by the Applicant and CalEEMod default values, and is intended to represent a reasonable scenario based on the best information available. This information is available under Section 4.2.3.2, Approach and Methodology, above.

Implementation of the Project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. The Project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites two times per day depending on weather conditions. Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce VOC emissions.

Table 4.2-9 presents the estimated maximum daily construction emissions generated during construction of the Project. The values shown are the maximum summer and winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix C-1.

Table 4.2-9. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

	VOCs	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Year	Pounds per Day					
Summer Emissions						
2024	2.31	38.33	28.76	0.14	8.69	3.56
2025	2.19	13.20	27.39	0.03	3.83	1.16
Winter Emissions						
2024	2.29	22.33	26.31	0.06	6.20	1.67
2025	66.91	13.37	25.16	0.03	3.83	1.16
Maximum daily emissions of Summer or Winter	**66.91**	**38.33**	**28.76**	**0.14**	**8.69**	**3.56**
SCAQMD threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: See Appendix C-1 for complete results.
Notes:
VOCs = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.
These emissions reflect CalEEMod "mitigated" output, which accounts for compliance with SCAQMD Rule 403 (Fugitive Dust).

As shown in Table 4.2-9, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ during construction in all construction years. Construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions.

Operational Emissions

Operation of the Project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources, including vehicle trips; area sources, including the use of consumer products, natural gas hearths, and landscape maintenance equipment; and energy sources. As discussed in Section 4.2.3.2, Approach and Methodology, pollutant emissions associated with long-term operations were quantified using CalEEMod. Project-generated mobile source emissions were estimated in CalEEMod based on Project-specific trip rates. CalEEMod default values generated from Project-specific land use quantities were used to estimate emissions from area and energy sources for the Project and the existing operational land uses that would cease operation and for which the facilities would be demolished as part of the Project.

Table 4.2-10. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Project Emissions						
Project – Summer Emissions						
Mobile	8.57	7.26	83.56	0.20	7.17	1.37
Area	6.78	0.17	18.03	0.00	0.01	0.02
Energy	0.06	1.14	0.71	0.01	0.09	0.09
Summer Project Emissions Total	*15.41*	*8.57*	*102.30*	*0.21*	*7.27*	*1.48*
Project – Winter Emissions						
Mobile	8.45	7.96	76.05	0.19	7.17	1.37
Area	4.72	0.00	0.00	0.00	0.00	0.00
Energy	0.06	1.14	0.71	0.01	0.09	0.09
Winter Project Emissions Total	13.23	9.10	76.76	0.20	7.26	1.46
Maximum Daily Operational Project Emissions	**15.41**	**9.10**	**102.30**	**0.21**	**7.27**	**1.48**
Existing Land Use Emissions						
Existing Uses– Summer Emissions*						
Mobile	2.26	1.90	21.86	0.05	1.87	0.36
Area	0.23	0.00	0.30	0.00	0.00	0.00
Energy	0.01	0.22	0.18	0.00	0.02	0.02
Summer Existing Emissions Total	2.50	2.12	22.35	0.05	1.89	0.38
Existing Uses – Winter Emissions*						
Mobile	**2.23**	**2.08**	**19.91**	**0.05**	**1.87**	**0.36**
Area	**0.18**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Table 4.2-10. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Energy	0.01	0.22	0.18	0.00	0.02	0.02
Winter Existing Emissions Total	2.42	2.30	20.09	0.05	1.89	0.37
Maximum Daily Operational Existing Emissions	2.50	2.30	22.35	0.05	1.89	0.38
Net Change (Project – Existing Land Use)						
Total	12.91	6.8	79.95	0.16	5.38	1.1
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix C-1.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
See Appendix C-1 for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.
[a] <0.01 = value less than reported 0.01 pounds per day.
* Existing Uses quantified include the existing The Derby Restaurant and surface parking lot.

Table 4.2-10 presents the maximum daily area, energy, and mobile source emissions associated with operation (Year 2025) of the Project, existing land uses and net emissions. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix C-1. As shown in Table 4.2-10, the net increase in emissions would not exceed the SCAQMD operational thresholds for VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$.

Air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD. The maximum daily PM_{10} and $PM_{2.5}$ emissions would not exceed the significance thresholds during Project construction activities. Fugitive dust, as well as vehicle and equipment exhaust, generated during Project construction would contribute to the SCAB's nonattainment designation for PM_{10} and $PM_{2.5}$; however, this contribution would not be considered cumulatively considerable.

With regard to operational cumulative impacts associated with nonattainment pollutants, in general, if a project is consistent with the community and/or general plans, it has been accounted for in the attainment demonstration contained within the state implementation plan and would therefore not cause a cumulatively significant impact on the ambient air quality. As addressed in the first impact criterion, the Project would be consistent with the growth projections anticipated in SCAQMD's 2022 AQMP. Accordingly, the Project would not result in a cumulatively considerable contribution to the nonattainment pollutants in the SCAB.

Based on the preceding considerations, the Project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant during construction and operation.

Threshold 4.2c. Would the Project expose sensitive receptors to substantial pollutant concentrations?

Localized Significance Threshold

As discussed in Section 4.2.1, Existing Conditions, sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The closest off-site sensitive receptors to the Project site include a park, located approximately 250 feet southwest of the site, and a single-family residence located 450 feet southwest of the site. However, for the LST CO and NO_2 exposure analyses, receptors who could be exposed for one hour or more are considered. For the LST PM_{10} and $PM_{2.5}$ exposure analyses, receptors who could be exposed for 24 hours are considered. As the Project site is proximate to two hotels adjacent to the Project's northern boundary (and hotel guests could be exposed for 24 hours), the threshold for 25-meters (approximately 82 feet) is used for this analysis.

An LST analysis has been prepared to determine potential impacts to nearby sensitive receptors during construction of the Project. As indicated in the discussion of the thresholds of significance (Section 4.2.3, Thresholds of Significance), SCAQMD also recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ impacts as a result of construction activities to sensitive receptors in the immediate vicinity of the Project site. The impacts were analyzed using methods consistent with those in SCAQMD's Final LST Methodology (2008). According to the Final LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008).

Construction activities associated with the Project would result in temporary sources of on-site fugitive dust and construction equipment emissions. To account for onsite operation of vendor trucks, haul trucks, and worker vehicle trips a distance of 1,000 feet of on-site vehicle operation was included in the LST analysis. The LST values from the SCAQMD lookup tables for SRA 9 (East San Gabriel Valley) for a disturbed acreage of 1.5 acres and a receptor distance of 25 meters are presented in Table 4.2-11 and compared to the maximum daily on-site emissions generated during Project construction.

Table 4.2-11. Localized Significance Thresholds Analysis for Project Construction

Year	NO_2	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day			
Summer Emissions				
2024	16.79	16.47	4.63	2.07
2025	10.65	11.90	0.66	0.40
Winter Emissions				
2024	15.64	16.07	4.63	1.20
2025	10.66	11.90	0.66	0.40
Maximum of Summer and Winter Emissions	**16.79**	**16.47**	**4.63**	**2.07**
SCAQMD LST	*109*	*788*	*6*	*4*
LST exceeded?	**No**	**No**	**No**	**No**

Source: SCAQMD 2008.

Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.
See Appendix C-1, Construction (Summer) and Construction (Winter) output, for complete results.
Localized significance thresholds are shown for 1.5-acre project sites corresponding to a distance to a sensitive receptor of 25 meters. These estimates implementation of the Project's fugitive dust control strategies, including watering of an active site two times per day.

As shown in Table 4.2-11, construction activities would not generate emissions in excess of site-specific LSTs; therefore, site-specific impacts during construction of the Project would be less than significant.

Carbon Monoxide Hotspots

Mobile source impacts occur on two scales of motion. Regionally, travel resulting from development allowed by the Project would add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SCAB. Locally, traffic generated as a result of development allowed by the Project would be added to the area's roadway system near the Project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles cold-started and operating at pollution-inefficient speeds and is operating on roadways already crowded with non-Specific Plan area traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing.

At the time that the SCAQMD 1993 Handbook was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP (Appendix V, Modeling and Attainment Demonstrations, of SCAQMD 2003) for the four worst-case intersections in the SCAB: (1) Wilshire Boulevard and Veteran Avenue, (2) Sunset Boulevard and Highland Avenue, (3) La Cienega Boulevard and Century Boulevard, and (4) Long Beach Boulevard and Imperial Highway. At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. Using CO emission factors for 2002, the peak modeled CO 1-hour concentration was estimated to be 4.6 ppm at the intersection of Wilshire Boulevard and Veteran Avenue. When added to the maximum 1-hour CO concentration from 2019 through 2021 at the Azusa monitoring station (see Table 4.2-3, Local Ambient Air Quality Data) which was 2.0 ppm in 2020, the 1-hour CO would be 6.6 ppm, while the CAAQS is 20 ppm.

The 2003 AQMP also projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO hotspot was 3.8 ppm at the Sunset Boulevard and Highland Avenue intersection (3.4 ppm at the Wilshire Boulevard and Veteran Avenue in 2002). For the Project area, adding the 3.8 ppm to the maximum 8-hour CO concentration from 2018 through 2020 at the nearby Azusa monitoring station, which was 2.4 ppm in 2020, the 8-hour CO would be 6.2 ppm, while the CAAQS is 9.0 ppm.

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. As detailed in Section 4.10, Noise, the maximum average daily trips (ADTs) at a studied intersection, with inclusion of the Project, would be 34,739 ADTs at the intersection of E. Huntington Drive and North 2nd Avenue. As the Project would not increase daily traffic volumes at any study intersection to more than 100,000 vehicles per day, a CO hotspot is not anticipated to occur, and associated impacts would be less than significant. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the

SCAB is steadily decreasing. Based on these considerations, the Project would result in a less-than-significant impact to air quality with regard to potential CO hotspots.

Toxic Air Contaminants

"Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period would contract cancer based on the use of standard Office of Environmental Health Hazard Assessment (OEHHA) risk assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. TACs that would potentially be emitted during construction activities would be DPM emitted from heavy-duty construction equipment and heavy-duty trucks. Heavy-duty construction equipment and diesel trucks are subject to CARB Airborne Toxic Control Measures to reduce DPM emissions. According to the OEHHA, HRAs should be based on a 30-year exposure duration based on typical residency period; however, such assessments should be limited to the period/duration of activities associated with a project (OEHHA 2015). The results of the HRA for Project's construction is summarized in Table 4.2-12.

Table 4.2-12. Summary of Maximum Cancer and Chronic Health Risks - Unmitigated

Impact Analysis	Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximally Exposed Individual Resident					
Construction HRA	Cancer Risk	Per Million	3.9	10	Less than Significant
	Chronic Hazard Index	Index Value	0.003	1.0	Less than Significant

Source: See Appendix C-2 for complete results.
Notes: CEQA = California Environmental Quality Act; HRA = Health Risk Assessment

As shown in Table 4.2-12, project construction activities would result in a Residential Maximum Individual Cancer Risk of 3.9 in 1 million, which is less than the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.003, which is below the 1.0 significance threshold. Impacts would be less than significant.

Health Impacts of Other Criteria Air Pollutants

Currently, the SCAQMD, CARB, and EPA have not approved a quantitative method to reliably, meaningfully, and consistently translate the mass emission estimates for the criteria air pollutants resulting from the development of the Project to specific health effects. In addition, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days.

In connection with the judicial proceedings culminating in issuance of the *Friant Ranch* (Sierra Club v. County of Fresno 2018 6 Cal.5th 502, Case No. S219783) decision, the SCAQMD and the San Joaquin Valley Air Pollution Control District (SJVAPCD) filed amicus briefs attesting to the extreme difficulty of correlating an individual project's criteria air pollutant emissions to specific health impacts. Both SJVAPCD and SCAQMD have among the most sophisticated air quality modeling and health impact evaluation capabilities of the air districts in California. The key, relevant points from the SCAQMD and SJVAPCD briefs are summarized herein for informational purposes.

In requiring a health impact type of analysis for criteria air pollutants, it is important to understand how O_3 and PM are formed, dispersed, and regulated. The formation of O_3 and PM in the atmosphere, as secondary pollutants,[6] involves complex chemical and physical interactions of multiple pollutants from natural and anthropogenic sources. The O_3 reaction is self-perpetuating (or catalytic) in the presence of sunlight because NO_2 is photochemically reformed from nitric oxide. In this way, O_3 is controlled by both NO_x and VOC emissions (NRC 2005). The complexity of these interacting cycles of pollutants means that incremental decreases in one emission may not result in proportional decreases in O_3 (NRC 2005). Although these reactions and interactions are well understood, variability in emission source operations and meteorology creates uncertainty in the modeled O_3 concentrations to which downwind populations may be exposed (NRC 2005). Once formed, O_3 can be transported long distances by wind, and due to atmospheric transport, contributions of precursors from the surrounding region can also be important (EPA 2008a). Because of the complexity of O_3 formation, a specific tonnage amount of VOCs or NO_X emitted in a particular area does not equate to a particular concentration of O_3 in that area (SJVAPCD 2015). PM can be divided into two categories: directly emitted PM and secondary PM. Secondary PM, like O_3, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as SO_x and NO_x (SJVAPCD 2015). Because of the complexity of secondary PM formation, including the potential to be transported long distances by wind, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area (SJVAPCD 2015). This is especially true for individual projects, where project-generated criteria air pollutant emissions are not derived from a single "point source," but from construction equipment and mobile sources (passenger cars and trucks) driving to, from, and around a project site.

Another important technical nuance is that health effects from air pollutants are related to the concentration of the air pollutant that an individual is exposed to, not necessarily the individual mass quantity of emissions associated with an individual project. For example, health effects from O_3 are correlated with increases in the ambient level of O_3 in the air a person breathes (SCAQMD 2015b). However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient O_3 levels over an entire region (SCAQMD 2015b). The lack of link between the tonnage of precursor pollutants and the concentration of O_3 and $PM_{2.5}$ formed is important because it is not necessarily the tonnage of precursor pollutants that causes human health effects; rather, it is the concentration of resulting O_3 that causes these effects (SJVAPCD 2015). Indeed, the ambient air quality standards, which are statutorily required to be set by EPA at levels that are requisite to protect the public health, are established as concentrations of O_3 and $PM_{2.5}$ based on duration of exposure and not as tonnages of their precursor pollutants (EPA 2018a). Because the ambient air quality standards are focused on achieving a particular concentration region-wide, the tools and plans for attaining the ambient air quality standards are regional in nature. For CEQA analyses, project-generated emissions are typically estimated in pounds per day or tons per year and compared to mass daily or annual emission thresholds. While CEQA thresholds are established at levels that the air basin can accommodate without affecting the attainment date for the ambient air quality standards, even if a project exceeds established CEQA significance thresholds, this does not mean that one can easily determine the concentration of O_3 or PM that will be created at or near a project site on a particular day or month of the year, or what specific health impacts will occur (SJVAPCD 2015).

In regard to regional concentrations and air basin attainment, the SJVAPCD emphasized that attempting to identify a change in background pollutant concentrations that can be attributed to a single project, even one as large as the entire Friant Ranch Specific Plan, is a theoretical exercise. The SJVAPCD brief noted that it “would be extremely difficult to model the impact on NAAQS attainment that the emissions from the Friant Ranch project may have” (SJVAPCD 2015). The situation is further complicated by the fact that background concentrations of regional

[6] Air pollutants formed through chemical reactions in the atmosphere are referred to as secondary pollutants.

pollutants are not uniform either temporally or geographically throughout an air basin but are constantly fluctuating based upon meteorology and other environmental factors. SJVAPCD noted that the currently available modeling tools are equipped to model the impact of all emission sources in the San Joaquin Valley Air Basin on attainment (SJVAPCD 2015). The SJVAPCD brief then indicated that, "Running the photochemical grid model used for predicting O_3 attainment with the emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO_x and VOC in the Valley) is not likely to yield valid information given the relative scale involved" (SJVAPCD 2015).

SCAQMD and SJVAPCD have indicated that it is not feasible to quantify project-level health impacts based on existing modeling (SCAQMD 2015b; SJVAPCD 2015). Even if a metric could be calculated, it would not be reliable because the models are equipped to model the impact of all emission sources in an air basin on attainment and would likely not yield valid information or a measurable increase in O_3 concentrations sufficient to accurately quantify O_3-related health impacts for an individual project.

Nonetheless, following the Supreme Court's Friant Ranch decision, some EIRs estimated criteria air pollutant emissions that exceeded applicable air district thresholds and have included a quantitative analysis of potential project-generated health effects using a combination of a regional photochemical grid model[7] and the EPA Benefits Mapping and Analysis Program (BenMAP or BenMAP–Community Edition).[8] The publicly available health impact assessments (HIAs) typically present results in terms of an increase in health incidences and/or the increase in background health incidence for various health outcomes resulting from the project's estimated increase in concentrations of O_3 and $PM_{2.5}$.[9] The five publicly available HIAs reviewed herein have concluded that the evaluated Project's health effects associated with the estimated Project-generated increase in concentrations of O_3 and $PM_{2.5}$ represent a small increase in incidences and a very small percentage of the number of background incidences, indicating that these health impacts are negligible and potentially within the models' margin of error. It is also important to note that while the results of the five available HIAs conclude that the Project emissions do not result in a substantial increase in health incidences, the estimated emissions and assumed toxicity are also conservatively inputted into the HIA and thus, overestimate health incidences, particularly for $PM_{2.5}$.

As explained in the SJVAPCD brief and noted previously, running the photochemical grid model used for predicting O_3 attainment with the emissions solely from an individual project like the Friant Ranch project or the Project is not likely to yield valid information given the relative scale involved. The five examples reviewed support the SJVAPCD's brief contention that consistent, reliable, and meaningful results may not be provided by methods applied at this time. Accordingly, additional work in the industry and, more importantly, air district participation, is needed to develop a more meaningful analysis to correlate project-level mass criteria air pollutant emissions and health

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7 The first step in the publicly available HIAs includes running a regional photochemical grid model, such as the Community Multiscale Air Quality model or the Comprehensive Air Quality Model with extensions to estimate the increase in concentrations of O_3 and $PM_{2.5}$ as a result of project-generated emissions of criteria and precursor pollutants. Air districts, such as the SCAQMD, use photochemical air quality models for regional air quality planning. These photochemical models are large-scale air quality models that simulate the changes of pollutant concentrations in the atmosphere using a set of mathematical equations characterizing the chemical and physical processes in the atmosphere (EPA 2017a).

8 After estimating the increase in concentrations of O_3 and $PM_{2.5}$, the second step in the five examples includes use of BenMAP or BenMAP-Community Edition to estimate the resulting associated health effects. BenMAP estimates the number of health incidences resulting from changes in air pollution concentrations (EPA 2018b). The health impact function in BenMAP-Community Edition incorporates four key sources of data: (i) modeled or monitored air quality changes, (ii) population, (iii) baseline incidence rates, and (iv) an effect estimate. All of the five example HIAs focused on O_3 and $PM_{2.5}$.

9 The following CEQA documents included a quantitative HIA to address Friant Ranch: (1) California State University Dominguez Hills 2018 Campus Master Plan EIR (CSU Dominguez Hills 2019), (2) March Joint Powers Association K4 Warehouse and Cactus Channel Improvements EIR (March JPA 2019), (3) Mineta San Jose Airport Amendment to the Airport Master Plan EIR (City of San Jose 2019), (4) City of Inglewood Basketball and Entertainment Center Project EIR (City of Inglewood 2019), and (5) San Diego State University Mission Valley Campus Master Plan EIR (SDSU 2019).

effects for decision makers and the public. Furthermore, at the time of writing, no HIA has concluded that health effects estimated using the photochemical grid model and BenMAP approach are substantial, provided that the estimated project-generated incidences represent a very small percentage of the number of background incidences, potentially within the models' margin of error.

VOCs and NO_x are precursors to O_3, for which the Project site, within the SCAB, are designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O_3 are generally associated with reduced lung function. The contribution of reactive organic gases and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SCAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O_3 CAAQS/NAAQS tend to occur between April and October when solar radiation is highest.

Health effects that result from NO_2 and NO_x include respiratory irritation. Although construction of future development allowed for under the Project may generate NO_x emissions, it is not anticipated to contribute to exceedances of the NAAQS and CAAQS for NO_2 because the SCAB is designated as in attainment of the NAAQS and CAAQS for NO_2 and the existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. As noted above, the Project would not exceed the applicable SCAQMD NO_x thresholds during construction and operation.

CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots is discussed above and is determined to be a less-than-significant impact. Thus, the Project's CO emissions would not contribute to significant health effects associated with this pollutant. Furthermore, the existing CO concentrations in the area are well below the NAAQS and CAAQS standards as shown in Table 4.2-3.

In summary, since the Project would not exceed the SCAQMD significance thresholds during construction and operation, the potential health effects associated with criteria air pollutants are considered less than significant. However, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days, and there are currently no modeling tools that could provide reliable and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects within the SCAQMD jurisdiction. Therefore, the Project does not have the potential to violate an air quality standard or contribute substantially to an existing or projected air quality violation and the health effects associated with criteria air pollutants would be considered less than significant.

Threshold 4.2d. Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Based on available information, the Project is not anticipated to result in other emissions that have not been addressed under Thresholds 4.2a through 4.2c. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Construction

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the Project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the Project site and generally occur at magnitudes that would not affect substantial numbers of people. In addition, Project construction and operation would be required to comply with SCAQMD Rule 402, Nuisance, which prohibits the discharge of air pollutants from a facility that could cause injury, detriment, nuisance, or annoyance to the public or damage business or property. Therefore, impacts associated with odors during construction would be less than significant.

Operation

Land uses and industrial operations that typically are associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The Project does not propose the aforementioned odor-generating land uses during the operational phase of the Project. The residences and restaurant/café uses may emit odors outside during cooking. These would be limited to the areas adjacent to the source and would not impact substantial numbers of people. These odors would also be short term in nature and would disperse rapidly. Furthermore, as stated above, the Project would comply with SCAQMD Rule 402, Nuisance, which prohibits the release of odors which may cause annoyance to a considerable number of persons, as well as other SCAQMD rules related to odor generation from restaurant activities. Therefore, the potential for the Project to generate an odor impact is considered less than significant.

4.2.5 Cumulative Impacts Analysis

This section provides an analysis of cumulative impacts from construction and operation of the Project and other past, present, and reasonably foreseeable future projects, as required by Section 15130 of the State CEQA Guidelines. The past, present, and reasonably foreseeable future projects (i.e., related projects) used for this analysis are presented in in Section 2.4, Cumulative Impacts, of Chapter 2, Environmental Setting, and in Table 2-3, List of Cumulative Projects, of this Draft EIR.

Threshold 4.2a. ***Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

As discussed in response to Thresholds 4.2a and 4.2b, implementation of the Project would result in construction and operational emissions that would be below the SCAQMD's mass daily regional significance, and as such, would not conflict with the SCAQMD's consistency first criterion for consistency with the 2022 AQMP. As discussed in Section 4.11, Population and Housing, and above, buildout of the Project would not exceed the growth projections for the City of Arcadia for population or employment estimates, and as such, the Project would not conflict with the SCAQMD's second criterion for consistency with the 2022 AQMP. As detailed in Threshold 4.2a, the City is currently (as of July 2021) below the population estimated for the City in 2016. Therefore, the impact of the Project, in addition to the growth anticipated through cumulative projects listed in Table 2-3, would constitute a less than significant cumulative impact related to AQMP implementation.

Threshold 4.2b. ***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?***

As discussed previously, air pollution by nature is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implement plans for future attainment of ambient air quality standards. The potential for the Project to result in a cumulatively considerable impact, specifically, a cumulatively considerable new increase of any criteria pollutant for which the Project region is nonattainment under an applicable NAAQS and/or CAAQS, is addressed in response to Threshold 4.2b. Consistent with the finding for the Project, the cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment would be less than significant during construction and operation for cumulative impacts. The Project would result in a less than significant cumulatively considerable impact.

Threshold 4.2c. ***Would the Project expose sensitive receptors to substantial pollutant concentrations?***

As discussed in response to Threshold 4.2c regarding sensitive receptors, the Project would result in a less-than-significant impact for construction-related impacts and operational-related impacts. The Project would not exceed the ambient air quality standards for criteria air pollutants during construction. Similarly, emissions of TACs during construction would not exceed applicable thresholds during construction for offsite or onsite receptors. The Project would also not cause or create a CO hotspot. The Project would not emit substantial quantities of criteria pollutant emissions or TACs during operation. The impact of the Project, in addition to growth within ½-mile of the Project could further increase the exposure of air quality pollutants to sensitive receptors. However, Cumulative Projects listed in Table 2-3 would not result in substantial concentrations of TAC emissions during operation as the majority of their emissions (mobile sources) are offsite for the commercial, residential, and warehouse land uses proposed. Emissions during construction would disperse rapidly from the Project site and generally occur at magnitudes that would not affect substantial numbers of people. Consistent with the significance finding for the Project, during construction there would be a less than significant cumulative impact related to exposure of sensitive receptors to substantial pollutant concentrations from TACs. Consistent with the significance finding for the Project, during operation there would be a less than significant cumulative impact related to exposure of sensitive receptors to substantial pollutant concentrations from TACs. Therefore, the Project would result in a less than significant cumulatively considerable impact regarding exposure of sensitive receptors to substantial pollutant concentrations.

Threshold 4.2d. ***Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

As discussed in response to Threshold 4.2d regarding odors or other emissions, the Project would result in a less-than-significant impact during construction and operation. Odor impacts are generally limited to the immediate area surrounding the source. Potential odors from the Project site would be temporary and limited (due to the type of land uses—residential and commercial) and the cumulative projects, among other developments in the SCAB, would be subject to SCAQMD Rule 402. Therefore, the Project would not contribute to a cumulatively considerable impact regarding other emissions, such as those leading to odors, which would adversely affect a substantial number of people. Therefore, the Project would result in a less than significant cumulatively considerable impact regarding other emissions (such as those leading to odors) adversely affecting a substantial number of people.

4.2.6 Mitigation Measures

No mitigation measures are required.

4.2.7 Significance Conclusion

Threshold 4.2a. The Project would result in a **less-than-significant impact** regarding the potential to conflict with or obstruct implementation of an applicable air quality management plan in the SCAQMD.

Threshold 4.2b. The Project would result in a **less-than-significant impact** regarding cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment.

Threshold 4.2c. The Project would result in a **less-than-significant impact** regarding exposure of sensitive receptors to substantial pollutant concentrations.

Threshold 4.2d. The Project would result in a **less-than-significant impact** regarding other emissions (such as those leading to odors) adversely affecting a substantial number of people.

4.2.8 References

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4.3 Cultural Resources

This section describes the existing cultural resources conditions of The Derby Mixed-Use Project (Project) site and vicinity, and identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, mitigation measures, level of significance after mitigation, and references. Information contained in this section is based on publicly available data, survey and evaluation of cultural resources within the Project site and surrounding area including the following:

- **Appendix D-1** Built Environment Inventory and Evaluation Report, Derby Mixed-Use Project, City of Arcadia, California, prepared by Dudek (June 2023)
- **Appendix D-2** Archaeological Resources Assessment for the Derby Project, City of Arcadia, Los Angeles County, California, prepared by Dudek (June 2023)

The Built Environment Inventory and Evaluation (BEIE) Report and Archaeological Resources Assessment include the results of a California Historical Resources Information System (CHRIS) records search; a pedestrian survey of the Project site by a qualified architectural historian and archaeologist; building development and archival research; development of an appropriate historic context for the Project site; and recordation and evaluation of one (1) built environment resource over 45 years old for historical significance and integrity in consideration of National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and City of Arcadia landmark designation criteria and integrity requirements. Both reports were prepared in conformance with California Environmental Quality Act (CEQA) Guidelines and all applicable local guidelines and regulations and are summarized in this section of the Draft Environmental Impact Report (EIR).

Other sources referenced are listed in Section 4.3.8, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft EIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.3.1 Existing Conditions

This section describes the existing conditions on the Project site, including its historical setting and the results of the CHRIS record search. This section also identifies and evaluates the existing built environment resources within the Project site in consideration of historical significance and integrity.

4.3.1.2 Environmental Setting

Prehistoric Overview

Evidence of continuous human occupation in Southern California spans the last 10,000 years. The discussion below employs a common set of generalized terms used to describe chronological trends in assemblage composition: Paleoindian (before 7500 BP), Archaic (10,000–1500 BP), Late Prehistoric (1500 BP–AD 1769), and Ethnohistoric (after AD 1769).

Paleoindian Period (before 7500 BP)

Evidence for Paleoindian occupation has been collected from within an area extending from coastal San Diego, through the Mojave Desert, and beyond. The evidence considered to be the earliest evidence of human adaptation to North American is known as "Clovis." This consists of fluted projectile points and a highly formal lithic tool kit with almost no processing equipment. Typical Paleoindian period sites consists mainly of projectile points and evidence of lithic production, suggesting a highly mobile big-game hunting society (Appendix D-2).

Archaic Period (10,000–1500 BP)

The Archaic Period, also known as the Millingstone Horizon, is defined by assemblages consisting of predominantly food processing tools. These tools include millingstones, handstones, battered cobbles, heavy crude scrapers, incipient flake-based tools, and cobble-core reduction. This period suggests local socioeconomic adaptation and a shift from the nomadic lifestyle (Appendix D-2).

Late Prehistoric Period (1500 BP–AD 1769)

The period of time following the Archaic and before Ethnohistoric times (AD 1769) is commonly referred to as the Late Prehistoric. In general, this period is defined by the addition of arrow points and ceramics, as well as the widespread use of bedrock mortars.

For a detailed prehistoric overview, see Appendix D-2.

Historic Period Overview

Post-Contact history for the State of California is generally divided into three periods: the Spanish Period (1769–1821), Mexican Period (1821–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican–American War, signals the beginning of the American Period when California became a territory of the United States.

Spanish Period (1769–1822)

Spanish explorers made sailing expeditions along the coast of southern California between the mid-1500s and mid-1700s. The Spanish crown laid claim to California based on the surveys conducted by Cabríllo and Vizcaíno. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Historic period. A major emphasis during the Spanish Period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles). Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July of 1769, while Portolá was exploring southern California, Franciscan Fr. Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823. The Portolá expedition first reached the present day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area (Appendix D-1).

Mexican Period (1822–1848)

Extensive land grants were established in the interior during the Mexican period, in part to increase the population inland from the more settled coastal areas where the Spanish first concentrated their colonization efforts. The Project site, and nearly all of the City of Arcadia fell within Rancho Santa Anita. After Mexico's Secularization Act of 1833, all Mission lands were secularized and removed from the control of the church and given to political figures, friends, and members of the military. Rancho Santa Anita constituted a portion of the former Mission San Gabriel lands. The Rancho Santa Anita land grant encompassed 13,319 acres, and portions of present day Arcadia, Monrovia, Sierra Madre, and Pasadena (Appendix D-1).

American Period (1848–Present)

The Mexican-American War ended with the Treaty of Guadalupe Hidalgo in 1848, ushering California into its American Period. California officially became a state in 1850. Horticulture and livestock continued to dominate the southern California economy through the 1850s. The Gold Rush began in 1848, and with the influx of gold seekers, the ranching economy began to produce meat and dairy, in addition to hides and tallow. During the cattle boom of the 1850s, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom. The cattle boom ended for southern California as neighbor states and territories drove herds to northern California at reduced prices (Appendix D-1).

Historical Overview of Arcadia

After the annexation of California to the United States, Henry Dalton, applied for a land patent to Rancho Santa Anita with the Public Land Commission, as required by the Land Act of 1851. The rancho went through several owners until 1875, when Rancho Santa Anita was sold for $200,000 to Elias Jackson "Lucky" Baldwin. Baldwin was a wealthy landowner who owned several ranchos east of Los Angeles and invested heavily in their development. After Baldwin purchased the rancho, he began to arrange for multiple improvements, most notably, he started a training track and stables for racehorses (Appendix D-1).

Though there was an economic downturn in the 1870s and Baldwin went into debt, he retained several of his properties and saw success during the land boom of the 1880s. Adjacent development in Monrovia and Sierra Madre, cities close to Rancho Santa Anita, inspired Baldwin to subdivide his land in 1883. The Santa Anita Tract was located between Monrovia to the east and Baldwin's large estate house to the west. By 1887, the town was being referred to as Arcadia and had less than 200 residents (Appendix D-1).

In the early 1900s, the town grew, with a small commercial business district emerging along Falling Leaf Avenue (later, Huntington Drive). On the west side of Santa Anita Avenue, adjacent to the business corridor and railroad depots, Baldwin built Santa Anita Park, a racetrack, in 1907. The original racetrack burned down in 1912. In the beginning of the twentieth century, commercial growth in Arcadia continued to be concentrated along Falling Leave Avenue. Arcadia expanded from 696 citizens in 1910 to 2,239 in 1920. A new downtown commercial corridor and civic center began to form along Huntington Drive in the late 1910s and 1920s. Several commercial business erected buildings on Huntington Drive, including the Arcadia Theatre, a drive-in market at Huntington Drive and First Avenue, and other grocery and dry goods markets. Outside of the town's central core, new residential subdivisions were created by dividing large land tracts into smaller plots. Several agricultural tracts in and around Arcadia were also dedicated to poultry raising, which remained a common land use in Arcadia through the 1930s (Appendix D-1).

In 1933, the State of California reintroduced racetrack wagering, reversing their 1909 anti-gambling position. By Christmas 1934, a new Santa Anita Park racetrack was opened by the Los Angeles Turf Club. With the end of Prohibition in 1933, the town became a destination for local gambling, sports betting, and alcohol consumption. The City of Arcadia experiencing moderate growth in the 1930s, with "new buildings, new businesses, public improvements and home construction" taking place almost daily (Appendix D-1). By 1940, the City's population expanded to 9,122 citizens.

During World War II, Arcadia's Santa Anita Racetrack played a large role in the Executive Order 9066 removal of Japanese-Americans from their homes and subsequent internment, serving as an assembly center in 1942. The War Department took over the racetrack. Nearly 400 barracks buildings were erected around the grandstand building. In addition to housing Japanese-Americans before they were sent to internment camps, the racetrack was also used to hold 2,000 German and Polish prisoners-of-war. During the war, the City of Arcadia experienced little population or built environment growth. Consequently, in the post-war period, the City of Arcadia experienced massive population growth and a building boom. The population of Arcadia increased from 9,122 people in 1940 to 23,066 people in 1950. In the downtown commercial core, all remaining empty lots were developed, and other commercial corridors emerged along Duarte Road and Huntington Drive (U.S. Route 66). Commercial shopping centers and commercial strips in these areas were designed to take advantage of automobile traffic as other modes of transportation, including the Pacific Electric Red Cars, ended service in the 1950s. The City's population growth continued, expanding to 41,005 people in 1960. Suburban sprawl, commercial growth, shopping centers, and a booming population characterized Arcadia in the 1960s and 1970s (Appendix D-1).

For a full detailed history of the City of Arcadia, please see Section 3 of Appendix D-1.

Project Site History

The Project site is located north of E. Huntington Drive and west of Gateway Drive, approximately one-half mile east of Arcadia's Downtown Commercial Core along Santa Anita Avenue. The Project site includes two parcels that total 2.23 gross acres. The Project site is currently occupied by two restaurant buildings at 233 E. Huntington Drive and 301 E. Huntington Drive and a surface parking lot. Table 4.3-1 provides a development history of The Derby Restaurant Project site since the first available aerial image in 1928.

Table 4.3-1. Historical Aerial Photograph Review of Project Site

Photograph Year	Observations and Findings
1928	The earliest aerial photograph of the Project site dates to 1928. The Project site appears as two neighboring residential parcels bisected by what was then Third Street. The parcel to the west is L-shaped with a primary single-family residence and five smaller ancillary buildings to the rear. The parcel to the east is triangular with a single-family home at the west-central end of the property. E. Huntington Drive is also visible in its current east-west orientation but was narrower in 1928. AT&SF tracks run diagonally near the southwest corner of the current Project site. The Santa Anita Wash, located a quarter mile west of the Project site, was not channelized at this point. The surrounding neighborhood, which is located in east-central Arcadia, had been substantially developed to the east of Santa Anita Avenue with single family residences by this time, but about a quarter of the lots were vacant. The area west of Santa Anita Avenue, roughly half a mile west of the Project site, was largely undeveloped besides a racetrack that would later be redeveloped as Santa Anita Park.

Table 4.3-1. Historical Aerial Photograph Review of Project Site

Photograph Year	Observations and Findings
1938	A 1938 aerial image shows a new square-shaped building located at the southeast corner of the Project site on what had formerly been an L-shaped residential parcel. The new building appears to be the original The Derby Restaurant, which was constructed in 1931, with a large tree visible in front of the building along E. Huntington Drive. Besides the construction of the new restaurant, changes to the Project site also included the addition of a small, square building on the south end of the triangular eastern parcel. The section of E. Huntington Drive that fronts the Project site and extends to the Santa Anita Wash appears wider than 1928. In the neighborhood immediately surrounding the Project site, only moderate development has taken place on vacant parcels since the 1928 aerial image. The area west of Santa Anita Ave appears completely reconfigured since 1928 with the development of Santa Anita Park.
1952	In a 1952 aerial, The Derby Restaurant appears to have had a major expansion to the south (primary) and west elevations, which culminated in the removal of the large oak tree that fronted the building along E. Huntington Drive in the 1938 aerial. The portion of the former triangular parcel within the eastern end of the Project site now includes a street-facing rectangular building and a small building at the center of the parcel. The parcels directly north of the Project site are developed with single-family dwellings by 1952 and parcels vacant in 1938 are mostly developed with single-family residences. By 1952, the AT&SF Railroad tracks running diagonally past the southwest corner of the Project site had been replaced by a railroad bridge that is elevated over E. Huntington Drive.
1952-1964	No discernible changes to the Project site.
1972	By the 1972 aerial image, the commercial building at the center of the eastern parcel is demolished. The remainder of the Project site and surrounding neighborhood looks as it had in 1952.
1977	No discernible changes to the Project site or surrounding properties based on aerial imagery.
1980	No discernible changes to the Project site or surrounding properties based on aerial imagery.
1994	The 1994 aerial image indicates that The Derby Restaurant building, at the west end of the Project site had significant expansion to its west elevation including a reconfigured roof. Within the eastern parcel, the 1950s-era street-facing buildings have been demolished and replaced by a large 80-foot by 110-foot rectangular Souplantation restaurant building constructed in 1988. Directly north of the Project site, former single-family residences were replaced by two, large multi-story hotels.
1995-1998	No discernible changes to the Project site.
1999	In 1999, a patio expansion appears on the west elevation of The Derby Restaurant building.
1999-2005	No discernible changes in the Project site or surrounding properties based on aerial imagery.
2006	A 1,200 square foot addition to the west elevation covered patio is visible in aerial images.
2007-2010	No discernible changes in the Project site or surrounding properties based on aerial imagery.
2011	In 2011 aerials, a new masonry wall is visible at the front of the property.
2012-2018	No discernible changes in the Project site or surrounding properties based on aerial imagery.

Source: Appendix D-1

Project Site Architectural Styles

The Derby Restaurant building was designed in the Spanish Colonial Revival style when it was originally constructed in 1931, but several subsequent alterations, including major additions to the façade, have added neo-Craftsman style and Ranch elements to the restaurant building. As discussed above in Table 4.3-1, due to these alterations

the building is no longer associated with a discernable cohesive architectural style. Very few character-defining features of the original Spanish Colonial Revival style remain.

Architects and Builders

The original 1931 Spanish Colonial Revival style restaurant was designed and built by owner Hudson M. Proctor, who, according to articles about the restaurant, had prior experience in the building industry, and no architect or contractor was used for the building (Appendix D-1). Research did not reveal that subsequent remodels and additions to the restaurant engaged an architect for the designs.

Property Types in the Project Site

Restaurants, 1880 - 1980

To better understand the restaurant property type, Dudek utilized the following SurveyLA context relevant to the evaluation of The Derby Restaurant since themes present in nearby Los Angeles also apply regionwide:

- "Commercial Development" under the theme "Neighborhood Commercial Development, 1880-1980" and more specifically, the sub-theme "Restaurants, 1880-1980." The period of significance for Restaurants is 1880–1980.

The Derby Restaurant was referred to as a café or tavern in newspaper ads during its history in Arcadia. The café was a common type of establishment that could be found on the main streets of small towns as well as in neighborhood commercial areas through the state. Between 1910 and 1940, the neighborhood café operated as a social meeting place. The interior area was long and narrow, with a counter on one side, tables or booths on the other, and the kitchen at the back.

Restaurants, such as cafes, may be historically notable in terms of commerce, social history, and/or architecture. They show the progression of the local restaurant from the café and luncheonette, which were commonly situated in rented storefront spaces, to the free-standing tearoom, destination restaurant, coffee shop, and walk-up food stand. They also show how the local restaurant frequently served as essential and well-known gathering and socializing spaces, creating a feeling of community identity. These restaurants may be affiliated with local, regional, or national chains, and they may reflect prototype/corporate designs that are noteworthy examples of architectural styles and were developed by well-known architects (Appendix D-1).

Character-Defining / Associative Features:

- Features architectural and site-planning elements typical of neighborhood restaurants in both a pedestrian-oriented storefront form and an auto-oriented freestanding form
- May reflect prototype/corporate designs associated with specific restaurant chains
- May be associated with notable architects/designers
- Associated with activities characteristic of neighborhood economic and social life

Commercial and Recreational Development, 1910 - 1935

The Derby Restaurant is also associated with the theme of commercial and recreational development in Arcadia from 1910-1935 as highlighted in Arcadia's 2016 Citywide Historic Context Statement. In the 1920s and 1930s,

several businesses were added to the existing commercial district centered around Huntington Drive and 1st Avenue, including a theater, banks, a newspaper, various retail and service operations in new commercial blocks, and even a drive-in market. Only a few commercial properties from the 1920s and early 1930s remain in the district, including a former shoe shop and grocery store (1923) at 323-325 N. 1st Avenue (heavily altered; now Arcadia Welfare and Thrift) and the former Arcadia Tribune (1930) at 8 N. 1st Avenue.

Due to the restaurant's proximity to the Santa Anita Racetrack and horseracing theme, it shared a connection to horseracing and the supporting commercial businesses. In the early 1930s, the majority of Arcadia's economic development was focused on the establishment of the Santa Anita Park and Racetrack, as well as the expansion of Highway 66 through the city. Santa Anita Park, which opened on Christmas Day 1934, immediately became Arcadia's hallmark icon, attracting Hollywood stars and racegoers from miles around.

The development of the racetrack was a huge boost to Arcadia, providing both money and favorable attention to the community during the Great Depression. Businesses capitalized on the flood of racetrack visitors by building hotels, restaurants, and tourist attractions such as W. Parker Lyon's showy Pony Express Museum (now closed), which housed a massive collection of "Wild West" artifacts. In 1931, Huntington Drive and Colorado Boulevard were built through Baldwin Ranch to provide a link to transcontinental Highway 66. By 1932, the highway had been divided between Foothill Boulevard and a piece of Huntington Drive. Businesses benefited from the extension of Highway 66, which saw the construction of service stations, drive-in markets, and motor courts to serve vehicles along the route (Appendix D-1).

CHRIS Record Search

On January 13, 2022, staff at the South-Central Coastal Information Center (SCCIC), located on the campus of California State University, Fullerton, provided the results of a CHRIS records search for the Project site and a one-mile radius. The CHRIS records search results provided by the SCCIC included their collections of mapped prehistoric and historic archaeological resources and historic built-environment resources; Department of Parks and Recreation site records; technical reports; archival resources; and ethnographic references. The records search results are provided in Appendix B in Appendix D-2 in this Draft EIR.[1]

Previously Conducted Cultural Resource Studies

Results of the cultural resources records search indicate that twenty-four (24) previous cultural resource studies have been conducted within one-mile of the Project site between 1984 and 2015. Of these studies, one study overlaps the Project site (LA-6859). The remaining twenty-three (23) studies took place outside of the boundaries of the Project site. Table 4.3-2, below, details all prior cultural resources studies that took place within one mile of the Project site, followed by a brief summary of the overlapping report.

[1] The confidential records search results, which contains sensitive information related to the location of cultural sites is on file with the City and is available for review by eligible individuals.

Table 4.3-2. Previously Conducted Cultural Resource Studies within 1-Mile of the Project Site

SCCIC Report Number	Authors	Year	Title	Proximity of Study Area to Project Site[2]
LA-01347	McIntyre, Michael J.	1984	Cultural Resource Evaluation of the Proposed Arcadia Service Center Land Disposal, Angeles National Forest ARR. 05-01-51-22	Outside
LA-02254	Wessel, Richard L.	1990	Cultural Resource Report Arcadia Service Center	Outside
LA-03800	Burton, Jeffery F.	1996	Three Farewells to Manzanar	Outside
LA-05632	Duke, Curt and Judith Marvin	2001	Cultural Resource Assessment: Cingular Wireless Facility No. VY 109-01 Los Angeles County, California	Outside
LA-05829	Duke, Curt	2002	Cultural Resource Assessment at & T Wireless Services Facility No D477b, Los Angeles County, California	Outside
LA-06081	Duke, Curt	2002	Cultural Resource Assessment Cingular Wireless Facility No. VY 269-01 Los Angeles County, California	Outside
LA-06859	LSA Associated, Inc.	1996	Arcadia General Plan	Overlaps
LA-07876	Harper, Caprice D.	2006	Phase I Archaeological Resources Survey Report for the Proposed Shops at Santa Anita Park Specific Plan Project, City of Arcadia, Los Angeles County, California	Outside
LA-07974	Tang, Bai "Tom" and Josh Smallwood	2006	Seismic Retrofit of the Southern California Regional Rail Authority (SCRRA) Bridge Over Colorado Boulevard (state Bridge No. 53c0596), Located in the City of Arcadia, Los Angeles County	Outside
LA-09173	Bonner, Wayne H.	2007	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate IE25808A (LASS), 410 West Evergreen Avenue, Monrovia, Los Angeles County, California	Outside
LA-09174	Bonner, Wayne H.	2007	Direct APE Historic Architectural Assessment for AT&T Candidate SV0053-01 (Arcadia Presbyterian Church), 121 1/2 Alice Street, Arcadia, Los Angeles County, California	Outside
LA-09175	Bonner, Wayne H.	2007	Cultural Resources Records Search and Site Visit Results for AT&T Candidate SV0053-01 (Arcadia Presbyterian Church), 121 1/2 Alice Street, Arcadia, Los Angeles County, California	Outside
LA-09445	Billat, Lorna	2088	New Castle Park: LA-2327D	Outside
LA-10629	McKenna, Jeanette	2010	A Cultural Resources Overview and Architectural Evaluation of the Arcadia Education Center Complex Located at 120 S. 3rd Ave., Arcadia, Los Angeles Co., California	Outside

[2] "Proximity of Study Area to Project Site" refers to the geographic limit or scope of the applicable study area. Studies with a study area that includes lands/resources within one mile of the Project site (but do not include or overlap with the Project site itself) are denoted by "Outside." Studies where the study area includes or overlaps with the Project site are denoted by "Overlaps."

Table 4.3-2. Previously Conducted Cultural Resource Studies within 1-Mile of the Project Site

SCCIC Report Number	Authors	Year	Title	Proximity of Study Area to Project Site[2]
LA-10639	Tang, Bai "Tom" and Michael Hogan	2010	Mitigative Recordation of Historical Resource LACMTA Bridge over Colorado Boulevard, CHRIS Site No. 19-187944; Caltrans Bridge No. 53C0596 City of Arcadia, Los Angeles County, California	Outside
LA-10782	Chasteen, Carrie	2010	Cultural Resources Assessment - Arcadia County Park, 405 S. Santa Anita Avenue, Arcadia, Los Angeles County, California	Outside
LA-10896	Greenwood, David	2004	Historic Properties Survey and Effects Report for the Gold Line Phase II Project (Pasadena to Montclair) Los Angeles and San Bernardino Counties, CA	Outside
LA-10955	Bonner, Wayne	2011	Cultural Resources Records Search and Site Visit Results for Clearwire Candidate CA-LOS5550A (Monrovia High School), 845 West Colorado Boulevard, Los Angeles, Los Angeles County, California	Outside
LA-10992	Puckett, Heather R.	2009	Patricia, 121 Alice Street, Arcadia, CA 91006	Outside
LA-11531	Wlodarski, Robert	2012	Results of a Phase I Archaeological Study For Proposed AT&T Wireless Telecommunications Site SV0074 Located at 1333 Mayflower Avenue, Monrovia, California 91016	Outside
LA-11762	Supernowicz, Dana	2012	Architectural Evaluation Report of the Arcadia Project, AT&T Mobility Site No LAC441, 35 West Huntington Drive, Arcadia, Los Angeles County, CA	Outside
LA-12204	Bonner, Wayne, Wiliams, Sarah, and Crawford, Kathleen	2012	Cultural Resources Collocation Records Search and Site Visit Results for T-Mobile West, LLC Candidate IE04269A (VY269) Arcadia Presbyterian) 121 Alice Street, Arcadia, Los Angeles County, California	Outside
LA-12525	Poka, Ervin	2003	NHPA Section 106 Review; Metro Gold Line Phase II Extension Project	Outside
LA-12971	McKenna, Jeanette A.	2015	A Phase I Cultural Resources Investigation and Architectural Evaluation of Two Quonset Huts Located within the Arcadia Unified School District Maintenance Yard, 35 W. St. Joseph Street, Arcadia, Los Angeles County, California	Outside

Source: Appendix D-2.

Report LA-06859

The Arcadia General Plan includes goals and polices deigned for the protection and recognition of cultural resources (see section 4.3.2 Regulatory Requirements below). The area of study for this report encompasses the entirety of the City, including the Project site.

Previously Recorded Cultural Resources

The SCCIC records indicate that 122 cultural resources have been previously recorded within 1-mile of the Project site based on the prior studies conducted, as listed in Table 4.3-2 in Appendix D-2. Of these resources, 121 are historic built environment resources and one (1) is a historic-era archaeological resource.

Geotechnical Report Review

To better understand the possibility of encountering buried cultural resources, the Project's geotechnical report was reviewed. The geotechnical report prepared for the Project, *Geotechnical Investigation Proposed Mixed-Use Development 233-301 East Huntington Drive Arcadia, California APN: 5775-009-065 & -070* (Appendix E-1), was prepared by Geocon West, Inc. to address the stability of the existing on-site soils, including subsurface conditions. According to the geotechnical report, the soils encountered include: (1) Fill soils: characterized as dark brown or olive brown silty sand or sand with silt encountered between 0 to 3 ft below ground surface (bgs); however, the report does not indicate whether the fill soil is natural or engineered fill; (2) Native soils: characterized as light brown to brown, light olive brown, or gray interbedded poorly graded and well-graded sand with silts and gravel, encountered directly beneath the fill soils to the maximum depth reached. The subsurface exploratory investigations encountered areas of fill as deep as 3 ft bgs. A summary of the subsurface exploratory boring results is provided in Table 4 of Appendix D-2.

Survey Methods and Results

Built Environment Survey

Dudek Architectural Historian Andrew Bursan, MCRP, conducted an intensive survey of the Project site on January 5, 2022. Mr. Bursan meets the Secretary of the Interior's Professional Qualification Standards for architectural history. The survey entailed walking around the building exteriors on the two properties within the Project site; documenting current conditions with notes and photographs, specifically noting character-defining features, spatial relationships, observed alterations; and examining any historic landscape features on the properties. The Derby Restaurant's interior was surveyed as part of the intensive survey to research and document the existing collection of memorabilia and historic photographs.

One building within the Project site is over 45 years old and was identified as requiring recordation and evaluation for historical significance: The Derby Restaurant (233 E. Huntington Drive, APN 5773-009-070). The other building was constructed in 1988 and does not meet the age requirement for evaluation.

The Derby Restaurant, 223 E. Huntington Drive, (APN 5773-009-070)

The Derby Restaurant at 233 E. Huntington Drive is a two-story, building with Ranch and neo-Craftsman features topped by a gable-on-hip roof with open eaves. Irregular in plan, the building is clad in clinker brick on the façade and has stucco cladding on the secondary elevations. A decorative vent and vertical half-timbering highlight gables are present on the west end of the building. Fenestration is non-original, fixed pane, stained glass windows on all elevations. A straight brick walkway leads from the sidewalk to the main entrance shelter with wood column supports and a wood door entrance on the west end of the primary south elevation. A circular clinker brick chimney rises from the southeast corner of the building. A small second-story office, which is obscured by the primary roof pitch at the front of the building, is located at the rear. A side-gabled roof wing projecting from the west elevation covers an open patio area. A canopy structure attached to the rear of the building provides additional patio

sheltering. Two free-standing neon signs front the building along E. Huntington Drive. The westernmost sign reads "Guest Parking", with an arrow and bowler hat surrounding the lettering, and the easternmost sign reads "World Famous, The Derby" with a red background. A small lawn with shrubs and a three-foot-high brick fence front the primary elevation. A surface parking lot surrounds the remainder of the building and mature trees line the parcel boundary. The Derby Restaurant property is flanked by two 1980s-era multi-story hotels to the northwest and northeast and a restaurant directly to the east.

Archaeological Survey

Dudek Archaeologist, Linda Kry, conducted a pedestrian survey of the Project site on August 10, 2022. Because the Project site is within a developed setting with limited exposed sediment (less than 10%), a comprehensive archaeological survey was not conducted. Instead, a mixed approach (opportunistic survey) and reconnaissance survey (visual inspection) were utilized, selectively examining areas of exposed ground surfaces, which was limited to landscaped areas.

Survey results for the two parcels that make up the Project site are discussed below. The geotechnical study revealed that the Project site is predominately covered in fill soils although the origin of the soils was not mentioned. As such, any exposed soils observed during the survey were likely fill soils and not a good representation of the native soils present prior to development/ground disturbing activities.

APN 5773-009-065

This parcel represents the eastern half of the Project site and includes the existing Souplantation building located at 301 E. Huntington Drive. Approximately 95% of this parcel is paved with a vacant building and associated structures, which did not allow for the observation of any exposed ground soils. However, surrounding the building to the west, south, and east and interspersed within the parking lot to the west and north are landscaped areas comprised of grasses and ornamental trees, bushes, and flowers. Given the current parcel conditions, ground surface visibility within this parcel ranged from non-existent to good (0 to 50%).

APN 5773-009-070

This parcel represents the western half of the Project site and includes the existing The Derby restaurant located at 233 E. Huntington Drive. Approximately 95% of this parcel is paved with a vacant building and associated structures, which did not allow for the observation of any exposed ground soils. However, surrounding the building to the south and east and interspersed within the parking lot to the west and north are landscaped areas comprised of grasses and ornamental trees, bushes, and flowers. Given the current parcel conditions, ground surface visibility within this parcel ranged from non-existent to good (0 to 50%).

Overall, the visible existing surface is comprised of fill soils characterized by dark brown or olive brown silty sand or sand, which are visible within areas of exposed ground surfaces as mentioned above.

As noted in the Geotechnical Report, subsurface exploratory boring investigations encountered fill soils from surface to between 2 to 3 ft bgs within the Project site. The presence of the fill soil is an indication that any potential cultural material between 2 to 3 ft bgs, has been previously displaced from the primary depositional location, buried, or destroyed. Additionally, the presence of fill soils demonstrates that the native soils upon and within which cultural deposits would exist in context was not observed during the survey. No cultural materials were observed within the Project site; however, due to the presence of fill soils, observation of intact native soils was not possible.

4.3.2 Regulatory Requirements

4.3.2.1 Federal

National Register of Historic Places

While there is no federal nexus for this Project, the property was evaluated in consideration of NRHP designation criteria. The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service, under the U.S. Department of the Interior, the NRHP was authorized under the National Historic Preservation Act, as amended. Its listings encompass all National Historic Landmarks, as well as historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
B. That are associated with the lives of persons significant in our past; or
C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. That have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in NRHP guidance, "How to Apply the National Register Criteria," as "the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity" (Appendix C-2). NRHP guidance further asserts that properties be completed at least 50 years ago to be considered for eligibility. Properties completed less than 50 years ago must be proven to be "exceptionally important" to be considered for listing.

4.3.2.2 State

California Register of Historical Resources

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (Public Resources Code [PRC] Section 5020.1[j]). In 1992, the California legislature established the CRHR "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria

for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below. According to PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

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

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

Section 7050.5 of the California Health and Safety Code

Section 7050.5 of the California Health and Safety Code states that it is a misdemeanor to knowingly disturb a human grave. In the unlikely event that human graves are encountered, work should halt in the vicinity and the County Coroner should be notified immediately. At the same time, an archeologist should be contacted to evaluate the situation and grave. If the human remains are determined to be of Native American origin, the Coroner must contact the Native American Heritage Commission (NAHC) within 24 hours of identification.

California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, and historic cultural resources:

- California PRC Section 21083.2(g) defines "unique archaeological resource."
- California PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) define "historical resources." In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource." It also defines the circumstances when a project would materially impair the significance of an historical resource.
- California PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- California PCR Sections 21083.2(b)-(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the

archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (PRC Section 21084.1; CEQA Guidelines Section 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of PRC Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (PRC Section 21084.1; CEQA Guidelines Section 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (PRC Section 21084.1; CEQA Guidelines Section 15064.5[a]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]; PRC Section 5020.1[q]). In turn, CEQA Guidelines Section 15064.5(b)(2) states the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the PRC , unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a Project site contains any "historical resources," then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance is materially impaired.

If it can be demonstrated that a project will 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 they cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b], and [c]).

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 meets any of the following criteria:

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.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (PRC Section 21083.2[a]; CEQA Guidelines Section 15064.5[c][4]). However, if a non-unique archaeological resource qualifies as tribal cultural resource (PRC Section 21074[c], 21083.2[h]), further consideration of significant impacts is required. CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered.

4.3.2.3 Local

City of Arcadia Historic Preservation Ordinance (Ordinance No. 2359, Article IX. Chapter 1, Division 3, Section 9103.17)

The City of Arcadia adopted a historic preservation ordinance in April 2019, based on the City's 2015 decision to conduct a Citywide Historic Resources Survey and consistent with the City's General Plan elements which proposed to preserve elements of Arcadia's physical community. Below, the applicable portions of the ordinance are excerpted:

9103.17.020 – Purpose

The Arcadia City Council acknowledges that the recognition, preservation, protection, and reuse of historic resources are required in the interests of the health, prosperity, safety, social and cultural enrichment, general welfare, and economic well-being of the people of Arcadia. The designation and preservation of historic resources, and the regulation of alterations, additions, repairs, removal, demolition, or new construction to perpetuate the historic character of historic resources, is declared to be a public purpose of the city.

Therefore, the purposes of this Chapter include the following:

A. Enabling informed planning decisions regarding the treatment of properties that contribute to the city's character or reflect its historical and architectural development;
B. Establishing priorities for preservation, restoration, and rehabilitation efforts within the city;
C. Providing City planners with baseline information about potential historic resources from which to manage new development;
D. Safeguarding Arcadia's heritage by protecting resources that reflect elements of the city's cultural, social, economic, architectural, and archaeological history;
E. Deterring demolition, misuse, or neglect of designated historic landmarks, designated historic districts (and their contributing resources), and potential historic landmarks, which represent important links to the past of Arcadia, California, or the nation;
F. Providing the public with a better understanding of and appreciation for the built environment as a tangible link to Arcadia's history;
G. Promoting the use of historic resources, especially for the education, appreciation, and general welfare of the people of Arcadia;
H. Protecting and enhancing the City's attractiveness to residents and visitors, and supporting economic development.

9103.17.060 – Local Eligibility and Designation Criteria

A. Criteria for Designation.

Historic Landmark. On the recommendation of the Commission, the City Council may designate an individual resource (building, structure, object, or site) if it meets one or more of the following local eligibility criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of Arcadia's or California's history;
2. It is associated with the lives of persons important to local or California history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of master, or possesses high artistic values;
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the city or state.

In addition to the requirements listed as 1. through 4. above in this section, an individual resource must satisfy at least one of the following requirements:

5. It is listed on the National and/or California Register of Historic Places; or
6. It is an iconic property.

Historic District. On the recommendation of the Commission, the City Council may designate a historic district if it meets one or more of the four criteria in Section 9103.17.060(A) and:

1. It possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.
2. A minimum of 60% of the buildings within the proposed historic district contribute to the district's significance.

B. **Automatic Consideration.** Any property individually listed in the National Register of Historic Places or California Register of Historical Resources shall be automatically considered designated historic resource by the City.

C. **Considerations for Evaluating Properties - Age**. A resource considered for listing as a local historic landmark must be at least 45 years of age, unless it can be demonstrated that the resource has achieved exceptional importance within the last 45 years.

D. **Consideration for Evaluating Properties - Integrity**. In order for a resource to be eligible for designation as a local landmark or historic district, the resource must retain sufficient integrity. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics that existed during the time period within which the resource attained significance. Only after significance has been established should the issue of integrity be addressed. There are seven aspects of integrity, as defined by the National Register: location, design, setting, materials, workmanship, feeling, and association. Since significance thresholds associated with local listing are generally less rigid than those associated with listing at the state or national levels, a greater degree of flexibility shall be provided when evaluating the integrity of a locally eligible historic resource, as opposed to one eligible for listing in the National or California Registers. For this reason, it is possible that a historic resource may not retain sufficient integrity to be eligible for listing in the National or California Registers, but may still be eligible for listing at the local level. Integrity shall be determined with reference to the particular characteristics that support the resource's eligibility under the appropriate criteria of significance.

Arcadia Municipal Code

Arcadia Historic Preservation Ordinance

Pursuant to Arcadia Municipal Code (AMC) Section 9103.17.020, the designation and preservation of historic resources, and the regulation of alterations, additions, repairs, removal, demolition, or new construction to perpetuate the historic character of historic resources, is a "public purpose of the City". The Arcadia Historic Preservation Ordinance ("the Ordinance")—codified as AMC Section 9103.17, Historic Preservation—includes provisions requiring the recognition, preservation, protection, and reuse of historic resources in the City. The City adopted the Ordinance in April 2019, based on the City's 2015 decision to conduct a Citywide Historic Resources Survey and consistent with the General Plan.

The Ordinance sets forth local eligibility and design criteria for historic landmarks and districts (AMC 9103.17.060), designation procedures (AMC 9103.17.070), general requirements for alterations to historic resources (9103.17.080[A]), required levels of review (AMC 9103.17.080[B]), relevant definitions (AMC 9103.17.160), Certificate of Appropriateness (COA) application and review requirements (AMC 9103.17.080[f] through [l]), incentives for historic preservation—such as the Mills Act Tax Abatement Program (AMC 9103.171.100[A])—and penalties for violations (AMC 9103.17.150). Pursuant to AMC Section 9103.17.080(A)(1), a COA is required for all major and minor alterations that may adversely affect the significance of a designated historic landmark or contributor to a designated historic district.

City of Arcadia 2010 General Plan

Parks, Recreation, and Community Resources Element

The City's General Plan Parks, Recreation, and Community Resources Element includes policies designed to protect and preserve cultural resources (City of Arcadia 2010). The General Plan recommends potential city landmarks meet the following criteria:

- It exemplifies or reflects the broad cultural, political, economic or social history of the U.S., California, or City of Arcadia.
- It has yielded or has the potential to yield information in history or prehistory.
- It is representative of one of the diverse styles and variations of residential and commercial architecture found in Arcadia, whether vernacular or a work of identifiable artisans, master craftsmen, builder, or architects important locally or with wider significance.
- It is an object of significance because of its design or pleasing appearance in a setting.
- It is a site or structure that is important to the prehistory or history of the community.
- It is a surviving site, route, or structure important to the early settlement, economic origins, or technological development of the locale.
- It is a grouping or set of structures, historic sites or features, design components, natural features and landscape architecture, or other interesting details which together create exceptionally rich history or cultural ambiance.
- It is a hillside, geologic formations, body of water, arroyo, remaining natural vegetation, or other striking or familiar physical characteristic that is important to the special character, historic identity, or aesthetic setting of the community.

In addition, the following General Plan goal and policies pertaining to cultural resources would be applicable to the Project:

Goal PR-9 Retention and proper stewardship of historical and cultural resources

Policy PR-9.1 Encourage the maintenance and preservation of historically, culturally, and or/ architecturally significant structures and sites in the community.

Policy PR-9.2 Explore partnerships with local community organizations, such as the Arcadia Historical Society, to continue the preservation of historic and cultural resources.

Policy PR-9.3 Collect, preserve, and celebrate Arcadia's heritage with quality exhibits and programs.

Policy PR-9.4 Preserve Santa Anita Park's use as a live horse racing venue while economically feasible and preserve and maintain iconic structures at the racetrack such as the grandstand.

Policy PR-9.5 Identify historic sites, structures, neighborhoods, and other resources through a Historic Resource Inventory.

Policy PR-9.7 Develop incentives that promote preservation and rehabilitation of historic structures, sites, and other resources.

4.3.3 Thresholds of Significance

The significance criteria used to evaluate the Project's impacts to cultural resources are based on Appendix G of the State CEQA Guidelines. According to Appendix G of the State CEQA Guidelines, a significant impact related to cultural resources would occur if the Project would:

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

4.3.4 Impact Analysis

Threshold 4.3a. ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***

In order to determine if the Project would impact historical resources under CEQA, all buildings or structures over 45 years in age within or immediately adjacent to the Project site were evaluated for historical significance and integrity in consideration of the NRHP, CRHR, and the City of Arcadia designation criteria and integrity requirements (see Appendix D-2 of this Draft EIR). One property within the Project site is over the age of 50 and required inventory and evaluation consideration under CEQA; The Derby Restaurant, located at 223 E. Huntington Drive. The other property on the site, 301 E. Huntington Drive, includes a building constructed in 1988. Because this building is not 45 years or older it does not require further consideration under CEQA. The following discussion provides a detailed significance evaluation of the Derby Restaurant.

Criterion A/1/1: That are associated with events that have made a significant contribution to the broad patterns of our history.

The Derby Restaurant gained prominence during the 1930s through the late 1940s as a gathering spot for the horse racing community. This connection between the restaurant and the horseracing community developed due to its proximity to the Santa Anita Park and through its former owner George "The Iceman" Woolf, who was best known for riding the famed horse Seabiscuit. During Woolf's ownership period of The Derby Restaurant from 1939 to 1946, the restaurant grew in popularity as a horseracing community gathering spot with celebrity status that featured Woolf's vast collection of horseracing memorabilia. Woolf owned the restaurant until his untimely death 1946 due to falling off a horse during a race. Woolf's fame as a jockey increased following his death along with the popularity of the restaurant, which enhanced the restaurant's connection to the horseracing community. Woolf's widow, Genevieve Woolf Cayer, ran the restaurant until 1951 when she sold the operation of the restaurant to Dominic and Lorene ("Murph and Slugger") Sturniolo (Dominic Restaurants, Inc.) in 1951 (Appendix D-1). By this time, The Derby Restaurant was a well-known southern California establishment. The new owners continued to maintain the restaurant, exhibiting Woolf's collection of horseracing memorabilia, and emphasizing Woolf's legacy.

In consideration of these factors, The Derby Restaurant has associations with a pattern of events that have made contributions to the development of the horseracing community under NRHP Criterion A, CRHR Criterion 1, and City of Arcadia Historic Landmark Criterion 1. The period of significance for the subject property is 1931 to 1951; spanning the year the restaurant was first established at its location, to the date that the property was no longer operated by the Woolf family. This is the period in which the restaurant grew in popularity, became a well-known establishment, and solidified its link to the horse racing community. The property's ability to convey significance under this Criterion is addressed below after Criterion D/4/4 under "Integrity Discussion."

Criterion B/2/2: That are associated with the lives of persons significant in our past.

To be considered eligible under NRHP Criterion B, CRHR Criterion 2, or City of Arcadia Historic Landmark Criterion 2 the property must be directly tied to an important person and the place where that individual conducted or produced the work for which he or she is known. In the case of The Derby Restaurant, the people who have owned and operated the restaurant are discussed below.

The Derby Restaurant was originally constructed by owner Hudson M. Proctor in 1931, who owned the restaurant until approximately 1934. Proctor appears to have been a local businessman, but research did not reveal him to be a person of great local importance. Famed horseracing jockey George Woolf briefly owned the restaurant from December of 1938 until his death in 1946. While George Woolf is historically significant as a horse racing jockey, the connection to the work he is known for, horseracing, is shown through the memorabilia that remains inside the restaurant. However, The Derby Restaurant is not where he performed the work for which he is known (i.e., horse racing). Woolf is famous for his career as a jockey and his productive years are most closely associated with the Santa Anita racetrack where he famously raced. A statue of Woolf was erected at the Santa Anita racetrack in 1949 and it remains at the site today. The racing facility serves as a more intact representative example of his career than The Derby Restaurant that he briefly owned.

Dominic and Lorene Sturniolo and their son Chip owned the restaurant for most of its history (1951-2007) until selling the restaurant in 2007. While the family was successful and well regarded as local businesspeople in Arcadia, there is no evidence that they are prominent people or known to be historic figures at the national, state, or local level. Lacking a direct association with an individual's important achievements for which they are known,

The Derby Restaurant is not eligible under NRHP Criterion B, CRHR Criterion 2, or City of Arcadia Historic Landmark Criterion 2.

Criterion C/3/3: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Hudson M. Proctor constructed the building that would house The Derby Restaurant in 1931 in the Spanish Colonial Revival style. He was reported in a few articles to have experience in construction, and he did not hire a contractor or architect to design the building. Owners Dominic and Lorene Sturniolo completely remodeled the restaurant in 1951 with additions to the primary and west elevations that removed all former Spanish Colonial Revival elements in addition to removing original freestanding signage and removing the large oak tree that once fronted the building. Beyond the upstairs office, no elements of the 1931 era building remain.

Since the late 1990s, the restaurant has experienced large additions to the west elevation, removal of original exterior brick, and the addition of new exterior chimneys. Due to numerous alterations, the building no longer possesses any character-defining features of the 1930s Spanish Colonial Revival style. Although the building as it currently stands features Ranch and neo-Craftsman elements, it no longer possesses a discernable architectural style. In addition, the restaurant no longer exhibits the architectural and site-planning elements of its original 1930s-era café-restaurant type due to alterations. Lacking architectural distinction, or any known connection with the work of a master architect, The Derby Restaurant is not eligible under NRHP Criterion C, CRHR Criterion 3, or City of Arcadia Historic Landmark Criterion 3.

Criterion D/4/4: That have yielded, or may be likely to yield, information important in prehistory or history.

The Derby Restaurant is not significant under Criterion D of the NRHP, Criterion 4 of the CRHR, or City of Arcadia Historic Landmark Criterion 4 as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials or technologies.

Integrity Discussion

To be eligible for listing in the NRHP, CRHR, or as a landmark in the City of Arcadia, properties must have a clear association under one or more Criterion and retain historic integrity to the period of significance established under the Criterion for which it has an association.

As stated above, The Derby Restaurant, has associations with events that have made significant contribution to broad patterns of our history under NRHP Criterion A, CRHR Criterion 1, and City of Arcadia Historic Landmark Criterion 1 (Criterion A/1/1). The period of significance for the subject property is 1931 to 1951; spanning the year the restaurant was first established at its location, to the date that the property was no longer operated by the George Woolf or his wife. This is the period in which the restaurant grew in popularity, became a well-known establishment, and solidified its link to the horse racing community.

Despite a clear association under Criterion A/1/1, alterations to the property since 1951 have modified the property to extent that it appears to be a building constructed in the latter half of the twentieth century rather than a building from the 1931 to 1951 period (i.e., the period when the building was originally constructed and gained prominence

as a restaurant associated with the horseracing community through Woolf). Despite the connection to Woolf that remains through his horseracing memorabilia collection featured in the interior, the interior space has been altered since 1951 to the extent that even with elements of the collection exhibited the connection to the period of significance has been lost. Additionally, no exterior elements of the restaurant remain from the historic era establishment that Woolf would recognize. The original Spanish Colonial Design of the building has been completely altered, original signage removed, and large oak tree fronting the building has also been removed. The building is now surrounded by paved parking lots and more recent commercial building construction. These changes have resulted in destroying the connection to the period when the restaurant became "The Derby" (i.e., 1931 to 1951; the period of significance for the subject property). In summary, the loss of integrity in the areas of design, materials, workmanship, setting and feeling, has caused the property to no longer be capable of conveying an association to the period of significance (1931 to 1951) when it was first developed and the connection for which it is known.

Despite The Derby Restaurant's association under NRHP Criterion A, CRHR Criterion 1, or City of Arcadia Historic Landmark Criterion 1, the substantial loss of historic integrity to its period of significance precludes the property from being considered eligible for listing.

Additional City of Arcadia Criteria Considerations

For a resource to be found significant as a City of Arcadia historic landmark, in addition to meeting City of Arcadia Criterion 1 through 4, it must be listed in the NRHP or CRHR (Criteria 5) or considered an iconic property (Criteria 6). The Derby Restaurant, as stated above, does not meet Criteria 1 due to a lack of historic integrity to its period of significance and the property does not meet Criterion 2 through 4 due to a lack of significance. As such the property is not eligible for listing as a City of Arcadia historic landmark.

Summary of Findings

No cultural resources were identified within or adjacent to the Project site as a result of the CHRIS records search, or NAHC sacred lands file (SLF) search. The property located within the Project site, 233 E. Huntington Drive, is not eligible for NRHP, CRHR, or City designation due to a lack of significant historical associations, architectural merit, and physical integrity. Therefore, the property is not considered a historical resource for the purposes of CEQA. Further, no potential indirect impacts to historical resources were identified. Removal of this building would not cause a substantial adverse change in the significance of a historical resource, or otherwise result in a direct impact to a historical resource. No other adjacent resources were identified as historical resources as a result of the records search or survey that could be indirectly impacted by the Project. Therefore, the Project would have a less-than-significant impact on historical resources. No mitigation is required.

Threshold 4.3b. ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?***

No prehistoric or historic-era archaeological resources have been identified within the Project site as a result of background research, CHRIS database records search (completed January 13, 2022), or the archaeological pedestrian survey (completed August 2022). While the Project site has been subject to a previous cultural resource investigation (see Table 4.3-2, LA-06859), no cultural resources within the Project site were identified as a result. Furthermore, a search of the CHRIS database for the Project did not identify any previously recorded cultural resources within the Project site. It is important to note that although the entirety of the Project site was previously investigated, this was not done before the site was originally developed, indicating that the opportunity to observe native or undisturbed soils was not possible. According to a 1928 aerial photograph of the Project site, the Project

site was developed with a series of residences and approximately 40% vacant land. By 1938, commercial properties are added to the site. A review of the geotechnical report prepared for the Project indicates fill soils were encountered between 0 and 3 feet bgs within the site, resulting in less than reliable survey findings. Although the potential of encountering cultural resources is higher within native soils, the survey findings do not negate the potential to encounter resources during project construction. Additionally, according to the geotechnical report, recommended depths of grading and excavations is approximately 14 ft bgs for the entire Project footprint.

In consideration of all these factors, the potential to encounter unknown intact archaeological resources is considered low, but possible during ground disturbing activities within native soil (below 2 to 3 ft of existing grade) which presumably would be between 4 to 14 ft bgs. Due to the inability to observe native soils during the pedestrian survey and because no previous cultural investigation had occurred prior to placement of fill soils there could be the potential for archeological resources to be present in areas below 4 ft in depth. In the event unanticipated archaeological resources are encountered during Project construction, impacts to these resources could be potentially significant. However, implementation of MM-CUL-1 would ensure that potential impacts related to the inadvertent discovery of archaeological resources would be less than significant. MM-CUL-1 requires an inadvertent discovery clause, written by an archaeologist, to be added to all construction plans associated with ground disturbing activities and preparation and implementation of a Worker Environmental Awareness Program (WEAP); requires that a qualified archaeologist is retained and on-call to respond to any inadvertent discoveries during Project construction; and requires that all construction work occurring within 50 feet of any find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find. Thus, potentially significant impacts to archaeological resources would be reduced to less-than-significant levels with MM-CUL-1 incorporated.

Threshold 4.3c. ***Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?***

No prehistoric or historic burials were identified within the Project site as a result of the CHRIS records search. However, in the unexpected event that human remains are found, those remains would require proper treatment, in accordance with applicable laws. Procedures of conduct following the discovery of human remains are mandated by California Health and Safety Code §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The Los Angeles County Coroner must then be immediately notified. The Coroner determines whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the NAHC, who will, in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions are determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC. Compliance with these existing regulations would ensure that impacts to human remains resulting from the Project would be less than significant. No mitigation is required.

4.3.5 Cumulative Impact Analysis

This section provides an analysis of cumulative impacts from construction and operation of the Project and other past, present, and reasonably foreseeable future projects, as required by Section 15130 of the State CEQA Guidelines. Cumulative impacts on cultural resources consider whether impacts of the Project together with other related projects identified within the vicinity of the Project site, when taken as a whole, substantially diminish the number of historic or archeological resources within the same or similar context or property type. The past, present, and reasonably foreseeable future projects (i.e., cumulative projects) used for this analysis are presented in Section 2.4, Cumulative Impacts, and on Figure 2-6, Cumulative Projects Location Map, of Chapter 2, Environmental Setting, of this Draft EIR. These cumulative projects consist of seven planned, pending or approved projects the City and two approved projects in the neighboring City of Monrovia. However, impacts to cultural resources, if any exist, tend to be site-specific.

Threshold 4.3a. ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***

As previously discussed, a CHRIS record search was completed and 121 built environment resources were identified within the Project site's vicinity. Of the 121 resources identified one was a historic-era archeological resource and twenty-four studies were conducted between 1984 and 2015. Of these studies, one study overlaps the Project site (LA-6859). The remaining twenty-three (23) studies are outside of the Project site. As discussed under Threshold 4.3a of Section 4.3.4, Impact Analysis, the Derby Restaurant (i.e., the property located within the Project site at 233 E. Huntington Drive), is not eligible for NRHP, CRHR, or City designation due to a lack of significant historical associations, architectural merit, and physical integrity. Therefore, the property is not considered a historical resource for the purposes of CEQA. Further, no potential indirect impacts to historical resources were identified. Given this, the Project would not cumulatively contribute to a substantial adverse change in the significance of a historical resource, or otherwise result in a direct impact to a historical resource. No other adjacent resources were identified as a result of the records search or survey that could be indirectly impacted by the Project. Therefore, the Project would have a less- than-significant cumulative impact on historical resources.

Threshold 4.3b. ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?***

For archaeological resources, cumulative projects may require extensive excavation in culturally sensitive areas, and thus, may result in adverse effects to known or previously unknown, inadvertently discovered archaeological resources. There is the potential for accidental discovery of other archaeological resources by the Project as well as by cumulative projects. Because all significant cultural resources are unique and non-renewable, all adverse effects or negative impacts contribute to a dwindling resource base. This is considered a significant cumulative impact. However, through implementation of MM-CUL-1 the project-level impact to archeological resources would be reduced to less than significant, as addressed above under Impact 4.3b.

Other cumulative projects occurring in the vicinity of the Project site would also be subject to the same requirements of CEQA as the Project and any impacts to archaeological resources would be mitigated, as applicable. These determinations would be made on a case-by-case basis, and the effects of cumulative development on historical and archaeological resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, the Project's incremental contribution to cumulative impacts would not be considerable resulting in a less-than-significant cumulative impact. No additional mitigation is required.

Threshold 4.3c. ***Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?***

As addressed above under Impact 4.3c, the Project was determined to have less-than-significant direct impacts on human remains. Existing regulations are adequate to address the potential for impacts due to the inadvertent discovery of human remains on the Project site. Other individual projects occurring in the vicinity of the Project site would also be subject to the same state requirements to contact appropriate agencies and coordinate with the County Coroner. Therefore, the Project's incremental contribution to cumulative impacts would not be considerable resulting in a less-than-significant cumulative impact.

4.3.6 Mitigation Measures

MM-CUL-1 Prior to commencement of construction activities, an inadvertent discovery clause, written by an archaeologist, shall be added to all construction plans associated with ground disturbing activities and the Project applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of Arcadia Planning and Community Development Department (City) for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

The WEAP shall require that a qualified archaeologist be retained and on-call to respond to and address any inadvertent discoveries identified during initial excavation in native soils, which underly the 2-4 feet below ground surface of artificial fill soils. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction.

If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the Project, the City shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of Arcadia for

review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South-Central Coastal Information Center (SCCIC).

4.3.7 Significance Conclusion

Threshold 4.3a. The Project would have a **less-than-significant impact** related to historical resources.

Threshold 4.3b. The Project would have a **less-than-significant impact with mitigation incorporated** related to archaeological resources. No additional mitigation is required.

Threshold 4.3c. The Project would result in **less-than-significant impact** related to human remains.

4.3.8 References

Geocon West, Inc. 2022. Geotechnical Investigation Proposed Mixed-Use Development 233-301 East Huntington Drive Arcadia, California APN: 5775-009-065 & -070. Prepared for Elite Real Estate Holdings, LLC.Arcadia, California. Project No. W1567-06-01.

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4.4 Energy

This section describes the existing energy conditions of The Derby Mixed-Use Project (Project) vicinity, identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, mitigation measures (if any), level of significance after mitigation, and references. Information contained in this section is based on California Emissions Estimator Model (CalEEMod), Version 2022.1.1.12, to estimate the Project's energy consumption from both construction and operations. For the relevant data, refer to the following appendix:

- **Appendix C-1** Air Quality and Greenhouse Gas Emissions CalEEMod Calculations, prepared by Dudek.

Other sources consulted are listed in Section 4.4.8, References. Comments received in response to the Notice of Preparation are summarized in Table 1-1, Notice of Preparation (NOP) and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.4.1 Existing Conditions

Existing energy consumption was quantified for the existing, operational uses at the time of issuance of the NOP. These are detailed in Tables 4.4-1, 4.4-2, and 4.4-4, in Section 4.4.4, Impacts Analysis, below.

4.4.1.1 Electricity

The production of electricity requires the consumption or conversion of non-renewable energy resources, including oil, gas, coal, and nuclear resources, into electrical energy. Renewable energy resources are also used, including water, wind, solar, and geothermal sources. The delivery of electricity involves a number of system components, including power generation facilities, transmission lines, and substations and transformers that lower the voltage to a level appropriate for distribution lines to the end-user. Electrical power is generally measured in watts, while energy use is measured in watt-hours. For example, if a light bulb has a capacity rating of 100 watts, the energy required to keep the bulb on for 1 hour would be 100 watt-hours. On a utility scale, a generator's capacity is typically rated in megawatts, which is one million watts, while energy usage is measured in megawatt-hours.

According to the U.S. Energy Information Administration (EIA), California used approximately 260,358 gigawatt-hours of electricity in 2021 (EIA 2022a). Electricity usage in California for different land uses varies substantially by the types of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. In 2021, California was the nation's top producer of electricity from solar, geothermal, and biomass energy (EIA 2022b). The state was fourth in the nation in conventional hydroelectric power generation, down from second in 2019, in part because of drought and increased water demand (EIA 2022b).

Southern California Edison (SCE) provides electricity to City of Arcadia residents and businesses, including those located on the Project site. SCE, a subsidiary of Edison International, serves approximately 180 cities in 11 counties across central and Southern California. According to the California Energy Commission (CEC), approximately 81 billion kilowatt-hours (kWh) of electricity were used in SCE's service area in 2021 (CEC 2022a).

SCE receives electric power from a variety of sources. According to the 2020 SCE Power Content Label, eligible renewable energy accounts for 30.9% of SCE's overall energy resources, with geothermal resources at 5.5%, wind power at 9.4%, eligible hydroelectric sources at 0.8%, and solar energy at 15.1% (CEC 2022b). Within Los Angeles

County, annual non-residential electricity use in 2021 was approximately 65 billion kWh per year, while residential electricity use is approximately 21 billion kWh per year (CEC 2022c).

4.4.1.2 Natural Gas

Natural gas is a combustible mixture of hydrocarbon compounds (primarily methane) used as a fuel source. The majority of the natural gas consumed in California is obtained from sources located outside the state, and delivered through high-pressure transmission pipelines. Natural gas provides almost one-third of the state's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet.

According to the EIA, California used approximately 2,092,612 million cubic feet of natural gas in 2021 (EIA 2022c). Natural gas is used for cooking, space heating, generating electricity, and as an alternative transportation fuel. The majority of California's natural gas customers are residential and small commercial customers (core customers). These customers accounted for approximately 35% of the natural gas delivered by California utilities (CPUC 2022).

The Southern California Gas Company (SoCalGas) provides Los Angeles County with natural gas service. SoCalGas' service territory encompasses approximately 20,000 square miles and more than 500 communities. In the California Energy Demand mid-energy demand scenario, natural gas demand is projected to have an annual growth rate of 0.03% in SoCalGas' service territory. In 2024, the total natural gas capacity available is estimated to be 3.8 billion cubic feet per day[1] (California Gas and Electric Utilities 2018). This amount is approximately equivalent to 2.86 billion thousand British thermal units (kBTU) per day or 28.6 million therms per day. Within Los Angeles County, annual natural gas consumption is approximately 2.9 billion therms (CEC 2022d).

4.4.1.3 Petroleum

According to the EIA, California used approximately 524 million barrels of petroleum in 2020, with the majority (433 million barrels) used for the transportation sector (EIA 2022c). This total annual consumption equates to a daily use of approximately 1.4 million barrels of petroleum. In California, petroleum fuels refined from crude oil are the dominant source of energy for transportation sources. Petroleum usage in California includes petroleum products such as motor gasoline, distillate fuel, liquefied petroleum gases, and jet fuel. California has implemented policies to improve vehicle efficiency and to support use of alternative transportation, which are described in Section 4.4.2, Regulatory Requirements.

4.4.2 Regulatory Requirements

4.4.2.1 Federal

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. In 2010, fuel economy standards were set at 27.5 miles per gallon for new passenger cars and 23.5 miles per gallon for new light trucks. Fuel economy is

[1] One cubic foot of natural gas has approximately 1,020 BTUs of natural gas or 1.02 kBTUs of natural gas.

determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased Corporate Average Fuel Economy standards for motor vehicles, the act includes other provisions related to energy efficiency:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and lighting efficiency standards (Sections 301–325)
- Building energy efficiency (Sections 411–441)

This federal legislation requires ever-increasing levels of renewable fuels (the RFS) to replace petroleum (EPA 2017). The U.S. Environmental Protection Agency (EPA) is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that lay the foundation for achieving significant reductions in GHG emissions from the use of renewable fuels, reducing imported petroleum, and encouraging the development and expansion of the renewable fuels sector in the United States. The updated program is referred to as RFS2 and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline.
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green" jobs.

4.4.2.2 State

CEQA

In accordance with the CEQA Guidelines and Appendix F, Energy Conservation, of the CEQA Guidelines, in order to ensure that energy implications are considered in project decisions, EIRs must include a discussion of the potential significant energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the CEQA Guidelines provides a list of energy-related topics that should be analyzed in an EIR. In addition, while not described as significance thresholds for

determining the significance of impacts related to energy, Appendix F provides the following topics that the lead agency may consider in the energy analysis in an EIR, where topics are applicable or relevant to the project:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;
- The effects of the project on local and regional energy supplies and on requirements for additional capacity;
- The effects of the project on peak and base period demands for electricity and other forms of energy;
- The degree to which the project complies with existing energy standards;
- The effects of the project on energy resources; and,
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Warren-Alquist Act

The California Legislature passed the Warren–Alquist Act in 1974, which created the CEC. The legislation also incorporated the following three key provisions designed to address the demand side of the energy equation:

- It directed the CEC to formulate and adopt the nation's first energy conservation standards for both buildings constructed and appliances sold in California.
- The act removed the responsibility of electricity demand forecasting from the utilities, which had a financial interest in high-demand projections, and transferred it to a more impartial CEC.
- The CEC was directed to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as non-conventional energy sources.

State of California Energy Action Plan

The CEC and CPUC approved the first State of California Energy Action Plan in 2003. The plan established shared goals and specific actions to ensure the provision of adequate, reliable, and reasonably priced electrical power and natural gas supplies; it also identified cost-effective and environmentally sound energy policies, strategies, and actions for California's consumers and taxpayers. In 2005, the CEC and CPUC adopted a second Energy Action Plan to reflect various policy changes and actions of the prior 2 years.

At the beginning of 2008, the CEC and CPUC determined that it was not necessary or productive to prepare a new energy action plan (CPUC 2008). This determination was based, in part, on a finding that the state's energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (discussed below). Rather than produce a new energy action plan, the CEC and CPUC prepared an "update" that examines the state's ongoing actions in the context of global climate change.

AB 32 and SB 32

In 2006, the State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. In 2016, the Legislature enacted Senate Bill (SB) 32, which extended the horizon year of the state's codified GHG reduction planning targets from 2020 to 2030, requiring California to reduce its GHG emissions to 40% below 1990 levels by 2030. In accordance with AB 32 and SB 32, the California Air Resources Board (CARB) prepares scoping plans to guide the development of statewide

policies and regulations for the reduction of GHG emissions. Many of the policy and regulatory concepts identified in the scoping plans focused on increasing energy efficiencies, using renewable resources, and reducing the consumption of petroleum-based fuels (such as gasoline and diesel). As such, the state's GHG emissions reduction planning framework creates co-benefits for energy-related resources.

Senate Bills 1078 (2002), 107 (2006), X1-2 (2011), 350 (2015), 100 (2018), SB 1020 (2022)

Senate Bill (SB) 1078 established the California RPS Program and required that a retail seller of electricity purchase a specified minimum percentage of electricity generated by eligible renewable energy resources as defined in any given year, culminating in a 20% standard by December 31, 2017. These retail sellers include electrical corporations, community choice aggregators, and electric service providers. The bill relatedly required the CEC to certify eligible renewable energy resources, design and implement an accounting system to verify compliance with the RPS by retail sellers, and allocate and award supplemental energy payments to cover above-market costs of renewable energy.

SB 107 (2006) accelerated the RPS established by SB 1078 by requiring that 20% of electricity retail sales be served by renewable energy resources by 2010 (not 2017). Additionally, SB X1-2 (2011) requires all California utilities to generate 33% of their electricity from eligible renewable energy resources by 2020. Specifically, SB X1-2 sets a three-stage compliance period: by December 31, 2013, 20% had to come from renewables; by December 31, 2016, 25% had to come from renewables; and by December 31, 2020, 33% will come from renewables.

SB 350 (2015) expanded the RPS because it requires retail seller and publicly owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030, with interim goals of 40% by 2024 and 45% by 2027.

SB 100 (2018) accelerated and expanded the standards set forth in SB 350 by establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030 be secured from qualifying renewable energy sources. SB 100 also states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California by 2045. This bill requires that the achievement of 100% zero-carbon electricity resources does not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

SB 1020 (2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers come from eligible renewable energy resources and zero-carbon resources:

- 90% by December 31, 2035
- 95% by December 31, 2040
- 100% by December 31, 2045

Consequently, utility energy generation from non-renewable resources is expected to be reduced based on implementation of the RPS requirements described above. The Project's reliance on non-renewable energy sources would be reduced accordingly.

Assembly Bill 1007 (2005)

AB 1007 (2005) required the CEC to prepare a statewide plan to increase the use of alternative fuels in California (State Alternative Fuels Plan). The CEC prepared the plan in partnership with the California Air Resources Board

(CARB) and in consultation with other state agencies, plus federal and local agencies. The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

California Building Energy Standards

CCR Title 24, Part 6. Title 24 of the California Code of Regulations (CCR) was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every few years by the Building Standards Commission and the California Energy Commission (CEC) (and revised if necessary) (California Public Resources Code, Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, with the goal of "reducing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (California Public Resources Code, Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code, Section 25402[d]) and cost effectiveness (California Public Resources Code, Sections 25402[b][2] and [b][3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The Title 24 standards assumed under CalEEMod are the 2019 Title 24 Building Energy Efficiency Standards, which became effective January 1, 2020. In general, single-family residences built to the 2019 standards are anticipated to use approximately 7% less energy due to energy efficiency measures than those built to the 2016 standards; once rooftop solar electricity generation is factored in, single-family residences built under the 2019 standards will use approximately 53% less energy than those under the 2016 standards (CEC 2018). Nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2018).

As set forth in Section 110.10, Mandatory Requirements for Solar Ready Buildings, states that low-rise and high-rise multi-family buildings, hotels, and nonresidential buildings must include a "solar zone," which is a section of the roof designated and reserved for the future installation of a solar electric or solar thermal system. The solar zone for these uses must be located on the roof or overhang of the building (or on the roof or overhang of another structure located within 250 feet of the building) or on covered parking installed with the building, and must have a total area no less than 15% of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed-occupancy. See the 2019 standards for additional requirements regarding the azimuth, shading, interconnection pathways, and electrical service panels of solar zones.

On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards (Energy Code). In December 2021, the 2022 Energy Code was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code. Under the 2022 amendments, California buildings would consume approximately 198,600 GWh of electricity and 6.14 billion therms of fossil fuel natural gas in 2023 compared to approximately 199,500 GWh and 6.17 billion therms of electricity and fossil fuel natural gas, respectively, under the 2019 Energy Code (CEC 2021a). On a statewide basis throughout 2023, all measures for

newly constructed buildings and altered components of existing buildings collectively would save approximately 33 million therms of fossil fuel natural gas and 1.3 billion kWh of electricity (CEC 2021a).

CCR Title 24, Part 11. The California Building Standards Code were established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure that new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every few years by the Building Standards Commission and the California Energy Commission (CEC), and revised if necessary (Cal. Pub. Resources Code, § 25402(b)(1)). The regulations receive input from members of industry, as well as the public, in order to "reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (Cal. Pub. Resources Code, § 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (Cal. Pub. Resources Code, § 25402(d)) and cost effectiveness (Cal. Pub. Resources Code, § 25402(b)(2–3)). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The current Title 24 standards are the 2019 Title 24 building energy efficiency standards, which became effective January 1, 2020.

The 2022 standards improved upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The CEC updates the Title 24 Energy Code every 3 years. The CEC adopted the 2022 Title 24 Energy Code in August 2021 and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code (CALGreen) in December 2021. The 2022 Energy Code will go into effect on January 1, 2023. When compared to the 2019 Title 24 Standards, the 2022 amendments include measures that will further reduce energy use in single family, multifamily, and nonresidential buildings, through the following strategies (CEC 2021b):

- New prescriptive and performance standards for electric heat pumps for space conditioning and water heating, as appropriate for the various climate zones in California,
- Require PV and battery storage systems for newly constructed multifamily and selected nonresidential buildings,
- Updated efficiency measures for lighting, building envelope, HVAC, and
- Improvements to reduce the energy loads of certain equipment covered by (i.e., subject to the requirements of) the Energy Code that perform a commercial process that is not related to the occupant needs in the building (such as refrigeration equipment in refrigerated warehouses, or air conditioning for computer equipment in data processing centers).

CCR Title 20. Title 20 of the CCRs requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations and appliances must meet the standards for energy performance, energy design, water performance and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Senate Bill 1. SB 1 (Murray) (August 2006) established a $3 billion rebate program to support the goal of the state to install rooftop solar energy systems with a generation capacity of 3,000 megawatts through 2016. SB 1 added sections to the Public Resources Code, including Chapter 8.8 (California Solar Initiative), that require building projects applying for ratepayer-funded incentives for photovoltaic systems to meet minimum energy efficiency levels and performance requirements. Section 25780 established that it is a goal of the state to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for both homes and businesses within 10 years of adoption, and placing solar energy systems on 50% of new homes within 13 years of adoption. SB 1, also termed "Go Solar California," was previously titled "Million Solar Roofs."

Assembly Bill 1470 (Solar Water Heating). This bill established the Solar Water Heating and Efficiency Act of 2007. The bill makes findings and declarations of the Legislature relating to the promotion of solar water heating systems and other technologies that reduce natural gas demand. The bill defines several terms for purposes of the act. The bill requires the commission to evaluate the data available from a specified pilot program, and, if it makes a specified determination, to design and implement a program of incentives for the installation of 200,000 solar water heating systems in homes and businesses throughout the state by 2017.

Integrated Energy Policy Report

The CEC is responsible for preparing integrated energy policy reports that identify emerging trends related to energy supply, demand, and conservation; public health and safety; and maintenance of a healthy economy. The CEC's 2021 Integrated Energy Policy Report discusses the state's policy goals of decarbonizing buildings, ensuring energy reliability, decarbonizing the state's gas system, the state's energy demand forecast, and quantifying the benefits of the clean transportation program (CEC 2022). SB 100 calls for California's electricity system to become 100% zero-carbon by 2045. CEC, CPUC, and CARB are working together to identify pathways to deeply decarbonize the state's electricity system in response to SB 100. The aim is to leverage California's clean electricity system to decarbonize, or remove carbon from, other portions of the state's energy system. Over time these policies and trends would serve to beneficially reduce the Project's GHG emissions profile and energy consumption as they are implemented.

State Vehicle Standards

In response to the transportation sector accounting for more than half of California's CO_2 emissions, AB 1493 was enacted in 2002. AB 1493 required CARB to set GHG emissions standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles whose primary use is noncommercial personal transportation in the state. The bill required that CARB set GHG emissions standards for motor vehicles manufactured in 2009 and all subsequent model years. The 2009–2012 standards resulted in a reduction in approximately 22% of GHG emissions compared to emissions from the 2002 fleet, and the 2013–2016 standards resulted in a reduction of approximately 30%.

In 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and global-warming gases with requirements for greater numbers of zero-emissions vehicles into a single package of standards called Advanced Clean Cars, detailed below. By 2025, when the rules would be fully implemented, new automobiles would emit 34% fewer global-warming gases and 75% fewer smog-forming emissions (CARB 2011).

Although the focus of the state's vehicle standards is on the reduction of air pollutants and GHG emissions, one co-benefit of implementation of these standards is a reduced demand for petroleum-based fuels.

Advanced Clean Car Program

The Advanced Clean Cars (ACC) I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle (LEV) regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for zero-emission vehicles (ZEV) that contributes to both types of emission reductions (CARB 2022). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75 percent less smog-forming pollution than the average new car sold in 2015. The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program is currently in development to establish the next set of LEV and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality standards (CARB 2022). The main objectives of ACC II are:

1. Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
2. Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

An ACC II rulemaking package, which considers technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts, was approved by the Office of Administrative Law (OAL) on November 30, 2022. This requires that, by 2035, all new passenger cars, trucks, and sports utility vehicles (SUVs) will be zero emissions by 2035. However, as detailed previously, EPA and NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which revokes California's authority to set its own GHG emissions standards and set ZEV mandates in California. Since California and 22 other states, as well as the District of Columbia and four cities, filed suit against the EPA and a petition for reconsideration of the SAFE Rule, the ACC II rulemaking's course may vary depending on the results of this ongoing litigation.

Advanced Clean Trucks Program

The purpose of the ACT Regulation (June 2020) is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce emissions NO_x, fine particulate matter, TACs, GHGs, and other criteria pollutants generated from on-road mobile sources (CARB 2021). Requiring medium- and heavy-duty vehicles to transition to zero-emissions technology will reduce health risks to people living in and visiting California and is needed to help California meet established near- and long-term air quality and climate mitigation targets. The regulation has two components including (1) a manufacturer sales requirement and (2) a reporting requirement:

1. Zero-emission truck sales: Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.
2. Company and fleet reporting: Large employers including retailers, manufacturers, brokers and others will be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, will be required to report about their existing fleet operations. This information will help identify

future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

4.4.2.3 Regional and Local

Southern California Association of Governments

SB 375 requires Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy (SCS) in their Regional Transportation Plan (RTP). The Southern California Association of Governments (SCAG) Regional Council adopted the 2012 RTP/SCS in April 2012 (SCAG 2012), and the 2016–2040 RTP/SCS (2016 RTP/SCS) was adopted in April 2016 (SCAG 2016). Both the 2012 and 2016 RTP/SCSs establish a development pattern for the region that, when integrated with the transportation network and other policies and measures, would reduce GHG emissions from transportation (excluding goods movement). Specifically, the 2012 RTP/SCS links the goals of sustaining mobility with the goals of fostering economic development; enhancing the environment; reducing energy consumption; promoting transportation-friendly development patterns; and encouraging all residents affected by socioeconomic, geographic, and commercial limitations to be provided with fair access. The 2012 and 2016 RTP/SCSs do not require that local general plans, specific plans, or zoning be consistent with it but provide incentives for consistency for governments and developers. Because the current South Coast Air Quality Management District's Air Quality Management Plan is based on the SCAG 2016 RTP/SCS demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2016–2040 RTP/SCS, the SCAG 2016 RTP/SCS is discussed in Section 4.2.2, Impacts Analysis. See Southern California Association of Governments in Section 4.4.2 for an additional discussion on SCAG.

On May 7, 2020, SCAG's Regional Council adopted the Connect SoCal (2020–2045 RTP/SCS). The Connect SoCal is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura (SCAG 2020).

City of Arcadia General Plan

The City of Arcadia General Plan (City of Arcadia 2010) includes various policies related to energy conservation (both directly and indirectly). Applicable policies include the following:

Policy RS-5.1. Support State agencies' efforts to adopt regulations that can increase the thermal integrity of buildings, increase the efficiency of combustion equipment, and reduce building thermal loads through controls or automation.

Policy RS-5.2. Support the development and use of alternative energy technologies for regional and local use. Remove barriers to use of individual energy systems that are consistent with City aesthetic and design objectives.

Policy RS-5.3. Require that all new development meets or exceeds the state and local energy conservation requirements.

Policy RS-5.4. Investigate the options for adopting local "green" building standards that address energy use in particular. Consider having City facilities serve as a model for energy efficiency by incorporating state-of-the-art energy features in new public buildings and significant remodeling of existing buildings.

Policy RS-5.5. Support State legislative initiatives to revise utility rates in a manner that provides incentives for energy conservation and provides funding for research and development of alternative energy sources.

Policy RS-5.6. Reduce the amount of energy consumed by City operations, and assist residents and businesses in reducing their energy consumption by.

- emphasizing fuel efficiency in the acquisition and use of City-owned vehicles and equipment;
- periodically reviewing energy consumption in City buildings and implement programs to reduce energy use; and
- increasing public awareness of energy conservation techniques through the public dissemination of conservation information.

Policy RS-5.7. Promote the installation of heat recovery and co-generation facilities, where feasible, in new industrial and large commercial developments.

Policy RS-5.8. Promote innovative building, site design, and orientation techniques which minimize energy use.

Policy RS-5.9. Facilitate the provision of energy-efficient modes of transportation and fixed facilities which establish transit, bicycle, and pedestrian modes as viable alternatives.

Policy RS-5.10. Support efforts at the State and federal levels relative to the funding of research and the development of renewable/reusable energy sources.

Policy RS-5.11. Support efforts of the City's electricity provider that increase energy conservation in all households and businesses.

Policy RS-5.12. Adopt green building guidelines and/or incentives, which may include assessing green building techniques as a formal stage of City design review and developing a green building ordinance or program that addresses both new and existing buildings.

Policy RS-5.13. Promote the application of active solar energy systems in residential development by facilitating, where possible, the efforts of federal and state entities in the allocation of cost incentive programs.

Policy RS-5.14. Explore the possibility of identifying City facilities that can accommodate solar installations.

Policy RS-5.15. Educate the public on sustainable building practices and the environmental and economic benefits they offer.

Policy RS-5.16. Set an example in the design and operation of new civic buildings by implementing LEED certifiable or similar building standards.

Policy RS-5.17. Investigate providing incentives for LEED certifiable or equivalent for new and/or retrofitted private commercial and industrial buildings.

4.4.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to energy are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to energy would occur if the Project would:

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.

4.4.3.1 Approach and Methodology

CalEEMod Version 2022.1.1.12 (CAPCOA 2022) was used to estimate the potential Project-energy consumption during construction and operation. Construction of the Project would result in petroleum consumption primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. All details specific to construction and operation are discussed in Section 4.2, Air Quality, specifically in Approach and Methodology (Construction Emissions and Operational Emissions), are also applicable for the estimation of construction-related energy consumption. Potential energy consumption from Project operations were estimated for area sources (landscape maintenance), energy sources (natural gas and electricity), mobile sources, solid waste, and water supply and wastewater treatment. Construction was assumed to start in March 2024, for 21 months, and ending in November 2025. Additional details from each category are discussed in the Air Quality section, in Section 4.2.3.2, Approach and Methodology.

4.4.4 Impacts Analysis

Threshold 4.4a. ***Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Implementation of the Project would increase the demand for electricity and natural gas in the City, as well as petroleum consumption during construction and operation.

Electricity

Construction

Temporary electric power for lighting, heating/cooling, and electronic equipment, such as computers inside temporary construction trailers, as well as lighting for construction activities, would be required during short-term construction activities. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. All sources of electricity would be from existing power lines that serve the site and no new infrastructure would be required. There is nothing unusual about construction of the Project that would result in a wasteful, inefficient, and unnecessary use of electrical energy. The electricity used for construction activities would be temporary and would have a

negligible contribution to the Project's overall energy consumption. Impacts to electricity during construction would be less than significant, and no mitigation is required.

Operations

The operational phase would require electricity for multiple purposes including building heating and cooling, lighting, appliances, electronics, and water and wastewater conveyance. As discussed in Section 4.2.3.2 under Approach and Methodology (Operational Emissions), CalEEMod default values for electricity consumption for the Project's land uses were utilized which account for compliance with the 2019 Title 24 standards. This is conservative, as the Project would be required to comply with the 2022 Title 24 Building Energy Efficiency Standards, at a minimum. For comparison purposes, the operational electricity demand for the existing, operational land uses is also included in Table 4.4-1. Table 4.4-1 presents the anticipated net electricity demand for the Project.

Table 4.4-1. Operational Net Electricity Demand

Land Use	kWh/Year
Existing Operational Land Uses	
Building and Lighting Electricity Demand	
Parking Lot	64,508
The Derby Restaurant	242,412
Subtotal	*306,920*
Other Electrical Demand—All Land Uses, Water/Wastewater	*28,888*
Total Electrical Demand for Existing Land Uses	*335,808*
Project Land Uses	
Building and Lighting Electricity Demand	
Residential Units	784,488
Enclosed Parking with Elevator	433,669
Café	48,482
Complementary Restaurant	114,280
The Derby Restaurant	445,000
Recreational Swimming Pool	0
Subtotal	*1,825,920*
Other Electrical Demand—All Land Uses, Water/Wastewater	*91,988*
Total Electrical Demand for Project	*1,917,908*
Net Electrical Demand for the Project	**1,582,100**

Source: Appendix C-1.
Note: kWh = kilowatt-hour.

As shown in Table 4.4-1, buildout of the Project is estimated to have a total electrical demand of 1,917,908 kWh per year (or 1.92 million kWh per year) for Project usage without netting out the existing land use electrical use. The Project's net electrical demand is anticipated to be 1,582,1002 kWh/year (or 1.58 million kWh per year) with reductions of existing buildings (operational at the time of NOP issuance). As previously discussed, the County's annual electricity use was approximately 86 billion kWh in 2021. Therefore, the Project's electrical consumption would be a small percentage (0.003%) of the County's current annual use. SCE forecasts that its total energy consumption in 2025 (the Project buildout year) will be approximately 116,647 gigawatt hours of electricity (CEC 2022). Based on the Project's estimated net electrical consumption of 1,582,100 kWh/year, the Project's increase

in electricity would account for approximately 0.0014% of SCE's total projected consumption during 2025 for the Project's buildout year.[2]

In addition, the Project would be built in accordance with the current Building Energy Efficiency Standards (Title 24) at the time of construction, which include robust requirements for energy efficiency. Also, the provisions of the CALGreen code apply to the planning, design, operation, construction, use and occupancy of every newly constructed building or structure. In mixed occupancy buildings, such as the Project, each portion of a building must comply with the specific green building measures applicable to each specific occupancy. Therefore, due to the inherent increase in efficiency of building code regulations, the Project would not result in a wasteful, inefficient, or unnecessary use of energy. Impacts related to operational electricity use would be less than significant.

Natural Gas

Construction

Natural gas is not anticipated to be required during construction of the Project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "petroleum" subsection. Any minor amounts of natural gas that may be consumed as a result of Project construction would be substantially less than that required for Project's operation and would have a negligible contribution to the Project's overall energy consumption.

Operations

Natural gas consumption during Project operation would be required for various purposes, including building heating. As discussed in Section 4.2, Air Quality, under Approach and Methodology (Operational Emissions), default natural gas generation rates in CalEEMod for the existing operational uses on site and Project were utilized, which account for compliance with the 2019 Title 24 standards. Table 4.4-2 presents the net natural gas demand for the Project.

Table 4.4-2. Operational Net Natural Gas Demand

Land Use	kBTU/Year
Existing Land Uses	
Parking Lot	0
The Derby Restaurant	805,921
Total	**805,921**
Project Land Uses	
Residential Units	2,376,864
Enclosed Parking with Elevator	0
Café	161,184
Complementary Restaurant	379,934
The Derby Restaurant	1,479,441
Recreational Swimming Pool	0
Total	**4,397,424**
Net Natural Gas Consumption	**3,591,503**

Source: Appendix C-1.

[2] Project's consumption (2.576 gigawatt hours) divided by SCE's projected consumption (116,647 gigawatt hours).

Note: kBTU = thousand British thermal units.

As shown in Table 4.4-2, the Project would consume approximately 3,591,503 net kBTU per year. As previously discussed, the County annual natural gas consumption is estimated to be 2.9 billion therms per year. Therefore, the Project's estimated net increase in natural gas consumption of 3,591,503 kBTU (or 35,923 therms) per year would be a small percentage (0.0012%) of SoCalGas' annual supply to County customers. In addition, the Project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains energy measures that are applicable to the Project. The Project would be required to meet Title 24 requirements applicable at that time, as required by state regulations through the plan review process. Therefore, due to the inherent increase in efficiency of building code regulations, the Project would not result in a wasteful, inefficient, or unnecessary use of natural gas. Impacts related to operational natural gas use would be less than significant.

Petroleum

Construction

Petroleum would be consumed throughout construction of the Project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, and VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty construction equipment associated with construction activities, vendor trucks, and haul trucks would rely on diesel fuel. Construction workers would travel to and from the Project site throughout the duration of construction. It was assumed that construction workers would travel in gasoline-powered vehicles.

Fuel consumption from construction equipment was estimated by converting the total CO_2 emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2020). The estimated diesel fuel use from construction equipment is shown in Table 4.4-3.

Table 4.4-3. Total Project Construction Petroleum Demand (Gallons)

Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	Worker Vehicles (gasoline)
Gallons			
42,904	25,735	22,723	51,851

Source: See Appendix C-1 for outputs.
Notes: Fuel consumption from worker and vendor truck trips was estimated by converting the total CO_2 emissions from the construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline fueled, whereas vendor and haul trucks are assumed to be diesel fueled.

In summary, construction associated with the Project over the construction period is conservatively anticipated to consume 91,363 gallons of diesel from off-road equipment, haul trucks, and vendor trucks, and 51,851 gallons of gasoline from worker vehicles. The Project would be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by

retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. Overall, the Project would not be unusual when compared to overall local and regional demand for energy resources and would not involve characteristics that require equipment that would be less energy-efficient than at comparable construction sites in the region or state. Therefore, impacts would be less than significant, and no mitigation is required.

Operations

The fuel consumption resulting from the Project's operational phase would be attributable to various vehicles associated with each land use. Petroleum fuel consumption associated with motor vehicles traveling within the City during operation is a function of VMT. Trip generation rates for the Project and existing operational uses were based on the Traffic Impact Analysis (Appendix J-1). The net estimated fuel use from existing and Project land uses operational mobile sources is shown in Table 4.4-4.

Table 4.4-4. Annual Net Mobile Source Petroleum Demand

Fuel	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Existing Land Uses			
Gasoline	429.29	8.78	48,893.84
Diesel	15.51	10.21	1,519.31
		Existing Operational Land Uses Subtotal	*30,702.99*
Project Land Uses			
Gasoline	1,991.31	8.78	226,800.40
Diesel	68.60	10.21	6,718.73
		Project Subtotal	*233,519.12*
		Net Total	**202,816.13**

Source: Trips and vehicle CO_2 (Appendix C-1); kg/CO_2/Gallon (The Climate Registry 2020).
Note: MT = metric ton; CO2 = carbon dioxide; kg = kilogram.

As depicted in Table 4.4-4, net mobile sources (including from landscaping equipment) from buildout of the Project would result in approximately 202,816 gallons of petroleum fuel usage per year. For disclosure, by comparison, California as a whole consumes approximately 22 billion barrels gallons of petroleum per year (EIA 2022d).

Over the lifetime of the Project, the fuel efficiency of vehicles is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the Project site during operation would decrease over time. As detailed in Section 4.4.2, there are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles that combines the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emissions vehicles in California, and the ACC II regulation that by 2035, all new passenger cars, trucks, and SUVs sold in California will be zero emissions (CARB 2011, 2022). As such, operation of the Project is expected to use decreasing amounts of petroleum over time due to advances in vehicle fuel economy standards.

In summary, the Project would increase petroleum use during operation, but due to efficiency increases the amount of petroleum consumed would diminish over time. Petroleum consumption associated with the Project would not be considered inefficient or wasteful and would result in a less than significant impact.

In summary, the consumption of energy resources (including electricity, natural gas, and petroleum) during the Project construction and operation would not be inefficient or wasteful and would result in a less than significant impact.

Renewable Energy Potential

As part of the Project's planning process, the City considered how the Project could potentially increase its reliance on renewable energy sources to meet the Project's anticipated energy demand. Consistent with the CEC's definition of eligible renewables, energy sources that were considered for their potential to power the Project include biomass, geothermal, solar, wind, and small hydroelectric facilities.

Given the Project's location and the infill nature of the Project, there are anticipated considerable site constraints at a parcel level including incompatibility with onsite and surrounding land uses for large scale power generation facilities, unknown interconnection feasibility, compatibility with utility provider systems, and no known water or geothermal resources to harness, that would eliminate the potential for biomass, geothermal, and hydroelectric renewable energy to be installed within the Project area. Regarding wind power, due to the nature of the Project area parcels and surrounding land uses, wind turbines are generally anticipated to not be feasible as it represents an incompatible use due to the height of the wind turbine blades and the need to avoid nearby obstacles.[3]

Regarding solar power, the future Project is anticipated to include solar power, which at a minimum, will be provided for newly built low-rise residential buildings, and non-residential buildings are anticipated to be solar-ready to comply with Title 24 building energy efficiency standards.

As explained above, the Project would use renewable energy onsite as determined to be feasible and would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during Project construction or operation, and impacts would be less than significant.

Threshold 4.4b ***Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

Construction

The Project would utilize construction contractors who must demonstrate compliance with applicable regulations. Construction equipment would be required to comply with federal, state, and regional requirements where applicable. With respect to truck fleet operators, USEPA and NHSTA have adopted fuel-efficiency standards for medium- and heavy-duty trucks that will be phased in over time. Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018. USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type (EPA 2016). The energy modeling for trucks does not take into account specific fuel reductions from these regulations, since they would apply to fleets as they incorporate newer trucks meeting the regulatory

[3] A general rule of thumb is to install a wind turbine on a tower with the bottom of the rotor blades at least 30 feet above anything within a 500-foot horizontal radius and to be sited upwind of buildings and trees (APA 2011, NREL 2015).

standards; however, these regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes per occurrence. Off-road emissions standards would increase equipment efficiencies as they are phased-in over time and less-efficient equipment is phased out of construction fleets. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Thus, based on the information above, construction and operation of the Project would comply with state or local plans for renewable energy or energy efficiency.

Per CEQA Guidelines Appendix F, the Project's construction equipment used would be consistent with the energy standards applicable to construction equipment including limiting idling fuel consumption and using contractors that comply with applicable CARB regulatory standards that affect energy efficiency. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency regarding during Project construction, and impacts would be less than significant**.**

Operation

The Project would comply with all applicable regulatory requirements including Title 24 of the California Code of Regulations contains energy efficiency standards for residential and nonresidential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, wall/floor/ceiling assemblies, and roofs. Part 6 of Title 24 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California in order to reduce energy demand and consumption. Part 11 of Title 24 also includes the CALGreen standards, which established mandatory minimum environmental performance standards for new construction projects. The Project would comply with Title 24, Part 6 and Part 11, per state regulations.

Additionally, the Project would receive electricity from SCE, which has the mandate to comply with SB 1020. This policy requires that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California by 2045, with 90% by 2035, and 95% by 2040, and that the zero-carbon electricity resources do not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling. Thus, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts during construction and operation of the Project would be less than significant.

4.4.5 Cumulative Impacts Analysis

Threshold 4.4a: ***Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Cumulative projects that could exacerbate the Project's impacts include any projects that could result in wasteful, inefficient, or unnecessary use of energy. However, cumulative projects would be required by Los Angeles County or City of Arcadia, as applicable, to conform to current federal, state, and local energy conservation standards,

including the California Energy Code Building Energy Efficiency Standards (24 CCR Part 6), the CALGreen Code (24 CCR Part 11), and SB 743.

As a result, the Project, in combination with other reasonably foreseeable projects, would not cause a wasteful use of energy or other non-renewable natural resources. Therefore, the energy demand and use associated with the Project and cumulative projects would not substantially contribute to a cumulative impact on existing or proposed energy supplies or resources and would not cause a significant cumulative impact on energy resources. As such, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of electricity would not be cumulatively considerable and, thus, would be less than significant.

Threshold 4.4b: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project would not conflict with applicable plans for renewable energy as it would be required to be solar-ready pursuant to Title 24. Further, other projects, including development throughout the state, would also be subject to the Title 24 standards in place at the time of construction. It is speculative whether other projects would conflict with a state or local plan for renewable energy. However, future projects would be subject to CEQA and evaluate whether they would conflict with applicable plans. As such, the Project in combination with other reasonably foreseeable projects, would not conflict with a state or local plan for renewable energy or energy efficiency. The Project's contribution to cumulative impacts related to renewable energy or energy efficiency would not be cumulatively considerable and, thus, would be less than significant.

4.4.6 Mitigation Measures

Project impacts would be less than significant, and no mitigation is required.

4.4.7 Significance Conclusion

Threshold 4.4a. The Project would result in a **less than significant impact** related to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation.

Threshold 4.4b. The Project would result in a **less than significant impact** regarding potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts from energy consumption as a result of implementing the Project would be less than significant.

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4.5 Geology and Soils

This section describes the existing geological conditions of The Derby Mixed-Use Project (Project or proposed Project) site and vicinity, identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, mitigation measures, level of significance after mitigation, and references. Information contained in this section is based on survey and Investigation of paleontological resources within the Project site and surrounding area, as well as the following:

- **Appendix E-1** Geotechnical Investigation. Proposed Mixed-Use Development, 223-301 East Huntington Drive, Arcadia, California, prepared by GEOCON West, Inc. (June 2022)
- **Appendix E-2 CONFIDENTIAL** Vertebrate Paleontology Records Check[1], compiled by Dudek (October 2022)

Other sources consulted are listed in Section 4.5.8, References, and include the California Geological Survey's (CGS) Earthquake Zones of Required Investigation (CGS 2022a) and the Arcadia General Plan Safety Element (City Arcadia 2010).

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.5.1 Existing Conditions

This section describes the existing conditions in the Project area and identifies the known geologic conditions and soils present at the proposed Project site.

Regional and Local Setting

The City of Arcadia (City) is located in the north-central San Gabriel Valley, adjacent to the southern flank of the San Gabriel Mountains. The San Gabriel Valley is an alluvium-filled valley bounded by the Sierra Madre Fault Zone and San Gabriel Mountains on the north, by the Puente Hills on the south, by the Covina and Indian Hills on the east, and by the Raymond Basin on the west. The region is known to have a history of seismic activity with known active faults in the vicinity that include the Whittier and Raymond faults.[2] Certain areas of the City with high groundwater tables underlain by sand and silty sand with low density have a high potential for liquefaction. These areas can be found along the Raymond Fault, where it bisects the City to the north, as well as within the far southeast corner of City adjacent to the neighboring cities of El Monte and Irwindale (City of Arcadia 2010).

[1] Appendix E-2, which contains sensitive information related to the location of paleontological sites, is on file with the City and is available for review by eligible individuals.

[2] A fault is considered active if it has shown evidence of displacement within the Holocene time period which is anytime within the last 11,700 years.

Topography

The topography at the Project site and in the general site vicinity is relatively level and slopes gently downwards to the south. The Project site is not located in a "hillside area" or an area identified as having a potential for slope stability hazards (Appendix E-1).

Seismicity and Faulting

The Project site is located in a seismically active region with numerous active faults that are capable of producing seismic events. Figure 4.5-1, Regional Faults, identifies the Holocene-active faults considered to most influence the seismic exposure of the region, including the faults relatively close to the Project site: the Raymond Fault and the Sierra Madre Fault (CGS 2010). Quaternary faults shown on Figure 4.5-1 are faults that are recognized at the surface and have moved in the past 1.6 million years. Prominent Holocene-active faults in the region include the Whittier, Hollywood, Cucamonga, Newport-Inglewood, Santa Monica, and San Andreas (CGS 2010). The CGS classifies faults as follows (CGS 2018):

- **Holocene-active faults:** faults that have moved during the past approximately 11,700 years (i.e., Holocene time). These faults exhibit signs of geologically recent movement, are most likely to experience movement in the near future, and are capable of surface rupture, and are considered "active faults."
- **Pre-Holocene faults:** faults that have not moved in the past 11,700 years but have moved in the past two million years (i.e., Quaternary time). These faults are considered "potentially active faults" and may be capable of surface rupture but are less likely than Holocene-active faults to cause surface rupture. These faults are also capable of generating future earthquakes.
- **Age-undetermined faults:** faults where the recency of fault movement has not been determined. These faults are considered "inactive faults."

Holocene-active faults have been responsible for large historical earthquakes in southern California, including the 1971 San Fernando earthquake (moment magnitude [Mw] 6.7), the 1992 Landers earthquake (Mw 7.3), the 1952 Kern County earthquake (Mw 7.5), the 2019 Searles Valley (Ridgecrest) earthquake (Mw 7.1), and the 1933 Long Beach earthquake (Mw 6.4). Moment magnitude is a widely accepted method of describing the size of earthquakes by measuring the amount of energy released and amount of movement of bedrock. The southern California region also includes blind thrust faults, which are faults that do not rupture at the surface but are capable of generating substantial earthquakes. Examples of earthquakes caused by blind thrust faults include the 1987 Whittier Narrows earthquake (Mw 5.9) and the 1994 Northridge earthquake (Mw 6.7). Both of these earthquakes occurred on previously unidentified blind thrust faults (CGS 2018).

Most of the active faults in California are manifested as fault zones. Fault zones, as opposed to a fault which is a fracture or fractures that define displacement of bedrock, are defined as a zone of related faults that commonly are braided and subparallel but may be branching and divergent. A fault zone can vary significantly in width, ranging from a few feet to several miles. For example, the San Andreas Fault Zone is a region of crushed and broken rock, varying in width from a few hundred feet to a mile wide. Many smaller faults branch from and join the San Andreas Fault Zone (USGS 2016). Not all segments of an active fault zone are included in Alquist-Priolo Fault Zones (see the discussion under the "Surface Rupture" subheading below for more information on Alquist-Priolo Fault Zones). Rather, Alquist-Priolo Fault Zones consist of fault segments that are well defined and present sufficient evidence to for geologists to conclude that the faults are active.

Raymond Fault

The Raymond Fault passes through the northern portion of the City and is thought to connect to the Hollywood Fault to the west. An Alquist-Priolo Earthquake Fault Zone has been established along the entire segment, which extends approximately 500 feet on each side of the fault. Figure 4.5-2, Geotechnical Hazards, depicts the location of the Raymond Fault where it bisects the City. This fault zone is the nearest to the Project site at approximately 0.8-mile northwest of the site. The Raymond Fault is thought to be capable of a 6.5 magnitude earthquake (CGS 2022a, CIT 2013, City of Arcadia 2013).

Sierra Madre Fault

The Sierra Madre Fault crosses the northern end of the City, following the base of the San Gabriel Mountains in a southeast-northwest direction. The Sierra Madre Fault is thought to be capable of a 7.2 magnitude earthquake and is located 2 miles to the north of the Project site. The Sierra Madre is not a continuous fault and is comprised of several different segments or strands. Although these segments are not considered independent faults, they could theoretically rupture independently of one another. It has also been suggested that a large event along the San Andreas Fault could trigger all segments of the Sierra Madre to rupture simultaneously (Bayarsayhan 1996, City of Arcadia 2013, CIT 2013).

Puente Hills Thrust Fault

This fault is a blind thrust fault associated with the Lower Elysian Park Thrust Fault. The fault is located approximately 2.9 miles southeast of the Project site and is Holocene-active. The Puente Hills Fault, which extends from northern Orange County under downtown Los Angeles and into Hollywood, was most recently responsible for the 2014 magnitude Mw 5.1 earthquake, centered in La Habra, and indirectly (in conjunction with the Lower Elysian Park Fault) the 1987 magnitude Mw 6.0 Whittier Narrows earthquake, centered in Whittier. This fault is capable of a maximum probable magnitude of Mw 6.5 to 7.1 (Shaw et al. 2002; USGS 2017).

San Andreas Fault

The Holocene-active San Andreas Fault is California's most prominent structural feature, trending in a generally northwest-southeast direction for almost the entire length of the state. The southern segment of the fault is approximately 280 miles long, extending from the Mexican border into the Transverse Ranges west of Tejon Pass. Along this segment, there is no single traceable fault line; rather, the fault is composed of several branches. The fault is located approximately 23.5 miles to the northeast of the Project site and is likely capable of producing a 6.8 to 8.0 Mw earthquake (CGS 2010; CIT 2013).

Surface Rupture

Surface rupture involves the displacement and cracking of the ground surface along a fault trace. Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two, typically confined to a narrow zone along the fault. Surface rupture is more likely to occur in conjunction with active fault segments where earthquakes are large, or where the location of the movement (earthquake hypocenter) is shallow. The Alquist-Priolo Earthquake Fault Zoning Act of 1972 regulates development near Holocene-active faults to address the hazard of surface fault rupture and provide protection of any development that may consider these zones. This Act requires the State Geologist to establish regulatory zones (known as Alquist-Priolo Special Study Fault Zones) around the surface traces of Holocene-active faults and to issue appropriate maps (CGS 2018). The Project site is

not located within an Alquist-Priolo Earthquake Fault Zone (Figure 4.5-2, Geotechnical Hazards) (CGS 2022a, Appendix E-1).

Ground Shaking

Ground shaking is the movement of the earth's surface as a result of an earthquake. Ground motion produced by seismic waves emanates from slow or sudden slip on a fault. The degree of ground shaking felt at a given site depends on the distance from the earthquake source, the magnitude of the earthquake, the type of subsurface material on which the site is situated, and topography. Generally, damage from ground shaking is less severe on rock than on alluvium or fill, but other local phenomena may override this generalization. Ground shaking can produce significant ground horizontal and vertical movement that can result in severe damage to structures that are generally not equipped to withstand it. The Project site is located in the seismically active Southern California region and could be subject to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults.

The Project site lies in close proximity to several seismically active faults; therefore, during the life of the proposed structures, the site will probably experience moderate to occasionally high ground shaking from nearby fault zones. The soils underlying the Project site fall within the characteristics of Class D (i.e., "Stiff Soil" profile), as defined in Chapter 20 of the American Society of Civil Engineers (ASCE) 7-10. According to the Geotechnical Investigation, the site has potential ground acceleration of 0.925g (Appendix E-1). As a point of reference, areas near the 1994 Northridge earthquake experienced ground accelerations of up to approximately 1.0g.

Subsurface Soils

According to the Geotechnical Investigation (Appendix E-1), the Project site is underlain by artificial fill and Holocene age alluvium comprised of alluvial fan deposits consisting of sand and varying amounts of silt, gravel, and cobbles. Artificial fill was encountered in the exploratory borings to a maximum depth of 3 feet below existing ground surface (bgs). The artificial fill generally consists of dark brown or olive brown silty sand or sand with silt. The fill is characterized as moist and loose to medium dense. The fill is likely the result of past grading or construction activities at the site. Deeper fill may exist between excavations and in other portions of the site that were not directly explored. Holocene age alluvium was encountered beneath the artificial fill and consists primarily of light brown to brown, light olive brown, or gray interbedded poorly graded sand and well-graded sand with varying amounts of silt and gravel, and locally some cobbles (to 5 inches). The alluvium is characterized as slightly moist to very moist and loose to very dense.

Groundwater

According to the Geotechnical Investigation, the historically highest groundwater level in the immediate area is approximately 150 feet beneath the ground surface. Groundwater was not encountered in the borings drilled to a maximum depth of 45.5 feet bgs. However, it is not uncommon for groundwater levels to vary seasonally or for groundwater seepage conditions to develop where non previously existed, especially in impermeable fine-grained soils which are heavily irrigated or after seasonal rainfall.

Liquefaction/Lateral Spreading

Liquefaction is a process in which loose, saturated granular soils lose strength as a result of cyclical loading (i.e., seismic ground shaking). The strength loss is a result of a decrease in granular sand volume and positive increase

in pore pressures. Generally, liquefaction can occur if all of the following conditions apply: liquefaction-susceptible soil, groundwater within a depth of 50 feet or less, and strong seismic ground shaking occurs. Soils that are most susceptible to liquefaction are poorly consolidated, fine to medium-grained, primarily sandy soil. In addition, lateral spreading, a hazard associated with liquefaction, is the finite, lateral movement of gently to steeply sloping, saturated soil deposits caused by earthquake-induced liquefaction.

As shown in Figure 4.5-2, Geotechnical Hazards, the Project site is not located in an area considered susceptible to liquefaction or lateral spreading (CGS 2022a). According to the 2010 Arcadia General Plan Safety Element, primary liquefaction areas within the Arcadia planning area are located: southeast of Live Oak Avenue to the San Gabriel River; along Live Oak Avenue between Santa Anita and Tenth Avenue; along the wash areas of Santa Anita Canyon just north of the Raymond Fault; and in an area north of the Raymond Fault. The liquefaction evaluation for the Project site was completed under the guidance of Special Publication 117A: Guidelines for Evaluating and Mitigating Seismic Hazards in California. Historical high groundwater is anticipated at a depth of greater than 50 feet below the site. Therefore, the potential for liquefaction to occur beneath the site is considered to be very low (Appendix E-1).

Slope Instability/Landslides

A landslide is the downhill movement of masses of earth material under the force of gravity. The factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to earthquake faults. This process typically involves the surface soil and an upper portion of the underlying bedrock. Movement may be very rapid, or so slow that a change of position can be noted only over a period of weeks or years (creep). The size of a landslide can range from several square feet to several square miles. The Project site and adjacent areas are located on relatively flat to gently sloping ground, with no potential for landslides. As shown in Figure 4.5-2, the Project site is not located with an earthquake-induced landslide zone, as designated by the CGS (2022a) and the City's General Plan Safety Element (City of Arcadia 2010), or a hillside area with potential slope stability hazards, as designated by the County of Los Angeles General Plan Safety Element (Appendix E-1).

Subsidence

Subsidence is the permanent collapse of the pore space within a soil or rock and downward settling of the earth's surface relative to its surrounding area. Subsidence can result from the extraction of water or oil, liquefaction, the addition of water to the land surface (a condition called "hydrocompaction"), or from the placement/construction of new loadings (e.g., new structures). The compaction of subsurface sediment caused by the withdrawal or addition of fluids can cause subsidence. Land subsidence can disrupt surface drainage; reduce aquifer storage; cause earth fissures; damage buildings and structures; and damage wells, roads, and utility infrastructure. Volumetric changes in earth quantities will occur when excavated onsite soil materials are replaced as properly compacted fill. The placement of new loadings can result in subsidence that occurs either in a relatively short period or over longer periods but is typically addressed through site preparations such as compaction of site soils. According to the Geotechnical Investigation, the Project site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity. There appears to be little or no potential for ground subsidence due to the withdrawal of fluids or gases at the site.

Expansive Soils

Expansive soils are soils that experience volumetric changes (i.e., expanding and shrinking) during cyclic changes in wetting and drying periods. Over time, this continuous change in soil volume can cause foundations to move unevenly and crack. According to the Geotechnical investigation, soils encountered at the site are primarily granular in nature and are considered to be "non-expansive" (Appendix E-1).

Paleontological Resources

Paleontological resources are the remains or traces of plants and animals that are preserved in Earth's crust, and per the Society of Vertebrate Paleontology ([SVP] 2010) guidelines, are older than written history or older than approximately 5,500 years. They are limited, nonrenewable resources of scientific and educational value and are afforded protection under state laws and regulations.

The Project site is located within the northern Peninsular Ranges geomorphic province (Norris and Webb 1990; California Geological Survey [CGS] 2002; Harden 2004). This geomorphic province is characterized by northwest trending mountain ranges and valleys that extend over 900 miles from the tip of the Baja California Peninsula to the Transverse Ranges (e.g., the San Bernardino and San Gabriel Mountains in southern California). Regionally, the Peninsular Ranges are bounded to the east by the Colorado Desert and the west by the continental shelf and offshore islands (Santa Catalina, Santa Barbara, San Nicholas, and San Clemente) (CGS 2002; Harden 2004). Regional mountain ranges in the Peninsular Ranges geomorphic province include the Santa Ana, San Jacinto, and Santa Rosa Mountains. Geologically, these mountains are dominated by Mesozoic, plutonic igneous and metamorphic rocks that are part of the Peninsular Ranges batholith (Southern California batholith) (Harden 2004).

According to surficial geological mapping of Dibblee and Ehrenspeck (1998) at a 1:24,000 scale, the Project site is underlain by Holocene (<11,700 years old; Cohen et al. [2022]) gravel deposits (map unit Qg). Quaternary older alluvial fan deposits (map unit Qof; ~2.58 million to 11,700 years old) are mapped nearby to the west and are comprised of sand and gravel (Dibblee and Ehrenspeck 1998). The alluvial fan deposits in this area are derived from the San Gabriel Mountains to the north. Pleistocene (or "Ice Age"), older alluvial fan deposits or older alluvium may be encountered at an unknown depth beneath surficial Holocene age deposits.

The Geotechnical Investigation (Appendix E-1) conducted for the Project, indicates the Project site is underlain by artificial fill and Holocene age alluvium comprised of alluvial fan deposits consisting of sand and varying amounts of silt, gravel, and cobbles. Artificial fill was encountered in the exploratory borings to a maximum depth of 3 feet bgs. Holocene alluvial deposits were encountered beneath the artificial fill and consist primarily of light brown to brown, light olive brown, or gray interbedded poorly graded sand and well-graded sand with varying amounts of silt and gravel, and locally some cobbles (to 5 inches). The alluvium is characterized as slightly moist to very moist and loose to very dense.

Although no fossils are recorded from within the Project site itself, they are documented nearby from similar sedimentary deposits as those underlying the Project site at depth. According to the records search results received from the Natural History Museum of Los Angeles County (NHMLA), a fossil specimen of mammoth (*Mammuthus*) (LACM VP [Los Angeles County Museum Vertebrate Paleontology] 2027) was recovered along Brigden Road in Pasadena from an unknown depth bgs (NHMLA 2022 – Confidential Appendix E-2). Another fossil locality, LACM VP 3363, located in Monterey Park, included a fossil specimen of a horse (*Equus*) recovered from Pleistocene deposits at an unknown depth bgs. LACM VP 7702, which was recovered from Pleistocene deposits at 30 feet bgs in Bell Gardens, produced specimens of fish (*Gasterosteus*), snake (Colubridae), rodent (*Thomomys*, *Microtus*,

Reithrodontomys), and rabbit (*Sylvilagus*) (NHMLA 2022 – Confidential Appendix E-2). Another nearby locality, LACM VP 1023, yielded fossil specimens of sabertooth cat (*Smilodon*), horse (*Equus*), deer (*Odocoileus*), turkey (*Meleagris*) during storm drain excavations at an unknown depth bgs in Los Angeles. Finally, a fossil mastodon (*Mammut*) (LACM VP 2032) was recovered from 20 to 35 feet bgs in Los Angeles (NHMLA 2022 – Confidential Appendix E-2).

4.5.2 Regulatory Requirements

4.5.2.1 Federal

Earthquake Hazards Reduction Act

The United States Congress passed the Earthquake Hazards Reduction Act in 1977 to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program. To accomplish this goal, the act established the National Earthquake Hazards Reduction Program. This program was substantially amended in November 1990 by the National Earthquake Hazards Reduction Program Act, which refined the description of agency responsibilities, program goals, and objectives.

The mission of the National Earthquake Hazards Reduction Program includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improved building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. The National Earthquake Hazards Reduction Program Act designates the Federal Emergency Management Agency as the lead agency of the program and assigns several planning, coordinating, and reporting responsibilities. Other National Earthquake Hazards Reduction Program Act agencies include the National Institute of Standards and Technology, National Science Foundation, and the U.S. Geological Survey.

Occupational Safety and Health Administration Regulations

Excavation and trenching are among the most hazardous construction operations. OSHA Excavation and Trenching Standard, Title 29 of the Code of Federal Regulations, Part 1926, Subpart P, covers requirements for excavation and trenching operations. OSHA requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

International Building Code

The international Building Code (IBC) is published by the International Conference of Building Officials. The 2021 IBC is the most recent iteration, and issues performance standards for the design and installation of structures and building systems. The IBC issues codes governing structural and safety provisions, including those aimed at preventing and/or addressing seismic hazards and is intended to provide consistency in building standards across the world.

4.5.2.2 State

California Building Code

The California Building Code (CBC) has been codified in the California Code of Regulations (CCR) as Title 24, Part 2. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24 or those standards are not enforceable. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability, by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. As indicated previously, the CBC is updated and revised every 3 years. The 2022 version of the CBC became effective January 1, 2023. It is anticipated that the proposed Project would use the most current CBC at the time of building permit issuance. The 2022 edition of the CBC is based on the 2021 IBC, published by the International Code Conference.

Chapters 16 and 16A of the 2022 CBC include structural design requirements governing seismically resistant construction, including factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design. Chapters 18 and 18A include the requirements for foundation and geotechnical soil investigations, and geohazard reports (Section 1803A); excavation, grading, and fill (Section 1804A); damp-proofing and water-proofing (Section 1805A); allowable load-bearing values of soils (Section 1806A); the design of foundation walls, retaining walls, embedded posts and poles (Section 1807A); foundations (Section 1808A); and design of shallow foundations (Section 1809A) and deep foundations (Section 1810A). Chapter 33 of the 2022 CBC includes requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304).

Construction activities are subject to occupational safety standards for excavation and trenching, as specified in the California Safety and Health Administration regulations (CCR Title 8) and in Chapter 33 of the CBC. These regulations specify the measures to be used for excavation and trench work where workers could be exposed to unstable soil conditions. The proposed Project would be required to employ these safety measures during excavation and trenching.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Act (California Public Resources Code [PRC] Sections 2621–2630) was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. The main purpose of the law is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law addresses only the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo Act requires the State Geologist to establish regulatory zones known as Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Before a project can be permitted in a designated Alquist-Priolo Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. The Project site is not located in an Earthquake Fault Zone.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (PRC Sections 2690–2699.6) addresses earthquake hazards from non-surface fault rupture, including liquefaction and seismically induced landslides. The act established a mapping program for areas that are considered to be highly susceptible to liquefaction and landslides. The act also specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

National Pollutant Discharge Elimination System Permit

In California, the State Water Resources Control Board (SWRCB) administers regulations promulgated by the U.S. Environmental Protection Agency (55 Code of Federal Regulations [CFR] 47990), requiring the permitting of stormwater-generated pollution under the National Pollutant Discharge Elimination System (NPDES). In turn, the SWRCB's jurisdiction is administered through nine Regional Water Quality Control Boards. Under these federal regulations, an operator must obtain an NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ, NPDES No. CAS000002), also known as the Construction General Permit, through the NPDES Stormwater Program, for all construction activities with ground disturbance of an acre or more. The Construction General Permit requires the implementation of best management practices (BMPs) to reduce sedimentation into surface waters and to control erosion. One element of compliance with the NPDES permit is preparation of a Stormwater Pollution Prevention Plan (SWPPP) that addresses control of water pollution, including sediment, in runoff during construction.

Paleontological Resources

Paleontological resources are limited, nonrenewable resources of scientific, cultural, and educational value and are afforded protection under state laws and regulations. Paleontological resources are explicitly afforded protection by the California Environmental Quality Act (CEQA), specifically in Section VII(f) of CEQA Guidelines Appendix G, the "Environmental Checklist Form," which addresses the potential for adverse impacts to "unique paleontological resource[s] or site[s] or … unique geological feature[s]." This provision covers fossils of signal importance – remains of species or genera new to science, for example, or fossils exhibiting features not previously recognized for a given animal group – as well as localities that yield fossils significant in their abundance, diversity, preservation, and so forth. Further, CEQA provides that generally, a resource shall be considered "historically significant" if it has yielded or may be likely to yield information important in prehistory (PRC Section 15064.5 [a][3][D]). Paleontological resources would fall within this category. The PRC, Chapter 1.7, Sections 5097.5 and 30244 also regulates removal of paleontological resources from state lands, defines unauthorized removal of fossil resources as a misdemeanor, and requires mitigation of disturbed sites.

4.5.2.3 Regional and Local

City of Arcadia 2010 General Plan

The City of Arcadia General Plan (City of Arcadia 2010) includes various policies related to geology and safety (both directly and indirectly). Applicable policies include the following:

Goal S-1: Minimize potential for loss of life, physical injury, and property damage resulting from earthquakes and geologic hazards

Policy S-1.2: Emphasize carefully planned development within seismic and geologic hazard areas to minimize potential hazards risk as the City's preferred hazards management strategy.

Policy S-1.3: Require detailed geologic investigations to accompany development proposals for sites that lie within known or suspected seismic and geologic hazard areas. Require that such investigations and reports conform to accepted professional standards and any applicable State and City requirements.

Policy S-1.4: Monitor activities of the California Geological Survey and other relevant agencies and organizations to stay informed regarding new mapping and reports that advance the state of knowledge of seismic and geologic hazards affecting Arcadia.

Policy S-1.5: Continue enforcing the most rigorous building and grading codes which govern seismic safety.

City of Arcadia Municipal Code

The California Building Code, 2022 edition, published at CCR Title 24, Part 2, including Appendix J, issuing grading requirements, is adopted by reference pursuant to Article VIII, Chapter 1, Part 1, Section 8110 of the Arcadia Municipal Code (AMC) (City of Arcadia 2021).

Article III. Chapter 7 – Special Studies Geologic Zones

As set forth in Chapter 7 of the AMC, the Alquist-Priolo Special Studies Zones Act (the Act) (PRC Chapter 7.5, Division 2) requires that a State Geologist[3] establish Special Studies Zones[4] to encompass all potentially and recently active faults in California that may constitute a potential hazard to structures from surface faulting. Section 3701, Authority, of the AMC incorporates by reference the provisions and intent of the Act as though fully set forth, including the provisions and designations related to the location, extent, and definitions of Special Studies Zones

Section 3704.1 – Geologic Reports; Recommendations; Fees. This Section requires that a geologic report be prepared prior to issuance of a development permit for any project within a Special Studies Zone, as identified by

[3] The State Geologist is the chief administrator of the California Geological Survey (CGS) within the Department of Conservation (DOC). For the purposes of this report, any reference to the "State Geologist" shall be assumed to refer to the collective institutional knowledge of the CGS, which would include all official designations, findings, and publications referenced to the CGS herein.

[4] A Special Study Zone is defined in the AMC as "…an area of limited extent centered on a positioned fault. The zone boundaries are positioned approximately 660 feet on either side of a fault. The Special Studies Zones are believed by the [California Geological Survey] to warrant special geologic investigations to confirm the presence or absence of hazardous faults". The term "Special Study Zone" is no longer used by the CGS, which refers to these zones as Earthquake Fault Zones. For the purposes of this report, a Special Study Zone, as referred to by the AMC, shall be assumed to reference the state designated Earthquake Fault Zone, as identified by the CGS California Earthquake Hazards Zone Application and/or the CGS Official Maps of Earthquake Fault Zones by quadrangle.

the CGS California Earthquake Hazards Zone Application and/or the CGS Official Maps of Earthquake Fault Zones by quadrangle.

Article VII. Chapter 5, Part V, Division 4 – Water Efficient Landscaping

This Division establishes compliance with the Water Efficient Landscaping Ordinance (Ord. No. 2330) and applies to all new construction Projects with an aggregate landscape area equal to or greater than 500 square feet requiring a building or landscape permit, plan check, or design review.

Section 7554.6 – Soil and Grading Requirements. Under the Section J104.2.3 of the Ord. No. 2330, of the AMC, all new construction projects with an aggregate landscape area equal to or greater than 500 square feet requiring a building or landscape permit, plan check, or design review, must prepare a soil management report and grading design plan in order to minimize soil erosion, runoff, and water waste. A grading plan is intended to ensure that the grading of a project site is designed to minimize soil erosion, runoff, and water waste. The grading plan is a required component of the Landscape Documentation Package.

Article VII. Chapter 8 – Stormwater Management and Discharge Control

Chapter 8 of the AMC requires that all grading plans and permits comply with the provisions of this section for NPDES compliance and that BMPs must be installed before grading begins or as instructed by the City. As grading progresses, all BMPs must be updated as necessary to prevent erosion and control structures related pollutants from discharging from the site.

Section 7827 – Control of Runoff Required – Construction Activity. Section 7827 requires that, prior to obtaining a grading or building permit, each operator of any construction activity shall submit evidence to the Director that all applicable permits have been obtained, including but not limited to the SWRB's Construction Permit, State Water Board 401 Water Quality Certification, and shall implement such an erosion and sediment control plan and best management practices (BMPs) to the Satisfaction of the City. Part B of this section states that: "[n]o grading permit shall be issued for any development with a disturbed area of one (1) acre or greater unless the applicant can show that (i) a Notice of Intent to comply with the State Construction Activity Stormwater Permit has been filed and (ii) a Stormwater Pollution Prevention Plan (SWPPP) has been prepared. Part D further requires that for all project sites greater than one acre, the required erosion and sediment control plans must address all elements of a SWPPP. Finally, all erosion and sediment control plans for construction sites of one acre or more must be developed and certified by a Qualified SWPPP Developer, while all structural BMPs shall be designed by a licensed California Engineer.

Article VIII. Chapter 1 – City of Arcadia Development Code

The City's Development Code is intended to regulate the use and development of land within the City consistent with the City of Arcadia General Plan. The intent of the Development Code is to promote orderly development; protect the public health, safety, and general welfare; protect the character, social diversity, and economic vitality of neighborhoods and business districts; and ensure that new uses and development benefit the City.

Section 9103.09.030 – Landscape Plan Requirement. Part A, Plan Check Requirements and Content, of Section 9103.09.030 of the AMC requires that a Landscape Documentation Package be prepared by a licensed landscape architect for all applicable Projects, including those with an aggregate landscape area equal to or greater than 500 square feet. This package requires preparation of a soil management report, a landscape design plan, an irrigation design plan, and a grading design plan.

4.5.3 Thresholds of Significance

The significance criteria used to evaluate a Project's impacts to geology and soils are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to geology and soils would occur if the Project would:

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 based on other substantial evidence of as known fault. Refer to Division of Mines and Geology Special Publication 42.
    ii. Strong seismic ground shaking.
    iii. Seismic-related ground failure, including liquefaction.
    iv. Landslides.
b. Result in substantial soil erosion or the loss of topsoil.
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.5.4 Impacts Analysis

Threshold 4.5a ***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 based on other substantial evidence of as known fault. Refer to Division of Mines and Geology Special Publication 42?

The Project site is not within an Alquist-Priolo Earthquake Fault Zone and no known Holocene-active or potentially active faults pass directly beneath the site (CGS 2022a, 2022b). The nearest Holocene-active fault and associated Alquist-Priolo Earthquake Fault Zone is the Raymond Fault, which is located approximately 0.8 miles to the northwest of the Project site (Figure 4.5-2, Geotechnical Hazards). Because no faults traverse the site, the Project site would not be subject to rupture of a known earthquake fault. Furthermore, the Project site would not directly or indirectly cause or exacerbate existing fault rupture risks from the construction of new buildings and associated infrastructure on the Project site because no Project-related activities would occur within the Raymond Fault zone. Therefore, no impact related to surface rupture of a known earthquake fault would occur.

ii Strong seismic ground shaking?

The Project site is located in the seismically active Southern California region. The Raymond Fault and the Sierra Madre Fault have been mapped in the vicinity of the Project site. These faults, as well as numerous other regional faults (e.g., Puente Hills Thrust Fault, Santa Monica Fault, Verdugo Faut, Whittier Fault, San Fernando, and San Andreas Fault), are capable of producing moderate to strong earthquakes that could cause substantial ground shaking at the Project site. The severity of ground shaking would depend on the magnitude of the earthquake, the distance to the Project site, the duration of shaking and on-site geologic conditions. Ground shaking could lead to substantive damage to structures and infrastructure, personal injury and death, utility service disruption, fire explosion, and hazardous material spills, if not engineered appropriately.

The soils underlying the Project site fall within the characteristics of Class D (i.e., "Stiff Soil" profile), as defined in Chapter 20 of the American Society of Civil Engineers (ASCE) 7-10. This information was used to calculate the anticipated ground motions on the Project site, using the U.S. Geological Survey U.S. Seismic Design Maps tool (Appendix E-1). According to the Geotechnical Investigation, the Project site has the potential to experience ground accelerations of 0.925g[5], which is substantive and capable of causing significant damage if not designed appropriately. The Geotechnical Investigation, provides the seismic parameters to be used in the structural (building) design of the Project, based on the materials and soils encountered during subsurface exploration at the site and provides for design measures that are consistent with CBC building code requirements (Appendix E-1). The CBC provides procedures for earthquake-resistant structural design that includes considerations of on-site soil conditions, occupancy, and the configuration of the structure, including the structural system and height. Although conformance with CBC seismic design requirements does not guarantee that significant structural damage or ground failure would not occur in the event of a large earthquake, the proposed structures would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life.

As previously discussed, the 2022 edition of the CBC is based on the 2021 International Building Code, and all construction must be conducted in compliance with the CBC. Chapters 16 and 16A of the 2022 CBC include structural design requirements governing seismically resistant construction, including factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design. Project construction would be completed in accordance with the latest version of the CBC at the time of construction. As with all development within the City, development within the Project site would be required to comply with the seismic safety requirements of the CBC. Standards provided in CBC Section 1803 require preparation of a geotechnical evaluation and that all recommendations set forth in a final site-specific design-level geotechnical report – which would be based on the Geotechnical Investigation that was prepared for the Project – be incorporated into all applicable phases of Project excavation, grading and construction. Therefore, upon compliance with the CBC and City policies aimed at minimizing geologic hazards, including CBC Section 1803, requiring the incorporation of recommendations set forth in the final design-level site-specific geotechnical investigation, the Project would not directly or indirectly be affected by substantial adverse effects involving strong seismic ground shaking, and impacts would be less than significant.

[5] Peak ground acceleration can be expressed in fractions of "g" (the standard acceleration due to Earth's gravity, equivalent to g-force) as either a decimal or percentage.

iii Seismic-related ground failure, including liquefaction?

As previously stated, according to the Geotechnical Investigation, the historical high groundwater levels for the general area have been interpreted at 150 feet below the ground surface in the vicinity of the Project site, and the potential for liquefaction to occur beneath the Project site is considered to be very low (Appendix E-1). Furthermore, as shown in Figure 4.5-2, Geotechnical Hazards, the Project site is not located within a mapped California Geologic Survey liquefaction hazard zone (Appendix E-1, CGS 2022). As such, seismic-related ground failure due to liquefaction would not be expected to occur on the Project site and impacts would be less than significant.

iv Landslides?

As previously discussed, the topography of the Project site and adjacent areas is relatively flat to gently sloping; therefore, the Project site is not susceptible to landslides. In addition, the Project site is not located within an earthquake-induced landslide zone, as designated by the CGS (Figure 4.5-2, Geotechnical Hazards) and the City. Because the Project site is not located within an area as having the potential for seismic slope instability, geologic hazards associated with landslides are not anticipated to occur at the site (Appendix E-1).

Excavations up to 14 feet in vertical height bgs are anticipated for construction of the subterranean parking level. In the absence of proper engineering, over steepened temporary slopes could be susceptible to failure, potentially resulting in adverse effects, including the risk of loss, injury, or death. However, as indicated in the Conclusions and Recommendations of the Geotechnical Investigation (Appendix E-1), due to the depth of proposed excavations and the proximity to property lines, city streets, and adjacent offsite structures, excavation of the proposed subterranean level would likely require sloping and shoring measures in order to provide a stable excavation. Where shoring is required, a soldier pile shoring system would be utilized. In addition, where the proposed excavation would be deeper than and adjacent to an offsite structure, the proposed shoring would be designed to resist the surcharge imposed by the adjacent offsite structure. With incorporation of these slope stability measures, the Project would not exacerbate the potential for on- or off-site landslides. As such, implementation of the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, Injury, or death involving landslides (Appendix E-1). Impacts would be less than significant.

Threshold 4.5b Would the Project result in substantial soil erosion or the loss of topsoil?

Construction

The Project site is not located in a hillside development area or agricultural zone that could be susceptible to loss of topsoil due to site development. The Project site is currently developed with buildings and paved, with only a negligible amount of soil exposed in areas of ornamental landscaping.

Project construction would entail demolition and grading of portions of the Project site as well as excavations for the subterranean parking structure, followed by construction of the foundation and proposed structures. Excavations for the subterranean level would result in temporary stockpiling of soil, pending off-site disposal. In addition, as discussed under Threshold 4.5c below, the Project site has the potential for collapsible soils given that the existing fill is not suitable for direct support for proposed foundations or slabs and would require removal and re-compaction of any previously disturbed and/or artificial fill soils. As recommended in the Geotechnical Investigation, the fill underlying the Project site would be removed and replaced with compacted fill (Appendix E-1). These construction activities could result in temporary, short-term impacts related to a potential for erosion during the development of the Project site.

As previously discussed, Chapter 8 of the AMC requires that all grading plans and permits must comply with the provisions of the NPDES Construction General Permit and implement erosion control BMPs before grading begins to prevent erosion and loss of topsoil from the site. Prior to the start of construction activities, the Contractor is required to file a Permit Registration Document with the SWRCB, in order to obtain coverage under the NPDES Construction General Permit. No grading permit would be issued unless the plans for such work include a SWPPP with details of BMPs, which include erosion control measures to minimize the transport of sediment and protect public and private property from the effects of erosion. The required SWPPP would establish site-specific erosion and sediment control BMPs for all construction activities. Typical examples of erosion-related construction BMPs include the following:

- Silt fences and/or fiber rolls installed along with the limits of work and/or the Project construction site
- Stockpile containment and exposed soil stabilization structures (e.g., Visqueen plastic sheeting, fiber rolls, gravel bags and/or hydroseed)
- Runoff control devices (e.g., fiber rolls, gravel bag barriers/chevrons, etc.) used during construction phases conducted during the rainy season
- Wind erosion (dust) controls
- Tracking controls at the site entrance, including regular street sweeping and tire washes for equipment
- Regular inspections and maintenance of BMPs

These BMPs would be refined and/or added to as necessary by a qualified SWPPP professional to meet the performance standards in the Construction General Permit. Compliance with the Construction General Permit would ensure that soil erosion would be minimized.

Although the Project would require excavation of soils related to construction of the subterranean parking structure and related to removal and re-compaction of collapsible soils, this would not result in a substantial loss of topsoil. The Project site is currently developed and paved and does not contain native topsoil, with the exception of minimal landscaped areas adjacent to surface parking lots and buildings. The Project site is not used and is not zoned for agricultural uses or other activities that require the use of topsoil (City of Arcadia 2010). Therefore, with compliance of the NPDES General Construction Permit, potential impacts associated with soil erosion and/or loss of topsoil would be less than significant.

Operations

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil as the majority of the Project site would be covered by structures and paving, while the remaining portions of the site would contain irrigated landscaping. No exposed areas subject to erosion would be created or affected by the Project. In addition, the majority of the area surrounding the Project site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Project. With the implementation of applicable construction BMPs that also include post-construction requirements, impacts related to erosion or loss of topsoil would be less than significant.

Threshold 4.5c ***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?***

Landslides

As previously discussed under Threshold 4.5a-iv, the Project site is relatively level and the topography in the site vicinity slopes slightly downward toward the south. Additionally, the Project site is not located within a zone of required investigation for earthquake-induced landslides, as identified by the CGS and the City (Appendix E-1; City of Arcadia 2010). There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the Project would not be located on a geologic unit that is unstable with respect to landslides.

Excavations up to 14 feet in vertical height are anticipated for construction of the subterranean parking level. In the absence of proper engineering, over steepened temporary slopes could be susceptible to failure. However, with incorporation of slope stability measures recommended in the Geotechnical Investigation (Appendix E-1), the Project would not potentially result in landslides or collapse. Impacts would be less than significant.

Liquefaction/Lateral Spreading

The Project site is not located in an area potentially susceptible to liquefaction or lateral spreading, as discussed in the Geotechnical Investigation (Appendix E-1). Potential impacts concerning liquefaction are evaluated under Threshold a(iii) above. Lateral spreading if the finite, lateral movement of gently sloping, saturated soil deposits caused by earthquake-induced liquefaction. Impacts associated with lateral spreading would be similar to those associated with liquefaction and would therefore be less than significant.

Subsidence

According to the Geotechnical Investigation, the existing artificial fill and any unsuitable, soft alluvial soils onsite are considered suitable for reuse provided they are compacted to meet current building code requirements (Appendix E-1). Volumetric changes in earth quantities would occur if excavated onsite soil materials were to be replaced with properly compacted fill. In accordance with the CBC Section 1804A, the compacted fill shall comply with the provisions of an approved final design level geotechnical report, which is also in accordance with CBC Section 1803, as discussed above. The proposed Project would be required to meet the most recent building safety criteria and construction design recommendations of the site-specific final design level geotechnical report that would be prepared for the Project. In addition, according to the Geotechnical Investigation the Project site is not located within an area of known ground subsidence (Appendix E-1). No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity. There appears to be little or no potential for ground subsidence due to the withdrawal of fluids or gases at the site. As such, impacts related to subsidence would be less than significant.

Collapsible/Compressible Soils

The Geotechnical Investigation (Appendix E-1) indicated that artificial fill soils are present in the upper 3 feet and are unsuitable for use as engineered fill. In addition, soft compressible alluvium may be present on-site beyond the perimeter of the existing buildings. If such materials are left in the current condition, excessive settlement of structures and site improvements could result due to the weight of new foundations. Excessive settlement from such materials would be prevented through excavation and re-compaction, as recommended by the Geotechnical

Investigation. The Geotechnical Investigation concluded that after appropriate site preparations (e.g., removal and re-compaction of artificial fills) total settlement of foundations would be less than about 1.25 inch and bearing pressure is limited to about 5,000 pounds per square foot. Associated differential settlement should be less than 0.66 inches over 20 feet. Such settlement is anticipated to be tolerable for the proposed development.

A final design-level geotechnical investigation report is required in accordance with the CBC. As previously discussed, the 2022 edition of the CBC, including Appendix J, pertaining to grading requirements, is adopted by reference pursuant to Section 8110 of the AMC (City of Arcadia 2021). In accordance with Section 1803 of the CBC, a geotechnical investigation is required to include soil testing, laboratory testing or engineering calculations to evaluate soil types, soil expansion, depth of groundwater, deep foundations, rock strata, excavation, compacted fill, soil strength, seismic design criteria and other soil characteristics that need to be considered in the structural design and construction of buildings and infrastructure. Geotechnical investigations must be prepared by registered professionals (i.e., California Registered Civil Engineer or Certified Engineering Geologist). Recommendations from geotechnical investigations must be incorporated into the design and construction of the Project, as reviewed, and approved by the City's Development Services Department. As such, impacts related to collapsible/compressible soils would be less than significant.

In summary, upon Project compliance with the CBC and City policies aimed at minimizing geologic hazards, and the recommendations set forth in the final design level geotechnical report, the proposed Project would not directly or indirectly exacerbate existing conditions related to on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, and impacts would be less than significant.

Threshold 4.5d ***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?***

Expansive soils are clay-rich soils that shrink when dry and swell when wet. This change in volume can exert substantial pressure on foundations over time, resulting in structural distress and/or damage. According to the Geotechnical Investigation, the site is underlain by artificial fill and Holocene age alluvium fan deposits comprised of sand with varying amount of silt, gravel, and cobbles (Appendix E-1). The granular nature of the soils is considered to be non-expansive, and the Geotechnical Investigation assumes that proposed foundations and slabs would be constructed with non-expansive materials. As such, the Project would not create substantial direct or indirect risks to life or property with respect to expansive soils and impacts would be less than significant.

Threshold 4.5e ***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?***

The Project site is located in the City and is currently served by existing sewer infrastructure, and any new development would require connecting to the City's existing sewer infrastructure system (see Section 4.15, Utilities and Service Systems, of this EIR for more discussion). There are no septic tanks or alternative wastewater disposal proposed for the Project's use; therefore, implementation of the Project would result in no impact related to septic systems or alternative wastewater disposal systems.

Threshold 4.5f ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

No paleontological resources were identified within the Project site as a result of the paleontological records search and desktop geological review; however, numerous fossil localities from Pleistocene alluvial deposits have been documented nearby (confidential Appendix E-2). The Project site is not anticipated to be underlain by unique geological features. While the Project site has been disturbed by development over the years, intact paleontological resources may be present below the original layer of fill and Holocene alluvial deposits. However, planned excavations for the subterranean parking garage are not expected to exceed 14 feet bgs, which is not deep enough in this area to impact Pleistocene alluvial deposits that may contain significant paleontological resources. Given this, the Project site has low paleontological sensitive that increases with depth, where Pleistocene deposits may occur. In the event that intact paleontological resources are present Project site at depth, ground-disturbing activities associated with construction of the Project have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction would be a potentially significant impact. However, upon implementation of MM-GEO-1, construction impacts would be reduced to below a level of significance. Construction impacts of the Project are therefore considered less than significant with mitigation incorporated.

4.5.5 Cumulative Impacts Analysis

This section provides an analysis of cumulative impacts from construction and operation of the Project and other past, present, and reasonably foreseeable future projects, as required by Section 15130 of the State CEQA Guidelines. The geographic context of the past, present, and reasonably foreseeable future projects (i.e., cumulative projects) used for this analysis are presented in Section 2.4, Cumulative Impacts, and on Figure 2-6, Cumulative Projects Location Map, in Chapter 2, Environmental Setting, of this Draft EIR. Due to the site-specific nature of geologic conditions (i.e., soils, geological features, subsurface features, seismic features, etc.), geology impacts are typically assessed on a project-by-project basis, rather than on a cumulative basis. However, cumulative growth through 2025 (the Project's anticipated buildout year), including cumulative projects identified on Figure 2-6, would expose greater number of people to seismic hazards. Additionally, the increased development and associated ground disturbing activities could potentially result in cumulative considerable impacts related to the loss of topsoil and/or destruction of paleontological resources. The potential for cumulatively considerable impacts related to these topics (i.e., Thresholds 4.5a, 4.5b, 4.5d, and 4.5e) is discussed in further detail below.

Threshold 4.5a *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 based on other substantial evidence of as 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?

The geographic context for seismic hazards is a 50-mile radius of the Project site where there is a general risk of experiencing a substantive earthquake on any of the regional Holocene-active faults in the area. However, seismic risks tend to be site-specific rather than cumulative in nature because the effects are so dependent on site-specific conditions and do not combine from site to site. For current and future projects, any development occurring within the County of Los Angeles, City of Arcadia, or other nearby municipalities would be subject to site development and seismic construction standards and code requirements to ensure protection from substantive damage or injury in the event of a seismic event. As with the Project, cumulative projects would be subject to the same local, regional, and State regulations pertaining to seismic safety, including CBC, County of Los Angeles Building Code, City of Arcadia Development Code, and building codes of other nearby municipalities. Adherence to these existing seismic building code requirements would ensure that adverse effects related to fault rupture, ground shaking, liquefaction, and landslides is minimized and would not become cumulatively considerable. Therefore, the Project's incremental contribution to impacts related to fault rupture, ground shaking, liquefaction, and landslides would not be cumulatively considerable.

Threshold 4.5b *Would the project result in substantial soil erosion or the loss of topsoil?*

The geographic context considered in the cumulative analysis of soil erosion and loss of topsoil is the Santa Anita Wash watershed, which includes cumulative projects identified on Figure 2-6 and any activities in the watershed that have the potential to result in soil erosion or loss of topsoil. Similar to the Project, all cumulative projects would be subject to existing regulations, policies, and plans established by the County of Los Angeles, City of Arcadia, or other nearby municipalities within the Santa Anita Wash watershed, as well as the Los Angeles RWCQB, that relate to erosion control. While these regulations are primarily designed to protect water quality of receiving waters, they are also effective in minimizing soil erosion or loss of topsoil. Regulations and plans that the cumulative projects would likely be subject to include NPDES permitting and associated SWPPPs and BMPs; Los Angeles RWQCB Basin Plan Water Quality Objectives for Inland Surface Waters; the City of Arcadia Development Code, Los Angeles County Code, and development codes of other municipalities within the watershed; and applicable General Plan goals and policies. Therefore, the Project's incremental contribution to impacts related to soil erosion and loss of topsoil would not be cumulatively considerable (see also discussion in Section 4.8, Hydrology and Water Quality).

Threshold 4.5c *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?*

Geotechnical hazards tend to be site-specific because conditions can change over relatively short distances and they tend not to combine to become cumulatively considerable. The City Building Division, as well as the City of

Monrovia Building Division, would review applications for building permits for compliance with the CBC, which contains universal standards for site preparation (e.g., fill compaction standards) and grading practices, foundations design, and guidelines for the appropriate foundation design to ensure that improvements are located on stable materials and do not cause underlying materials to become unstable. In accordance with the local building code requirements and CBC, each cumulative project would be required to prepare and implement recommendations from a comprehensive Final Geotechnical Engineering Investigation report that would be conducted by a California licensed geotechnical engineer or engineering geologist that further evaluates the soils underlying each site to evaluate the potential for landslides, lateral spreading, subsidence, liquefaction or collapse and provide geotechnical engineering improvements in site preparations and/or foundation design consistent with building code requirements that ensure stability. Therefore, the Project's incremental contribution to impacts related to unstable soils would not be cumulatively considerable.

Threshold 4.5d ***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?***

Impacts related to expansive soils tend to be site-specific rather than cumulative in nature, because hazards associated with expansive soils is solely dependent on the expansive properties of project specific underlying materials which can vary significantly over relatively short distances. Regardless, cumulative projects occurring within the City and the City of Monrovia would be subject to, at a minimum, building code requirements which include minimum standards for expansive properties. As with the Project site, cumulative projects would be subject to the same local, regional, and State regulations pertaining to expansive soil hazards, including CBC and local building code requirements. With conformance to such regulations and implementation of Project-specific design features required in their respective geotechnical reports, the Project's incremental contribution to impacts related to expansive soils would not be cumulatively considerable.

Threshold 4.5e ***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?***

The Project would not include the use of septic or alternative wastewater disposal systems and as a result cannot contribute to a cumulative impact. There would be no cumulative impact related to this criterion.

Threshold 4.5f ***Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Potential cumulative impacts to paleontological resources would result from projects that combine to create an environment where fossils, exposed on the surface, are vulnerable to destruction by earthmoving equipment, looting by the public, and natural causes such as weathering and erosion. Most impacts to paleontological resources are site-specific and are therefore generally mitigated on a project-by-project basis. Cumulative projects would be required to assess impacts to paleontological resources. Additionally, as needed, projects would incorporate individual mitigation for site-specific geological units present on each individual project site. Furthermore, the Project does not propose construction (including grading/excavation) or design features that could directly or indirectly contribute to an increase in a cumulative impact to paleontological resources, as the mitigation measure provided in this analysis ensures any significant paleontological resources uncovered during Project excavations would be properly analyzed and salvaged by a qualified paleontologist. Therefore, the Project, in combination with the past, present, and reasonably foreseeable future projects in the Project vicinity, would result in less-than-significant cumulative impacts to paleontological resources, and no further mitigation measures are

required. Moreover, impacts to paleontological resources would be avoided and/or mitigated with implementation of a paleontological mitigation program during excavations into paleontologically sensitive geological units. Therefore, the Project's incremental contribution to impacts related to paleontological resources would not be cumulatively considerable.

4.5.6 Mitigation Measures

MM-GEO-1 In the event that paleontological resources (e.g., fossils) are exposed during construction activities for the Project, all construction work occurring within 50 feet of the find shall immediately stop until a Qualified Paleontologist meeting Society of Vertebrate Paleontology (SVP 2010) standards can evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery is clearly not significant, the paleontologist may document the find and allow work to continue. If significant paleontological resources are discovered during earthmoving activities, the qualified paleontologist shall prepare and submit a Paleontological Resources Recovery Plan (PRRP) to the City for review and approval. The recovery plan shall include, but is not limited to, sampling and fossil recovery procedures, museum curation for any scientifically significant specimen recovered, and a report of findings. Recommendations in the PRRP as approved by the City shall be implemented before construction activities can resume at the site where the significant paleontological resources were discovered. Any reports and plans resulting from implementation of this measure shall be submitted to City Planning Division and filed with the Natural History Museum of Los Angeles County.

4.5.7 Significance Conclusion

Threshold 4.5a. The Project would have **no impact** related to surface rupture of a known earthquake fault. The Project would not directly or indirectly be affected by substantial adverse effects involving strong seismic ground shaking, and impacts would be **less than significant**. The Project would result in a **less-than-significant impact** related to seismic-related ground failure, including liquefaction. The Project would result in a **less-than-significant impact** related to potential substantial adverse effects, including the risk of loss, Injury, or death involving landslides.

Threshold 4.5b. The Project would result in a **less-than-significant impact** related to erosion or loss of topsoil.

Threshold 4.5c. The Project would result in a **less-than-significant impact** related to on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

Threshold 4.5d. The Project would result in a **less-than-significant impact** related to expansive soils.

Threshold 4.5e. The Project would have **no impact** related to septic tanks or alternative wastewater disposal systems.

Threshold 4.5f. The Project would have a **less-than-significant impact with mitigation incorporated**. Implementation of MM-4.5-1 would reduce potentially significant impacts to paleontological resources during construction.

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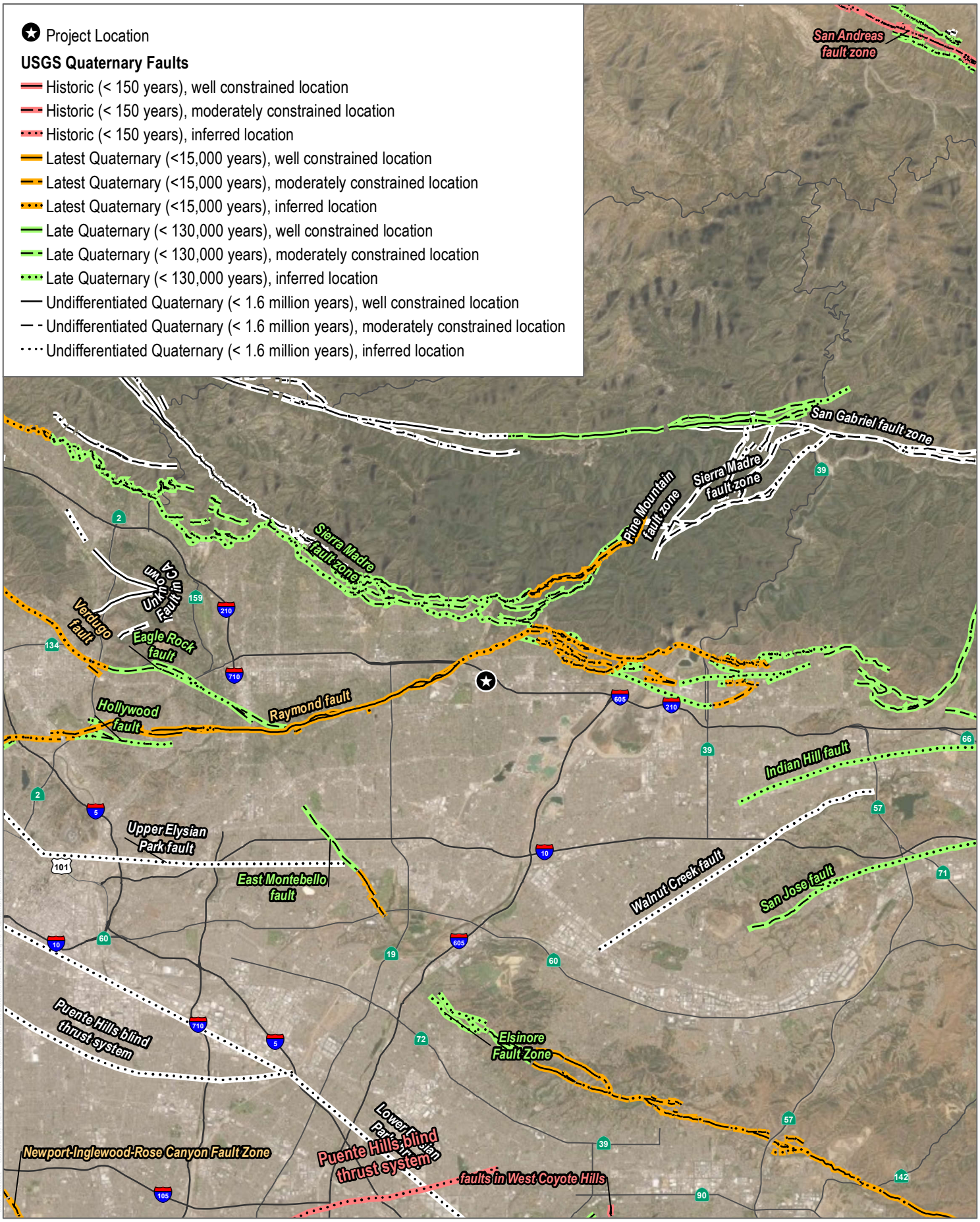
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SOURCE: Esri and Digital Globe, Open Street Maps 2019, USGS 2020

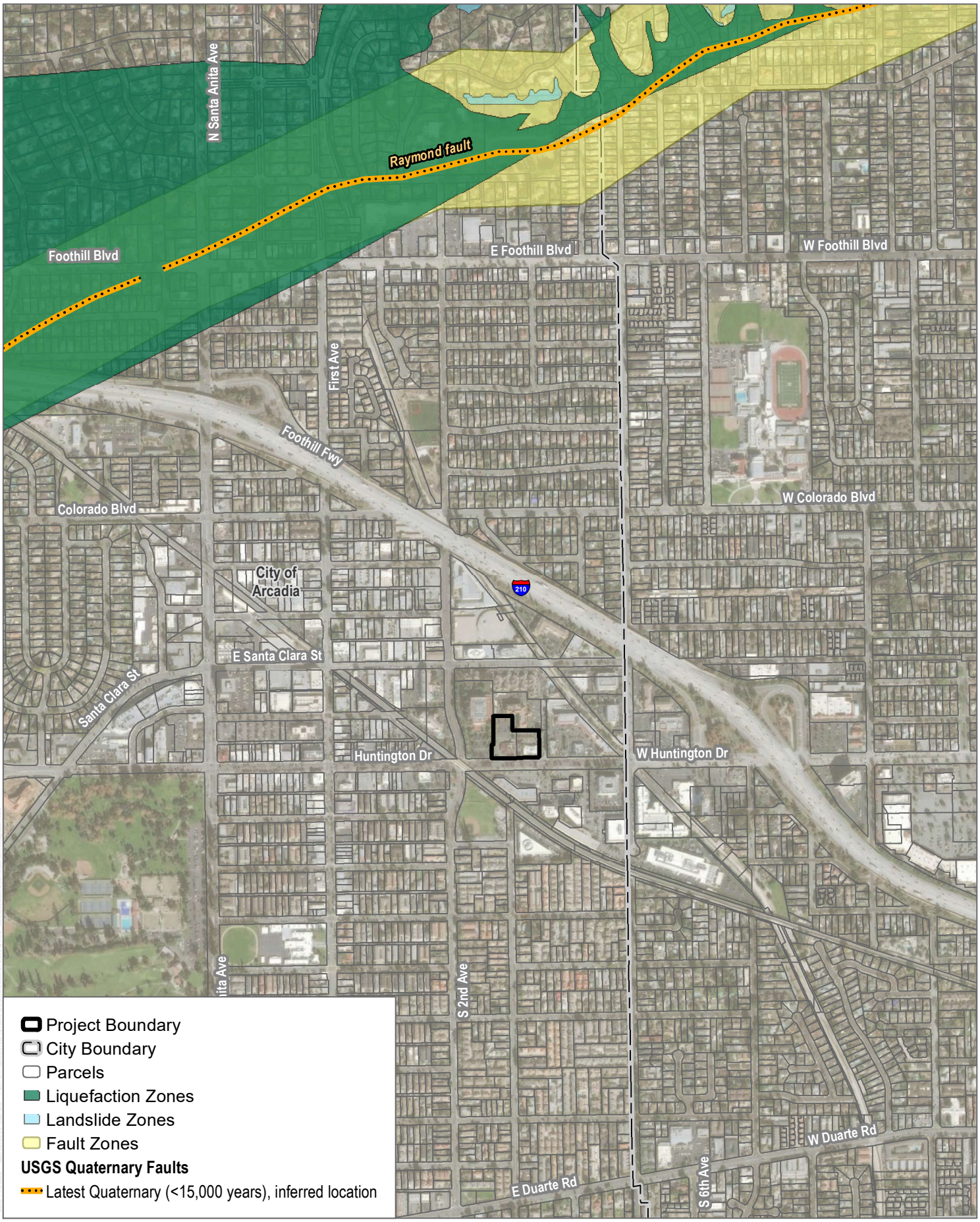
FIGURE 4.5-1

Regional Faults

The Derby Mixed-Use Project

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SOURCE: Esri and Digital Globe, Open Street Maps 2019, USGS 2020, CGS 2021

DUDEK

0 500 1,000 Feet

FIGURE 4.5-2

Geotechnical Hazards

The Derby Mixed-Use Project

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4.6 Greenhouse Gas Emissions

This section describes the existing greenhouse gas (GHG) emissions conditions of The Derby Mixed-Use Project (Project) site and vicinity, and identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, mitigation measures (if any), level of significance after mitigation, and references. Information contained in this section is based on California Emissions Estimator Model (CalEEMod), Version 2022.1.1.12, to estimate the Project's GHG emissions from both construction and operations and existing land use operation. For the relevant data, refer to the following appendix:

- **Appendix C-1** CalEEMod Outputs, prepared by Dudek.

Other documentation used in this analysis includes the Transportation Impact Study, included as Appendix J-1, the South Coast Air Quality Management District (SCAQMD) Draft Guidance Document – Interim CEQA GHG Significance Threshold, and the SCAQMD Greenhouse Gases CEQA Significance Thresholds Working Group Meeting No. 15. Other sources consulted are listed in Section 4.6.8, References.

Comments received in response to the Notice of Preparation are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the Notice of Preparation is included in Appendix A-1 and the comment letters received in response to the Notice of Preparation are included in Appendix A-2 of this Draft EIR.

4.6.1 Existing Conditions

4.6.1.1 The Greenhouse Effect

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in Earth's energy balance, including variations in the sun's energy reaching Earth, changes in the reflectivity of Earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth's atmosphere (EPA 2017a).

The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short-wave radiation emitted by the Sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature and creates a pleasant, livable environment on the Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect, and causing the Earth's surface temperature to rise.

The scientific record of the Earth's climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes, such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. Recent climate changes, in particular the warming observed over the past century, however, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of that

warming since the mid-twentieth century and is the most significant driver of observed climate change (IPCC 2013; EPA 2017b). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC 2013). The atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC 2013). Continued emissions of GHGs will cause further warming and changes in all components of the climate system, which is discussed further under "Potential Effects of Human Activity on Climate Change."

4.6.1.2 Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3) (see also 14 CCR 15364.5).[1] Some GHGs, such as CO_2, CH_4, and N_2O, occur naturally and are emitted into the atmosphere through natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as HFCs, PFCs, and SF_6, which are associated with certain industrial products and processes. The following paragraphs provide a summary of the most common GHGs and their sources.[2]

Carbon Dioxide. CO_2 is a naturally occurring gas and a by-product of human activities and is the principal anthropogenic GHG that affects the Earth's radiative balance. Natural sources of CO_2 include respiration of bacteria, plants, animals, and fungus; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO_2 are from the combustion of fuels such as coal, oil, natural gas, and wood and changes in land use.

Methane. CH_4 is produced through both natural and human activities. CH_4 is a flammable gas and is the main component of natural gas. Methane is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Nitrous Oxide. N_2O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N_2O. Sources of N_2O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and using N_2O as a propellant (such as in rockets, racecars, and aerosol sprays).

[1] Climate forcing substances include GHGs and other substances such as black carbon and aerosols. This discussion focuses on the seven GHGs identified in the California Health and Safety Code Section 38505, because impacts associated with other climate forcing substances are not evaluated herein.

[2] The descriptions of GHGs are summarized from the Intergovernmental Panel on Climate Change's Second Assessment Report and Fourth Assessment Report (IPCC 1995, 2007), CARB's Glossary of Terms Used in GHG Inventories (CARB 2022a), and EPA's Glossary of Climate Change Terms (EPA 2017a).

Fluorinated Gases. Fluorinated gases (also referred to as F-gases) are synthetic powerful GHGs emitted from many industrial processes. Fluorinated gases are commonly used as substitutes for stratospheric ozone-depleting substances (e.g., CFCs, HCFCs, and halons). The most prevalent fluorinated gases include the following:

- **Hydrofluorocarbons:** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals used as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are used in manufacturing.
- **Perfluorocarbons:** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, with HFCs, to the ozone depleting substances. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Since PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.
- **Sulfur Hexafluoride:** SF_6 is a colorless gas soluble in alcohol and ether and slightly soluble in water. SF_6 is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, the magnesium industry, and as a tracer gas for leak detection.
- **Nitrogen Trifluoride:** NF_3 is used in the manufacture of a variety of electronics, including semiconductors and flat panel displays.

Chlorofluorocarbons. CFCs are synthetic chemicals that have been used as cleaning solvents, refrigerants, and aerosol propellants. CFCs are chemically unreactive in the lower atmosphere (troposphere) and the production of CFCs was prohibited in 1987 due to the chemical destruction of stratospheric O_3.

Hydrochlorofluorocarbons. HCFCs are a large group of compounds, whose structure is very close to that of CFCs—containing hydrogen, fluorine, chlorine, and carbon atoms—but including one or more hydrogen atoms. Like HFCs, HCFCs are used in refrigerants and propellants. HCFCs were also used in place of CFCs for some applications; however, their use in general is being phased out.

Black Carbon. Black carbon is a component of fine particulate matter, which has been identified as a leading environmental risk factor for premature death. It is produced from the incomplete combustion of fossil fuels and biomass burning, particularly from older diesel engines and forest fires. Black carbon warms the atmosphere by absorbing solar radiation, influences cloud formation, and darkens the surface of snow and ice, which accelerates heat absorption and melting. Black carbon is a short-lived species that varies spatially, which makes it difficult to quantify the global warming potential. Diesel particulate matter emissions are a major source of black carbon and are toxic air contaminants that have been regulated and controlled in California for several decades to protect public health. In relation to declining diesel particulate matter from the California Air Resources Board's (CARB) regulations pertaining to diesel engines, diesel fuels, and burning activities, CARB estimates that annual black carbon emissions in California have reduced by 70% between 1990 and 2010, with 95% control expected by 2020 (CARB 2014).

Water Vapor. The primary source of water vapor is evaporation from the ocean, with additional vapor generated by sublimation (change from solid to gas) from ice and snow, evaporation from other water bodies, and transpiration from plant leaves. Water vapor is the most important, abundant, and variable GHG in the atmosphere and maintains a climate necessary for life.

Ozone. Tropospheric ozone (O_3), which is created by photochemical reactions involving gases from both natural sources and human activities, acts as a GHG. Stratospheric O_3, which is created by the interaction between solar ultraviolet radiation and molecular oxygen (O_2), plays a decisive role in the stratospheric radiative balance. Depletion of stratospheric O_3, due to chemical reactions that may be enhanced by climate change, results in an increased ground-level flux of ultraviolet-B radiation.

Aerosols. Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

4.6.1.3 Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2017b). The IPCC developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO_2 equivalent (CO_2e).

CalEEMod (Version 2022.1.1.12) (CAPCOA 2022) assumes that the GWP for CH_4 is 25 (so emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2008). The GWP values identified in CalEEMod were applied to the Project.

Contributions to Greenhouse Gas Emissions

Per the Environmental Protection Agency (EPA) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2020 (EPA 2022), total United States GHG emissions were approximately 5,981.4 million MT CO_2e (MMT CO_2e) in 2020 (EPA 2022). Total U.S. emissions have decreased by 7.3 percent from 1990 to 2020, down from a high of 15.7 percent above 1990 levels in 2007. Emissions decreased from 2019 to 2020 by 9.0 percent (590.4 MMT CO_2e). Net emissions (including sinks) were 5,222.4 MMT CO_2e in 2020. Overall, net emissions decreased 10.6 percent from 2019 to 2020 and decreased 21.4 percent from 2005 levels. The sharp decline in emissions from 2019 to 2020 is largely due to the impacts of the coronavirus (COVID-19) pandemic on travel and economic activity. However, the decline also reflects the combined impacts of long-term trends in many factors, including population, economic growth, energy markets, technological changes including energy efficiency, and the carbon intensity of energy fuel choices. Between 2019 and 2020, the decrease in total greenhouse gas emissions was driven largely by a 10.5 percent decrease in CO_2 emissions from fossil fuel combustion, including a 13.3 percent decrease in transportation sector emissions from less travel due to the COVID-19 pandemic and a 10.4 percent decrease in emissions in the electric power sector. The decrease in electric power sector emissions was due to a decrease in electricity demand of about 2.5 percent and also reflects the continued shift from coal to less carbon intensive natural gas and renewables (EPA 2022).

According to California's 2000–2020 GHG emissions inventory (2022 edition), California emitted approximately 369 MMT CO_2e in 2020, including emissions resulting from out-of-state electrical generation (CARB 2022b). The

sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high-GWP substances, and recycling and waste. Table 4.6-1, Greenhouse Gas Emissions Sources in California, presents California GHG emission source categories and their relative contributions to the emissions inventory in 2022.

Table 4.6-1. Greenhouse Gas Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO_2e)[a]	Percent of Total[a]
Transportation	135.9	37%
Industrial	73.5	20%
Electric power	59.4	16%
Commercial and Residential	38.8	10%
Agriculture	31.8	9%
High global-warming potential substances	21.4	6%
Recycling and waste	8.9	2%
Total	**369.2**	**100%**

Source: CARB 2022b.
Notes: GHG = greenhouse gas; MMT CO_2e = million metric tons of carbon dioxide equivalent.
Emissions reflect the 2020 California GHG inventory by Scoping Plan Category (CARB 2022).
[a] Percentage of total and annual GHG emissions have been rounded, and total may not sum due to rounding.

Potential Effects of Human Activity on Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 Intergovernmental Panel on Climate Change Synthesis Report indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia.[3] Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, rising sea levels, and ocean acidification.[4]

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, frequency of severe weather events, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Reflecting the long-term warming trend since pre-industrial times, observed global mean surface temperature for the decade 2006–2015 was 0.87°C (likely between 0.75°C and 0.99°C) higher than the average over the 1850–1900 period.[5] Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities are estimated to have caused approximately 1.0°C (1.8°F) of global warming above pre-industrial

[3] IPCC, Climate Change 2014 Synthesis Report: A Report of the Intergovernmental Panel on Climate Change, 2014.
[4] IPCC, Climate Change 2014 Synthesis Report: A Report of the Intergovernmental Panel on Climate Change, 2014.
[5] IPCC, Summary for Policymakers, in Global Warming of 1.5°C – An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty, 2018.

levels, with a likely range of 0.8°C to 1.2°C (1.4°F to 2.2°F).[6] Global warming is likely to reach 1.5°C (2.7°F) between 2030 and 2052 if it continues to increase at the current rate.[7]

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment (OEHHA) identified various indicators of climate change in California, which are scientifically-based measurements that track trends in various aspects of climate change. Many indicators reveal discernable evidence that climate change is occurring in California and is having significant, measurable impacts in the State. Changes in the State's climate have been observed, including an increase in annual average air temperature with record warmth from 2012 to 2016, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days, and an increase in variability of Statewide precipitation.[8]

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers, and snowpack—upon which the State depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the State's annual water supply. Impacts of climate on physical systems have been observed, such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters.[9]

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses a threat to public health as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California, as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has been increasing.

The CNRA has released four California Climate Change Assessments (2006, 2009, 2012, and 2018), which have addressed the following: acceleration of warming across the State, more intense and frequent heat waves, greater riverine flows, accelerating sea level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, and ocean acidification, hypoxia, and warming. To address local and regional governments need for information to support action in their communities, the Fourth Assessment in 2018 includes reports for nine regions of the State, including

6 IPCC, Summary for Policymakers, in Global Warming of 1.5°C – An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty, 2018.

7 IPCC, Summary for Policymakers, in Global Warming of 1.5°C – An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty, 2018.

8 Office of Environmental Health Hazard Assessment (OEHHA), Indicators of Climate Change in California, May 9, 2018.

9 OEHHA, Indicators of Climate Change in California, May 9, 2018.

the Los Angeles Region where the Project is located. Key projected climate changes for the Los Angeles Region include the following:[10]

- Continued future warming over the Los Angeles Region. Across the Region, average maximum temperatures are projected to increase around 4°F to 5°F by the mid-century, and 5°F to 8°F by the late-century.
- Extreme temperatures are also expected to increase. The hottest day of the year may be up to 10°F warmer for many locations across the Los Angeles Region by the late-century under certain model scenarios. The number of extremely hot days is also expected to increase across the Region.
- Despite small changes in average precipitation, dry and wet extremes are both expected to increase. By the late twenty-first century, the wettest day of the year is expected to increase across most of the Los Angeles Region, with some locations experiencing 25-percent to 30-percent increases under certain model scenarios. Increased frequency and severity of atmospheric river events are also projected to occur for this region.
- Sea levels are projected to continue to rise in the future, but there is a large range based on emissions scenario and uncertainty in feedbacks in the climate system. Roughly 1 foot to 2 feet of sea level rise is projected by the mid-century, and the most extreme projections lead to 8 feet to 10 feet of sea level rise by the end of the century.
- Projections indicate that wildfire may increase over southern California, but there remains uncertainty in quantifying future changes of burned area over the Los Angeles Region.

4.6.2 Regulatory Requirements

4.6.2.1 Federal

Massachusetts vs. EPA

On April 2, 2007, in Massachusetts v. U.S. Environmental Protection Agency, the U.S. Supreme Court ruled that CO2 was a pollutant and directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA administrator is required to follow the language of Section 202(a) of the Clean Air Act. On December 7, 2009, the administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act:

- The elevated concentrations of GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."
- The combined emissions of GHGs—CO_2, CH_4, N_2O, and hydrofluorocarbons—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act.

[10] CNRA, California's Fourth Climate Change Assessment – Los Angeles Regional Report, 2018.

Energy Independence and Security Act

On December 19, 2007, President George W. Bush signed the Energy Independence and Security Act of 2007. Among other key measures, the Act would do the following, which would aid in the reduction of national GHG emissions:

1. Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
2. Set a target of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by model year 2020 and direct NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
3. Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Federal Vehicle Standard

In response to the U.S. Supreme Court ruling discussed above, the Bush Administration issued Executive Order (EO) 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the National Highway Traffic Safety Administration (NHTSA) issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016 (75 FR 25324–25728).

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021 (77 FR 62624–63200). On January 12, 2017, EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks (EPA 2017c).

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion MT and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016).

In August 2018, EPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks and establish new standards for model years 2021 through 2026. Compared to maintaining the post-2020 standards now in place, the 2018 proposal would increase U.S. fuel consumption by about half a million barrels per day (2%–3% of total daily consumption, according to the Energy Information Administration) and would impact the global climate by 3/1000th of one degree Celsius by 2100 (EPA and NHTSA 2018). California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures

and have committed to cooperating with other countries to implement global climate change initiatives. Thus, the timing and consequences of the 2018 federal proposal are speculative at this time.

On September 27, 2019, EPA and NHTSA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program" (84 FR 51,310), which became effective November 26, 2019. The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the EPA and NHTSA issued Part Two of the SAFE Rule, which went into effect 60 days after being published in the Federal Register. The Part Two Rule sets CO_2 emissions standards and corporate average fuel economy standards for passenger vehicles and light duty trucks for model years 2021 through 2026. This issue is evolving as California and 22 other states, as well as the District of Columbia and four cities, filed suit against the EPA and a petition for reconsideration of the rule on November 26, 2019. The litigation is ongoing.

The Inflation Reduction Act of 2022

The Inflation Reduction Act was signed into law by President Biden in August 2022. The bill includes specific investment in energy and climate reform and is projected to reduce GHG emissions within the U.S. by 40 percent as compared to 2005 levels by 2030. The bill allocates funds to boost renewable energy infrastructure (e.g., solar panels and wind turbines), includes tax credits for the purchase of electric vehicles, and includes measures that will make homes more energy efficient.

4.6.2.2 State

Reduction Targets

Executive Order B-30-15

EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under S-3-05 and Assembly Bill (AB) 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in S-3-05. To facilitate achieving this goal, EO B-30-15 called for CARB to update the Scoping Plan to express the 2030 target in terms of MMT CO_2e. The EO also called for state agencies to continue to develop and implement GHG emissions reduction programs in support of the reduction targets.

Executive Order S-3-05

EO S-3-05 (June 2005) established California's GHG emissions reduction targets and laid out responsibilities among the state agencies for implementing the EO and for reporting on progress toward the targets. This EO established the following targets:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80% below 1990 levels

EO S-3-05 also directed the California Environmental Protection Agency to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water

supply, public health, agriculture, the coastline, and forestry. The California Climate Action Team was formed, which subsequently issued reports from 2006 to 2010 (CAT 2016).

Assembly Bill 32

In furtherance of the goals established in EO S-3-05, the Legislature enacted AB 32 (Núñez and Pavley). The bill is referred to as the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the state's long-range climate objectives.

Senate Bill 32 and Assembly Bill 197

Senate Bill (SB) 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, in order to provide ongoing oversight over implementation of the state's climate policies. AB 197 also added two members of the Legislature to the Board as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the scoping plan.

Executive Order B-18-12

EO B-18-12 (April 2012) directed state agencies, departments, and other entities under the governor's executive authority to take action to reduce entity-wide GHG emissions by at least 10% by 2015 and 20% by 2020, as measured against a 2010 baseline. EO B-18-12 also established goals for existing state buildings for reducing grid-based energy purchases and water use.

Senate Bill 605 and Senate Bill 1383

SB 605 (2014) requires CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants (SLCPs) in the state; and SB 1383 (2016) requires CARB to approve and implement that strategy by January 1, 2018. SB 1383 also establishes specific targets for the reduction of SLCPs (40% below 2013 levels by 2030 for methane and HFCs, and 50% below 2013 levels by 2030 for anthropogenic black carbon) and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, and as mentioned above, CARB adopted its SLCP Reduction Strategy in March 2017. The SLCP Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, methane, and fluorinated gases (CARB 2017a).

Executive Order B-55-18

EO B-55-18 (September 2018) establishes a statewide policy for the state to achieve carbon neutrality no later than 2045, and achieve and maintain net negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the state's GHG emissions. CARB will work with relevant state agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

Assembly Bill 1279

The Legislature enacted AB 1279, the California Climate Crisis Act, in September 2022. The bill declares the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels.

Assembly Bill 1757

AB 1757 (September 2022) requires the CNRA to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions that reduce GHG emissions for future years 2030, 2038, and 2045. These targets are to be determined by no later than January 1, 2024, and are established to support the state's goals to achieve carbon neutrality and foster climate adaptation and resilience.

Senate Bill 1020

SB 1020 (September 2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers come from eligible renewable energy resources and zero-carbon resources:

- 90% by December 31, 2035
- 95% by December 31, 2040
- 100% by December 31, 2045

California Air Resources Board Regulations

Regulations for the Mandatory Reporting of Greenhouse Gas Emissions

CARB's Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (17 CCR 95100–95157) incorporated by reference certain requirements that EPA promulgated in its Final Rule on Mandatory Reporting of Greenhouse Gases (Title 40, CFR, Part 98). Specifically, Section 95100(c) of the Mandatory Reporting Regulation incorporated those requirements that EPA promulgated in the Federal Register on October 30, 2009; July 12, 2010; September 22, 2010; October 28, 2010; November 30, 2010; December 17, 2010; and April 25, 2011. In general, entities subject to the Mandatory Reporting Regulation that emit over 10,000 MT CO_2e per year are required to report annual GHGs through the California Electronic GHG Reporting Tool. Certain sectors, such as refineries and cement plants, are required to report regardless of emission levels. Entities that emit more than the 25,000 MT CO_2e per year threshold are required to have their GHG emission report verified by a CARB-accredited third-party verified.

2007 Statewide Limit

In 2007, in accordance with California Health and Safety Code, Section 38550, CARB approved a statewide limit on the GHG emissions level for year 2020 consistent with the determined 1990 baseline (427 MMT CO_2e).

Climate Change Scoping Plan

One specific requirement of AB 32 is for CARB to prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (Health and Safety Code, Section 38561[a]), and to update the plan at least once every 5 years. In 2008, CARB approved the first scoping

plan. The Climate Change Scoping Plan: A Framework for Change (Scoping Plan) included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives. The key elements of the Scoping Plan include the following (CARB 2008):

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards
2. Achieving a statewide renewable energy mix of 33%
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California's GHG emissions
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets
5. Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS 17 CCR, Section 95480 et seq.)
6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation

The Scoping Plan also identified local governments as essential partners in achieving California's goals to reduce GHG emissions because they have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Specifically, the Scoping Plan encouraged local governments to adopt a reduction goal for municipal operations and for community emissions to reduce GHGs by approximately 15% from then levels (2008) by 2020. Many local governments developed community-scale local GHG reduction plans based on this Scoping Plan recommendation.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the state's GHG emission reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals set forth in EOs S-3-05 and B-16-2012. The First Update concluded that California is on track to meet the 2020 target but recommended a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050 including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies. As part of the First Update, CARB recalculated the state's 1990 emissions level, using more recent global warming potentials identified by the Intergovernmental Panel on Climate Change, from 427 MMT CO_2e to 431 MMT CO_2e.

In 2015, as directed by EO B-30-15, CARB began working on an update to the Scoping Plan to incorporate the 2030 target of 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050 as set forth in S-3-05. The Governor called on California to pursue a new and ambitious set of strategies, in line with the five climate change pillars from his inaugural address, to reduce GHG emissions and prepare for the unavoidable impacts of climate change. In the summer of 2016, the Legislature affirmed the importance of addressing climate change through passage of Senate Bill (SB) 32 (Pavley, Chapter 249, Statutes of 2016).

In January 2017, CARB released the 2017 Climate Change Scoping Plan Update (2030 Scoping Plan) for public review and comment (CARB 2017b). The 2030 Scoping Plan builds on the successful framework established in the initial Scoping Plan and First Update, while identifying new, technologically feasible and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target and define the state's climate change priorities to 2030 and beyond. The strategies' "known commitments" include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the Low Carbon Fuel Standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and increased stringency of SB 375 targets. To fill the gap in additional reductions needed to achieve the 2030 target, it recommends continuing the Cap-and-Trade Program and a measure to reduce GHGs from refineries by 20%.

For local governments, the 2030 Scoping Plan replaced the initial Scoping Plan's 15% reduction goal with a recommendation to aim for a community-wide goal of no more than 6 MT CO_2e per capita by 2030 and no more than 2 MT CO_2e per capita by 2050, which are consistent with the state's long-term goals. These goals are also consistent with the Under 2 MOU and the Paris Agreement, which are developed around the scientifically based levels necessary to limit global warming below 2°C. The 2030 Scoping Plan recognized the benefits of local government GHG planning (e.g., through Climate Action Plans [CAPs]) and provide more information regarding tools CARB is working on to support those efforts. It also recognizes the California Environmental Quality Act (CEQA) streamlining provisions for project level review where there is a legally adequate CAP.[11] The Second Update was approved by CARB's Governing Board on December 14, 2017.

CARB's 2022 Scoping Plan Update

The Proposed Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) was issued on November 16, 2022 (CARB 2022c). The 2022 Scoping Plan lays out a path not just to carbon neutrality by 2045 but also to the 2030 GHG emissions reduction target. The modeling indicates that, if the plan described in the Proposed Scenario is fully implemented, and done so on schedule, the State would cut GHG emissions by 85% below 1990 levels, result in a 71% reduction in smog-forming air pollution, reduce fossil fuel consumption by 94%, create 4 million new jobs, among other benefits (CARB 2022c).

The 2022 Scoping Plan details "Local Actions" in Appendix D. The Local Actions includes recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under CEQA. The recommendations provided in Appendix D are non-binding and should not be interpreted as a directive to local governments, but rather as evidence-based analytical tools to assist local governments with their role as essential partners in achieving California's climate goals.[12] Appendix D recognizes consistency with a CEQA-qualified GHG reduction plan such as a Climate Action Plan as a preferred option for evaluating potential GHG emission impacts under CEQA. Absent a qualified GHG reduction plan, Appendix D provides recommendations for key attributes that residential and mixed-use projects should achieve that would align with the State's climate goals including EV charging infrastructure, infill location, no loss or conversion of natural and working lands, transit-supportive densities or proximity to transit

11 *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490; *San Francisco Tomorrow et al. v. City and County of San Francisco* (2015) 229 Cal.App.4th 498; *San Franciscans Upholding the Downtown Specific Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656; *Sequoyah Hills Homeowners Assn. V. City of Oakland* (1993) 23 Cal.App.4th 704, 719.

12 The threshold approaches outlined in the 2022 Scoping Plan, Appendix D, are recommendations only and are not requirements; they do not supplant lead agencies' discretion to develop their own evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

stops, reducing parking requirements, provision of affordable housing (20% of units), and all-electric appliances with no natural gas connection (CARB 2022e). Projects that achieve all key attributes are considered clearly consistent with the State's climate and housing goals and would have a less-than-significant GHG impact under CEQA (CARB 2022). However, projects that do not achieve all attributes are not considered to result in a potentially significant GHG emission impact. Additional potential threshold options identified when a CEQA-qualified GHG reduction plan is not available included a net-zero threshold and use of air district recommended thresholds of significance.

California Building Energy Standards

CCR Title 24, Part 6

Title 24 of the California Code of Regulations (CCR) was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every few years by the Building Standards Commission and the California Energy Commission (CEC) (and revised if necessary) (California Public Resources Code, Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, with the goal of "reducing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (California Public Resources Code, Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code, Section 25402[d]) and cost effectiveness (California Public Resources Code, Sections 25402[b][2] and [b][3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The current Title 24 standards that CalEEMod incorporates are the 2019 Title 24 Building Energy Efficiency Standards, which became effective January 1, 2020. In general, single-family residences built to the 2019 standards are anticipated to use approximately 7% less energy due to energy efficiency measures than those built to the 2016 standards; once rooftop solar electricity generation is factored in, single-family residences built under the 2019 standards will use approximately 53% less energy than those under the 2016 standards (CEC 2018). Nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2018).

As set forth in Section 110.10, Mandatory Requirements for Solar Ready Buildings, states that low-rise and high-rise multi-family buildings, hotels, and nonresidential buildings must include a "solar zone," which is a section of the roof designated and reserved for the future installation of a solar electric or solar thermal system. The solar zone for these uses must be located on the roof or overhang of the building (or on the roof or overhang of another structure located within 250 feet of the building) or on covered parking installed with the building and must have a total area no less than 15% of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed-occupancy. See the 2019 standards for additional requirements regarding the azimuth, shading, interconnection pathways, and electrical service panels of solar zones.

On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards (Energy Code). In December 2021, the 2022 Energy Code was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or

after January 1, 2023, must comply with the 2022 Energy Code. Under the 2022 amendments, California buildings would consume approximately 198,600 GWh of electricity and 6.14 billion therms of fossil fuel natural gas in 2023 compared to approximately 199,500 GWh and 6.17 billion therms of electricity and fossil fuel natural gas, respectively, under the 2019 Energy Code (CEC 2021a). On a statewide basis throughout 2023, all measures for newly constructed buildings and altered components of existing buildings collectively would save approximately 33 million therms of fossil fuel natural gas and 1.3 billion kWh of electricity (CEC 2021a).

CCR Title 24, Part 11

The California Building Standards Code were established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure that new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every few years by the Building Standards Commission and the California Energy Commission (CEC), and revised if necessary (Cal. Pub. Resources Code, § 25402(b)(1)). The regulations receive input from members of industry, as well as the public, in order to "reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (Cal. Pub. Resources Code, § 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (Cal. Pub. Resources Code, § 25402(d)) and cost effectiveness (Cal. Pub. Resources Code, § 25402(b)(2–3)). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The current Title 24 standards are the 2019 Title 24 building energy efficiency standards, which became effective January 1, 2020.

The 2022 standards will improve upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The CEC updates the Title 24 Energy Code every 3 years. The CEC adopted the 2022 Title 24 Energy Code in August 2021 and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code (CALGreen) in December 2021. The 2022 Energy Code will go into effect on January 1, 2023. When compared to the 2019 Title 24 Standards, the 2022 amendments include measures that will further reduce energy use in single family, multifamily, and nonresidential buildings, through the following strategies (CEC 2021b):

- New prescriptive and performance standards for electric heat pumps for space conditioning and water heating, as appropriate for the various climate zones in California,
- Require PV and battery storage systems for newly constructed multifamily and selected nonresidential buildings,
- Updated efficiency measures for lighting, building envelope, HVAC, and
- Improvements to reduce the energy loads of certain equipment covered by (i.e., subject to the requirements of) the Energy Code that perform a commercial process that is not related to the occupant needs in the building (such as refrigeration equipment in refrigerated warehouses, or air conditioning for computer equipment in data processing centers).

CCR Title 20

Title 20 of the CCRs requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas

space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations and appliances must meet the standards for energy performance, energy design, water performance and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Senate Bill 1

SB 1 (Murray) (August 2006) established a $3 billion rebate program to support the goal of the state to install rooftop solar energy systems with a generation capacity of 3,000 megawatts through 2016. SB 1 added sections to the Public Resources Code, including Chapter 8.8 (California Solar Initiative), that require building projects applying for ratepayer-funded incentives for photovoltaic systems to meet minimum energy efficiency levels and performance requirements. Section 25780 established that it is a goal of the state to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for both homes and businesses within 10 years of adoption and placing solar energy systems on 50% of new homes within 13 years of adoption. SB 1, also termed "Go Solar California," was previously titled "Million Solar Roofs."

Assembly Bill 1470 (Solar Water Heating)

This bill established the Solar Water Heating and Efficiency Act of 2007. The bill makes findings and declarations of the Legislature relating to the promotion of solar water heating systems and other technologies that reduce natural gas demand. The bill defines several terms for purposes of the act. The bill requires the commission to evaluate the data available from a specified pilot program, and, if it makes a specified determination, to design and implement a program of incentives for the installation of 200,000 solar water heating systems in homes and businesses throughout the state by 2017.

Renewable Energy and Energy Procurement

Senate Bill 1078

SB 1078 (Sher) (September 2002) established the Renewable Portfolio Standard program, which required an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20% of their power from renewable sources by 2010 (see SB 107, EO S-14-08, and EO S-21-09).

Senate Bill 1368

SB 1368 (September 2006) required the CEC to develop and adopt regulations for GHG emission performance standards for the long-term procurement of electricity by local publicly owned utilities. These standards must be consistent with the standards adopted by the California Public Utilities Commission (CPUC).

Assembly Bill 1109

Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general-purpose lighting, to reduce electricity consumption 50% for indoor residential lighting and 25% for indoor commercial lighting.

Executive Order S-14-08

EO S-14-08 (November 2008) focused on the contribution of renewable energy sources to meet the electrical needs of California while reducing the GHG emissions from the electrical sector. This EO required that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020. Furthermore, the EO directed state agencies to take appropriate actions to facilitate reaching this target. The CNRA, through collaboration with the CEC and California Department of Fish and Wildlife, was directed to lead this effort.

Executive Order S-21-09 and Senate Bill X1-2

EO S-21-09 (September 2009) directed CARB to adopt a regulation consistent with the goal of EO S-14-08 by July 31, 2010. CARB was further directed to work with the CPUC and CEC to ensure that the regulation builds upon the Renewable Portfolio Standard program and was applicable to investor-owned utilities, publicly owned utilities, direct access providers, and community choice providers. Under this order, CARB was to give the highest priority to those renewable resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health and can be developed the most quickly in support of reliable, efficient, cost-effective electricity system operations. On September 23, 2010, CARB initially approved regulations to implement a Renewable Electricity Standard. However, this regulation was not finalized because of subsequent legislation (SB X1-2, Simitian, statutes of 2011) signed by Governor Brown in April 2011.

SB X1 2 expanded the Renewables Portfolio Standard by establishing a renewable energy target of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation (30 megawatts or less), digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location.

SB X1-2 applies to all electricity retailers in the state including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All these entities must meet the renewable energy goals previously listed.

Senate Bill 350

SB 350 (October 2015) further expanded the Renewable Portfolio Standard by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 included the goal to double the energy efficiency savings in electricity and natural gas final end uses (e.g., heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal.

Senate Bill 100

SB 100 (2018) increased the standards set forth in SB 350 establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This

bill requires that the achievement of 100% zero-carbon electricity resources do not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

Mobile Sources

State Vehicle Standards (AB 1493 and EO B-16-12)

AB 1493 (July 2002) was enacted in a response to the transportation sector accounting for more than half of California's CO2 emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the State board to be vehicles that are primarily used for noncommercial personal transportation in the State. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. EO B-16-12 (March 2012) required that State entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. It ordered CARB, CEC, California Public Utilities Commission, and other relevant agencies to work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve benchmark goals by 2015, 2020, and 2025. On a Statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare. As explained under the "Federal Vehicle Standards" description above, EPA and NHTSA approved the SAFE Vehicles Rule Part One and Two, which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. As President Biden issued EO 13990 to review Part One and Part Two of the SAFE Vehicles Rule, this analysis continues to utilize the best available information at this time, as set forth in EMFAC and assumed in CalEEMod.

Heavy Duty Diesel

CARB adopted the final Heavy Duty Truck and Bus Regulation, Title 13, Division 3, Chapter 1, Section 2025, on December 31, 2014, to reduce particulate matter and oxides of nitrogen emissions from heavy-duty diesel vehicles. The rule requires particulate matter filters be applied to newer heavier trucks and buses by January 1, 2012, with older vehicles required to comply by January 1, 2015. The rule will require nearly all diesel trucks and buses to be compliant with the 2010 model year engine requirement by January 1, 2023. CARB also adopted an Airborne Toxic Control Measure to limit idling of diesel-fueled commercial vehicles on December 12, 2013. This rule requires diesel-fueled vehicles with gross vehicle weights greater than 10,000 pounds to idle no more than 5 minutes at any location (13 CCR 2485).

Executive Order S-1-07

EO S-1-07 (January 2007, implementing regulation adopted in April 2009) sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO_2e grams per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020 (17 CCR 95480 et seq.). The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered.

Senate Bill 375

SB 375 (Steinberg) (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035 and to update those targets every 8 years. SB 375 requires the state's 18 regional metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP) that will achieve the GHG reduction targets set by CARB. If a metropolitan planning organization is unable to devise an SCS to achieve the GHG reduction target, the metropolitan planning organization must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Pursuant to Government Code, Section 65080(b)(2)(K), an SCS does not (i) regulate the use of land; (ii) supersede the land use authority of cities and counties; or (iii) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

In September 2010, CARB adopted the first SB 375 targets for the regional metropolitan planning organizations. The targets for Southern California Association of Governments (SCAG) are an 8% reduction in emissions per capita by 2020 and a 13% reduction by 2035. Achieving these goals through adoption of a SCS is the responsibility of the metropolitan planning organizations. SCAG adopted its first RTP/SCS in April 2012. The plan quantified a 9% reduction by 2020 and a 16% reduction by 2035 (SCAG 2012). In June 2012, CARB accepted SCAG's quantification of GHG reductions and its determination the SCS, if implemented, would achieve SCAG targets. On April 4, 2016, the SCAG Regional Council adopted the 2016 RTP/SCS, which builds upon the progress made in the 2012 RTP/SCS. The updated RTP/SCS quantified an 8% reduction by 2020 and a 13% reduction by 2030 (SCAG 2016). In June 2016, CARB accepted SCAG's quantification of GHG reductions and its determination the SCS, if implemented, would achieve SCAG targets. In March 2018, CARB approved SCAG's updated targets of an 8% reduction by 2020 and a 19% reduction by 2030, effective October 1, 2018, which are consistent with the reduction targets from the Connect SoCal (2020–2045 RTP/SCS), adopted May 2020 (SCAG 2020).

Advanced Clean Cars Program and Zero-Emissions Vehicle Program

The Advanced Clean Cars (ACC) I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle (LEV) regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for zero-emission vehicles (ZEV) that contributes to both types of emission reductions (CARB 2022d). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75 percent less smog-forming pollution than the average new car sold in 2015 (CARB 2022d). The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program is currently in development to establish the next set of LEV and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality standards (CARB 2022d). The main objectives of ACC II are:

1. Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
2. Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

An ACC II rulemaking package, which will consider technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts, is anticipated to be presented to CARB for consideration in August 2022.

Assembly Bill 1236

AB 1236 (October 2015) (Chiu) required a city, county, or city and county to approve an application for the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The bill provided for appeal of that decision to the planning commission, as specified. The bill provided that the implementation of consistent statewide standards to achieve the timely and cost-effective installation of electric vehicle charging stations is a matter of statewide concern. The bill required electric vehicle charging stations to meet specified standards. The bill required a city, county, or city and county with a population of 200,000 or more residents to adopt an ordinance, by September 30, 2016, that created an expedited and streamlined permitting process for electric vehicle charging stations, as specified. The bill also required a city, county, or city and county with a population of less than 200,000 residents to adopt this ordinance by September 30, 2017.

Water

Executive Order B-29-15

In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

Solid Waste

Assembly Bill 939 and Assembly Bill 341

In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code, Sections 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. The statute established the California Integrated Waste Management Board, which oversees a disposal reporting system. AB 939

mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by 2000.

AB 341 (Chapter 476, Statutes of 2011 [Chesbro]) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal. CalRecycle conducted several general stakeholder workshops and several focused workshops and in August 2015 published a discussion document titled AB 341 Report to the Legislature, which identifies five priority strategies that CalRecycle believes would assist the state in reaching the 75% goal by 2020, legislative and regulatory recommendations and an evaluation of program effectiveness (CalRecycle 2015).

AB 1826 Chesbro (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. The minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

Other State Actions

Senate Bill 97

SB 97 (Dutton) (August 2007) directed the Governor's Office of Planning and Research to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, the Governor's Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities (OPR 2008). The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. The CNRA adopted the CEQA Guidelines amendments in December 2009, which became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures. The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply its own thresholds of significance or those developed by other agencies or experts. The CNRA also acknowledges that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions (CNRA 2009a).

With respect to GHG emissions, the CEQA Guidelines state in Section 15064.4(a) that lead agencies should "make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG

emissions. The CEQA Guidelines note that an agency may identify emissions by either selecting a "model or methodology" to quantify the emissions or by relying on "qualitative analysis or other performance based standards" (14 CCR 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

Executive Order S-13-08

EO S-13-08 (November 2008) is intended to hasten California's response to the impacts of global climate change, particularly sea-level rise. Therefore, the EO directs state agencies to take specified actions to assess and plan for such impacts. The final 2009 California Climate Adaptation Strategy report was issued in December 2009 (CNRA 2009b), and an update, Safeguarding California: Reducing Climate Risk, followed in July 2014 (CNRA 2014). To assess the state's vulnerability, the report summarizes key climate change impacts to the state for the following areas: Agriculture, Biodiversity and Habitat, Emergency Management, Energy, Forestry, Ocean and Coastal Ecosystems and Resources, Public Health, Transportation, and Water. Issuance of the Safeguarding California: Implementation Action Plans followed in March 2016 (CNRA 2016). In January 2018, the CNRA released the Safeguarding California Plan: 2018 Update, which communicates current and needed actions that state government should take to build climate change resiliency (CNRA 2018).

4.6.2.3 Regional and Local

South Coast Air Quality Management District

Air districts typically act in an advisory capacity to local governments in establishing the framework for environmental review of air pollution impacts under CEQA. This may include recommendations regarding significance thresholds, analytical tools to estimate emissions and assess impacts, and mitigations for potentially significant impacts. Although air districts will also address some of these issues on a project-specific basis as responsible agencies, they may provide general guidance to local governments on these issues (SCAQMD 2008). As discussed in Section 4.6.3, Thresholds of Significance, the SCAQMD has recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects; however, these thresholds were not adopted.

Southern California Association of Governments

SB 375 requires metropolitan planning organizations to prepare an SCS in their RTP. On May 7, 2020, SCAG's Regional Council adopted the Connect SoCal (2020–2045 RTP/SCS). The Connect SoCal is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura (SCAG 2020).

City of Arcadia General Plan

The City of Arcadia's General Plan, Chapter 6, Resource Sustainability Element, addresses GHG-reducing goals and policies as follows. It should be noted that improving air quality has a co-benefit of reducing GHGs and supporting the goals and policies listed in the Section 4.2, Air Quality of this Draft EIR; therefore, reductions in air quality pollutants also has some co-benefit for GHG reductions. The Project's potential to conflict with these policies is discussed in Section 4.9, Land Use and Planning.

Goal RS-2. Reducing Arcadia's carbon footprint in compliance with SB 375 and AB 32

Policy RS-2.1. Cooperate with the state to implement AB 32, which calls for reducing greenhouse gas emissions to 1990 levels by 2020, and Executive Order S-3-05, which calls for 1990 levels by 2020 and 80% below 1990 levels by 2050.

Policy RS-2.2. Reduce per capita greenhouse gas emissions to 15% below 2005 levels by 2020, and total municipal greenhouse gas emissions to 15% below 2005 levels by 2020.

Policy RS-2.3. Participate in regional strategies and plan to implement SB 375, and in particular, use the legislatively authorized incentives, such as grants and transportation funding and waivers to environmental assessments, to encourage infill and transit-oriented development.

Policy RS-2.4. Pursue the strategies in the Land Use and Community Design Element to encourage transit-oriented development in established focused areas.

Policy RS-2.5. Pursue the enhancement of bicycle and pedestrian infrastructure set forth in the Circulation and Infrastructure Element to help decrease vehicle miles traveled and vehicle trips.

Policy-RS-2.6. Coordinate land use, circulation, and infrastructure improvement efforts with the West San Gabriel Valley Planning Council, regional planning agencies, and surrounding municipalities.

Goal RS-3. Promoting and utilizing clean forms of transportation to reduce Arcadia's carbon footprint

Policy RS-3.1. Develop a City fleet that to the extent feasible uses clean, alternative fuel and consists of energy-efficient vehicles.

Policy RS-3.2. Incorporate energy-efficient vehicles into the City's transit system.

Policy RS-3.3. Educate residents on methods of sustainable driving techniques such as: reducing excessive speeding, preventing car idling, regular car maintenance for maximizing fuel efficiency, and car pooling.

Policy RS-3.4**.** Promote residents' and business owners' awareness and education of traffic congestion's affect on air pollution and help create voluntary programs that reduce traffic throughout the City.

4.6.3 Thresholds of Significance

The significance criteria used to evaluate Project impacts to GHG/climate change are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to GHG emissions would occur if the Project would:

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.

4.6.3.1 Greenhouse Gas Emissions Significance Thresholds

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project, such as the Project, would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project's contribution to global climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts, GHG emissions impacts must also be evaluated at a project level under CEQA.

The State CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the State CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009a). The State of California has not adopted emission-based thresholds for GHG emissions under CEQA. The Governor's Office of Planning and Research's Technical Advisory titled "CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review" states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008). Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice." Section 15064.7(c) of the State CEQA Guidelines specifies that "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008). This guidance document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO_2e per-year screening level

threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35, December 5, 2008).

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the Project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 Consider whether the Project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO2e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO2e per year), commercial projects (1,400 MT CO2e per year), and mixed-use projects (3,000 MT CO2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO2e per year would be used for all non-industrial projects. If the Project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the Project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO2e per service population for project level analyses and 6.6 MT CO2e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

Because the Project involves a mix of different land uses, this analysis applies the SCAQMD screening threshold of 3,000 MT CO_2e per year for mixed-use projects for Tier 3. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the Project, which is assumed to be 30 years (SCAQMD 2008). This impact analysis, therefore, adds amortized construction emissions to the estimated annual operational emissions and then compares operational emissions to the proposed SCAQMD threshold of 3,000 MT CO_2e per year for the Tier 3 analysis.

Regarding potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions (Threshold 4.6b), the analysis includes a comparison of the Project's potential to conflict with

4.6.3.2 Approach and Methodology

Construction Emissions

CalEEMod Version 2022.1.1.12 (CAPCOA 2022) was used to estimate potential Project-generated GHG emissions during construction. Construction of the Project would result in GHG emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. All details for construction criteria air pollutants discussed in Section 4.2.3, Thresholds of Significance (Approach and Methodology, Construction Emissions, in Section 4.2, Air Quality), are also applicable for the estimation of construction-related GHG emissions. As such, see Section 4.2.3 in Section 4.2, Air Quality, for a discussion of construction emissions calculation methodology and assumptions used in the GHG emissions analysis.

Operational Emissions

Emissions from the operational phase of the Project were estimated using CalEEMod Version 2022.1.1.12. Operational year 2025 was assumed, following completion of construction. In addition to the Project, existing conditions were modeled for the currently occupied Derby restaurant to conduct an operational emissions netting analysis.

Area Sources. CalEEMod was used to estimate GHG emissions from the Project's area sources, which include operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. See Section 4.2.3 in Section 4.2, Air Quality, for a discussion of landscaping equipment emissions calculations. Consumer product use and architectural coatings result in VOC emissions, which are analyzed in air quality analysis only, and little to no GHG emissions.

Energy Sources. The estimation of operational energy emissions was based on CalEEMod land use defaults and units or total area (i.e., square footage) of the Project's land uses. The energy use (electricity or natural gas usage per square foot per year) from residential land uses is calculated in CalEEMod based on the Residential Appliance Saturation Study and the energy use from nonresidential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity or 1,000 British thermal units for natural gas) for CO_2 and other GHGs. Annual natural gas and electricity emissions were estimated in CalEEMod using the emissions factors for Southern California Edison (SCE), which would be the energy provider for the Project.

CalEEMod default energy intensity factors (CO_2, CH_4, and N_2O mass emissions per kilowatt-hour) for SCE were utilized for the Project analysis. As explained in Section 4.6.2, Regulatory Requirements, state SB X1 2 established a target of 33% from renewable energy sources for all electricity providers in California by 2020 and Senate Bill 100 calls for further development of renewable energy, with a target of 60% by 2030. As such, GHG emissions associated with Project electricity demand would continue to decrease over time.

Mobile Sources. All details for criteria air pollutants discussed in Section 4.2.2 are also applicable for the estimation of operational mobile source GHG emissions. Regulatory measures related to mobile sources include AB 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the NHTSA and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer

ones) will gradually reduce emissions from the Project's motor vehicles. The effectiveness of fuel economy improvements was evaluated by using the CalEEMod emission factors for motor vehicles in 2025.

Solid Waste. The Project would generate solid waste, and therefore, result in CO_2e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste for the Project.

Water and Wastewater Treatment. Supply, conveyance, treatment, and distribution of water for the Project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the Project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using default values in CalEEMod.

4.6.4 Impacts Analysis

Threshold 4.6a: ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Construction Emissions

Construction of the Project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor trucks, and worker vehicles. The SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold recommends that "construction emissions be amortized over a 30-year Project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies" (SCAQMD 2008). Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 3,000 MT CO_2e per year. The quantification of emissions, therefore, is addressed in the operational emissions discussion following the estimated construction emissions.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 4.6.2, Thresholds of Significance. Construction of the Project is anticipated to commence in March 2024 and reach completion in November 2025, lasting a total of 21 months. On-site sources of GHG emissions include off-road equipment and off-site sources including haul trucks, vendor trucks, on-site trucks, and worker vehicles. Table 4.6-2 presents construction emissions for the Project in 2024 and 2025 from on-site and off-site emission sources.

Table 4.6-2. Estimated Annual Construction Greenhouse Gas Emissions

Construction Year	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons per Year				
2024	795.54	0.04	0.07	0.74	816.77
2025	592.56	0.03	0.03	0.57	602.41
				Total Construction GHG Emissions	**1,419.17**
				Amortized Emissions (30-year Project Life)	**47.31**

Notes: CO_2 = carbon dioxide; CH_4 = methane; GHG = greenhouse gas; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent; R: refrigerant.
See Appendix C-1 for complete results.

As shown in Table 4.6-2, the estimated total GHG emissions during would be approximately 1,419 MT CO_2e over the construction period. When amortized over 30 years, the construction emissions would be approximately 47 MT CO_2e.

Operational Emissions

Long-term operations of the Project would result in GHG emissions through mobile sources and area sources (landscape maintenance equipment); energy use (natural gas and generation of electricity consumed by the Project); water supply, treatment, and distribution and wastewater treatment; and solid waste disposal. Annual GHG emissions from these sources were estimated using CalEEMod.

The estimated operational GHG emissions from Project area sources, energy consumption, mobile sources, solid waste, and water consumption and wastewater treatment associated with the Project in 2025, existing land use emissions and net emissions are shown in Table 4.6-3. Details of the emission calculations are provided in Appendix C-1.

Table 4.6-3. Estimated Operational Greenhouse Gas Emissions

Construction Year	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons per Year				
Project					
Mobile*	2,053.47	0.11	0.09	3.36	2,086.37
Area	6.44	0.00	0.00	—	6.46
Energy	522.08	0.05	0.00	—	524.39
Water	18.79	0.44	0.01	—	32.82
Waste	20.05	2.00	—	—	70.15
Refrigerants	—	—	—	4.78	4.78
	Construction (amortized over 30 years) (Table 4.6-2)				*47.31*
				Total Project Emissions	**2,772.29**
Existing Land Uses					
Mobile*	437.17	0.03	0.02	0.71	444.80
Area	0.14	0.00	0.00	—	0.14
Energy	91.30	0.01	0.00	—	91.70
Water	3.06	0.07	0.00	—	5.29
Waste	0.57	0.06	—	—	1.99
Refrigerants	—	—	—	1.81	1.81
				Total Existing Emissions	*545.73*
				Net Change in Emissions	**2,226.56**
				SCAQMD GHG Threshold	**3,000**
				Exceeds thresholds?	**No**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrogen dioxide; R = refrigerant; CO_2e = carbon dioxide equivalent; — = data not available
See Appendix C-1 for complete results.
<0.01 = value less than reported 0.01 metric tons per year.

* The Project's mobile emissions includes reductions from CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA 2021). Although these are characterized as "mitigation" within CalEEMod, the following are characteristics of the Project, and do not represent mitigation measures. The total mobile emissions reductions amount to approximately 989 MT CO_2e/year. This includes reductions from "T-1, Increase Residential Density" at the site for 96 dwelling units/acre (214 dwelling units on 2.32 acres of the Project site). Additionally, the

Project's mobile emissions includes reductions for "T-3, Provide Transit-Oriented Development." This reduction is appropriate for residential or office projects that is within a 10-minute walk (0.5 mile) of a high frequency transit station (either rail, or bus rapid transit with headways less than 15 minutes). The Project is 0.3-mile from the Metro A-Line Arcadia station, which generally has a headway of 12 minutes (Metro 2023). The analysis also includes application of "T-4, Integrate Affordable and Below Market Rate Housing", which applies to multifamily residential units that have permanently dedicated affordable units. The Project would include 9 affordable units, which equates to 4% affordable housing on-site.

Table 4.6-3 indicates that the net GHG emissions associated with development of the Project equal to approximately 2,227 CO_2e would be below the SCAQMD GHG threshold of 3,000 MT CO_2e per year. Even without taking into account the removal of the existing land uses, the Project's estimated emissions would be below the SCAQMD GHG threshold of 3,000 MT CO_2e per year. Therefore, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and this would represent a less than significant impact.

Threshold 4.6b. ***Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Potential to Conflict with the Connect SoCal (2020–2045 RTP/SCS)

SCAG's Connect SoCal is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The Connect SoCal incorporates local land use projections and circulation networks in city and county general plans. Typically, a project would not conflict with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. As discussed in Section 4.11, Population and Housing, the Project would accommodate an expected 608 residents which would be counted within the overall population growth projections included in the Connect SoCal of 5,519 residents between 2020 and 2045 (see Table 4.11-2).

As stated in the Connect SoCal 2020–2045 RTP/SCS, there is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with the RTP/SCS, and lead agencies have the sole discretion in determining a local project's potential to conflict with the RTP/SCS (SCAG 2020a). Because there is no wholly reliable population, housing, or employment data after 2010, as the U.S. Census is conducted every ten years, all data for years prior to the 2020 Census should be viewed as projections or estimates. As demonstrated in Section 4.9, Land Use and Planning, the Project would implement the guiding principles, goals and policies of SCAG's 2020–2045 RTP/SCS as they relate to livability, economic prosperity, and sustainability through the development of walkable, mixed use communities along major transportation corridors. The development of housing within 0.3-mile of a transit station (Metro's A [formerly L/Gold] Line Arcadia Station), thereby alleviating pressure on suburban and open space areas to develop, is fully supportive of SCAG's strategies, as summarized in Chapter 1 of SCAG's 2020–2045 RTP/SCS (SCAG 2020):

> Strategies, therefore, emphasize growth in areas rich with destinations and mobility options, promote diverse housing choices, leverage technology innovations, support implementation of sustainability policies and promote a green region. This more compact development pattern, combined with the identified transportation network improvements and strategies, results in improved pedestrian and bicycle access to community amenities, lowers average trip length and reduces vehicle miles traveled.

As stated in Chapter 3 of SCAG's 2020–2045 RTP/SCS (SCAG 2020):

> Our vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations and walkable neighborhoods where goods and services are easily accessible via shorter trips.

Because the Project would support SCAG's goals and strategies for growth in the region as described below and further described in Section 4.9, Land Use and Planning, and because the Project would assist the development of new housing and improves the City's job/housing balance (as described in Section 4.11, Population and Housing), impacts related to population growth assumed in Connect SoCal would be less than significant.

The major goals of the Connect SoCal are outlined in Table 4.6-4, along with the Project's consistency with them.

Table 4.6-4. Project Potential to Conflict with the Connect SoCal (SCAG 2020–2045 RTP/SCS)

RTP/SCS Goal	Potential to Conflict
Goal 1: Encourage regional economic prosperity and global competitiveness	**No Conflict.** The Project would result in the development of a mixed-use residential development within the City of Arcadia's Downtown Mixed Use (DMU) zone, after implementation of the zone change required for the Project. The Project site currently support existing commercial buildings, which would be demolished for the construction of a new mixed-use development on site. Metro's A Line Arcadia Station is located within walking distance of the Project site's vicinity (i.e., less than 0.5-mile), thereby connecting residents to the region's transportation network. Once constructed, the Project would continue to support the regional economic development. As described in Draft EIR Section 4.11, Population and Housing, the Project would facilitate a more balanced jobs-housing profile for a city considered to be a jobs-rich community. Therefore, the Project would not conflict with this goal.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods	**No Conflict.** The Project site is served by local and regional bus transit lines as well as light rail. Project development would increase transit accessibility of jobs and services within the Project site's vicinity. The Project site would bring residential development to a TPA, thereby reducing travel demands for future residents. Further, the Project includes objectives to support walkability and increased pedestrian access to support connectivity with the nearby Metro A Line Arcadia Station. Therefore, the Project would not conflict with this goal.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system	**No Conflict.** The Project would provide new living and working opportunities in close proximity to transit, thereby increasing ridership. Public transit that operates in the vicinity of the Project site includes the Metro A Line and multiple bus lines. The Metro A Line is a light rail line running between Azusa and East Los Angeles, with the closest station approximately 0.3-mile feet southeast of the Project site. The Metro A Line at the Arcadia station generally runs every 12 minutes (Metro 2023). The Project site is also supported by service from Metro as well as Foothill Transit. As such, the Project would support use of the transit system and would provide an enhancement to the existing transit infrastructure. The Project would not otherwise alter or affect the security or resilience of the regional

Table 4.6-4. Project Potential to Conflict with the Connect SoCal (SCAG 2020–2045 RTP/SCS)

RTP/SCS Goal	Potential to Conflict
	transportation system. Therefore, the Project would not conflict with this goal.
Goal 4: Increase person and goods movement and travel choices within the transportation system	**No Conflict.** The Project site is served by existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. One of the Project objectives is to efficiently develop a currently-under-utilized property within a TPA into a mixed-use, high density, urban development, thereby supporting the placement of mixed uses in an area well served by transit and within walking distance to residential areas and commercial amenities. As such, the Project would increase the accessibility to the transportation and increase persons using the transit infrastructure. Therefore, the Project would not conflict with this goal.
Goal 5: Reduce greenhouse gas emissions and improve air quality	**No Conflict.** The Project would support the use of the existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. Less reliance on automobiles and support for multi-modal transportation would help reduce greenhouse gas emissions and improve air quality. Table 4.6-3 indicates that the net GHG emissions associated with development of the Project would be below the SCAQMD GHG threshold of 3,000 MT CO_2e per year. Therefore, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. One of the benefits of the Project is to improve air quality by providing housing for those who work in the City so that they may reduce their vehicle miles traveled, which is further facilitated by the proximity to the Metro's A Line Station. Therefore, the Project would not conflict with this goal.
Goal 6: Support healthy and equitable communities	**No Conflict.** The Project would include design features to provide sidewalks, paseo, and alleyways that are attractive to pedestrians. Thus, the Project would promote healthy, walkable communities. Further, the Project would provide housing opportunities in a variety of sizes, types, and densities to support an equitable community. The Project would include 9 affordable housing units (very-low-income units) and 205 market-rate dwelling units. The proposed affordable units would satisfy a portion of the City's mandated very-low-income units, as set forth by RHNA and the City's Housing Element. The Project would contribute housing and employment opportunities to a jobs-rich community, thereby contributing to a more balanced local economy. Therefore, the Project would not conflict with this goal.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network	**No Conflict.** The Project would comply with sustainability-focused measures such as building design energy efficiency that meets Title 24 requirements, and roof structures to support solar panels. The installation of green infrastructure combined with high standards for energy-efficient buildings contained within the California Building Code, will ensure that Project meets regional goals for sustainability. In addition, the Project would increase density on a site with access to the region's transportation network and transit. Therefore, the Project would not conflict with this goal.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**No Conflict.** The Project would include pedestrian improvements, bicycle parking facilities, and access to existing transit, all of which would encourage residents and employees of the Project to use alternative modes of transportation (as opposed to single-occupancy vehicles), which would in turn support more efficient travel in the area. Additionally, the Project site is located within a TPA and an urbanized portion of the City and Los Angeles County with access to regional transportation systems that can use new

Table 4.6-4. Project Potential to Conflict with the Connect SoCal (SCAG 2020–2045 RTP/SCS)

RTP/SCS Goal	Potential to Conflict
	transportation technologies and data driven solutions to provide more efficient travel. Therefore, the Project would not conflict with this goal.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options	**No Conflict.** The Project would develop a mixed-use, pedestrian-oriented development with access to alternative modes of transportation. The Project would provide additional housing opportunities in a variety of housing sizes, types, and densities that support the goals of the City's Housing Element, including affordable housing units. To further facilitate multiple transportation options, the Project is proposed within a TPA where residents do not need to use a car to access basic needs throughout the day. The residential units include studios, one- and two-bedroom units. Therefore, the Project would not conflict with this goal.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats	**No Conflict.** The Project site is located in a highly urbanized area away from existing agricultural lands and habitat. Given the Project would redevelop an existing, underutilized site, the Project would not encroach upon agricultural lands and natural habitat. (See the Chapter 5, Other CEQA Considerations, for more discussion regarding agricultural and biological resources.) Therefore, the Project would not conflict with this goal.

Source: SCAG 2020.

As shown in Table 4.6-4, the Project would not conflict with any of the goals within SCAG's Connect SoCal. Therefore, the Project would not conflict with the goal to improve air quality and GHG emissions in the region.

Consistency with CARB's 2017 Scoping Plan, SB 32, and EO S-3-05

The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to projects, nor is it intended to be used for project-level evaluations.[13] Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. As discussed in Section 4.6.2, EO S-3-05 established a goal to reduce Statewide GHG emissions to the 1990 level by 2020, and to reduce Statewide GHG emissions to 80% below the 1990 level by 2050. SB 32 establishes a Statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that Statewide GHG emissions are reduced to at least 40% below 1990 levels by 2030. While there are no established protocols or thresholds of significance for that future

[13] The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan." (CNRA 2009b).

year analysis, CARB forecasts that compliance with the current Scoping Plan puts the State on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

Table 4.6-5 highlights measures that have been, or will be, developed under the 2017 Scoping Plan and presents the Project's potential to conflict with Scoping Plan measures (CARB 2008). As stated in Section 4.6.2, Regulatory Requirements, CARB released the Final 2022 Scoping Plan Update and it was adopted on December 15, 2022. To the extent that these regulations are applicable to the Project, its inhabitants, or uses, the Project would comply with all applicable regulations adopted in furtherance of the Scoping Plan.

Table 4.6-5. Project Potential to Conflict with the 2017 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Potential to Conflict
Transportation Sector		
Advanced Clean Cars	T-1	**Not applicable**. The advancement of clean cars cannot be implemented by the Project. Nonetheless, the Project would be required to provide electric vehicle (EV) parking in accordance with CALGreen requirements in effect at the time of building construction. The Project's residents, employees and customers would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. The Project would not preclude the implementation of this measure.
Low Carbon Fuel Standard	T-2	**Not applicable**. This is a statewide measure that cannot be implemented by a project applicant or lead agency. Nonetheless, this standard would be applicable to the fuel used by vehicles that would access the Project site (i.e., motor vehicles driven by the Project's residents, employees and customers would use compliant fuels). The Project would not preclude the implementation of this measure.
Regional Transportation-Related GHG Targets	T-3	**Not applicable.** The Project is not related to developing GHG emission reduction targets. To meet the goals of SB 375, the Connect SoCal is applicable to the Project, and Table 4.6-4 above includes a consistency discussion with Connect SoCal. The Project would not preclude the implementation of this measure.
Advanced Clean Transit	N/A	**Not applicable.** The Project would not prevent CARB from accelerating the use of advanced technologies in heavy-duty vehicles (e.g., buses) to meet air quality, climate, and public health goals. Nevertheless, the Project is within a Transit Priority Area in proximity to the Metro's A Line Station and would facilitate transit ridership. The Project would not preclude the implementation of this measure.
Last-Mile Delivery	N/A	**Not applicable**. The Project would not prevent CARB from increasing the deployment of zero-emission trucks for last-mile delivery services. The Project would not preclude the implementation of this measure.
Reduction in VMT	N/A	**No Conflict.** The Project site is within 0.3-mile of transit (Metro's A Line Arcadia Station). In addition, the Project site's vicinity is served by existing public transit such as various bus routes (In addition, the Project site's vicinity is served by existing public transit including Metro Routes 179 and 287, Foothill Transit Line

Table 4.6-5. Project Potential to Conflict with the 2017 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Potential to Conflict
		187; and Arcadia Transit's Green and Red Lines. Project development would increase transit accessibility of jobs and services within the Project site's vicinity and would bring residential development the City's Downtown, which contains a mix of office and commercial development uses, thereby reducing travel demands for people. Further, the Project includes objectives to support walkability and increased pedestrian access to support connectivity with the nearby Arcadia Metro A Line Station. For these reasons, Project development would result in reduced VMT.
Vehicle Efficiency Measures 1. Tire Pressure 2. Fuel Efficiency Tire Program 3. Low-Friction Oil 4. Solar-Reflective Automotive Paint and Window Glazing	T-4	**No Conflict**. These standards would be applicable to the light-duty vehicles that would access the Project site. Motor vehicles driven by the Project's residents, employees, and customers would maintain proper tire pressure when their vehicles are serviced. The Project's employees and customers would replace tires in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. Motor vehicles driven by the Project's employees and customers would use low-friction oils when their vehicles are serviced. The Project's employees and customers would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. In addition, the Project would not prevent CARB from implementing this measure.
Ship Electrification at Ports (Shore Power)	T-5	**Not applicable.** The Project has no nexus with port operations or policies, including electrification of ships. The Project would not prevent CARB from implementing this measure.
Goods Movement Efficiency Measures	T-6	**Not applicable**. The Project has no nexus with port operations or policies, including port-related trucking, refrigeration unit transport, cargo handling, harbor craft maintenance, clean ships, vessel speeds, or any other goods movement strategy. The Project would not prevent CARB from implementing this measure.
Heavy-Duty Vehicle GHG Emission Reduction Tractor-Trailer GHG Regulation Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)	T-7	**Not applicable**. The Project introduces a new residential land use to the property which does not involve operations of heavy duty vehicles. Heavy-duty vehicles used during construction activities would be required to comply with CARB GHG reduction measures. The Project would not prevent CARB from implementing this measure.
Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive Proposed Project	T-8	**No Conflict.** The Project medium- and heavy-duty vehicles (e.g., delivery trucks) could take advantage of the vehicle hybridization action, which would reduce GHG emissions through increased fuel efficiency. The Project would not prevent CARB from implementing this measure.
Medium and Heavy-Duty GHG Phase 2	N/A	**Not applicable.** The Project would not prevent CARB from implementing this measure. However, all medium and heavy-duty vehicles which would access the Project would be subject to this regulation.

Table 4.6-5. Project Potential to Conflict with the 2017 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Potential to Conflict
High-Speed Rail	T-9	**Not applicable.** The Project has no nexus with high speed rail operations or policies. The Project would not prevent CARB from implementing this measure.
Electricity and Natural Gas Sector		
Energy Efficiency Measures (Electricity)	E-1	**No Conflict.** The Project would comply with the current Title 24 Building Energy Efficiency Standards. In addition, the Project would not prevent CARB from implementing this measure.
Energy Efficiency (Natural Gas)	CR-1	**No Conflict.** The Project would comply with the current Title 24 Building Energy Efficiency Standards. In addition, the Project would not prevent CARB from implementing this measure.
Solar Water Heating (California Solar Initiative Thermal Program)	CR-2	**Not applicable.** The CSI-Thermal Program closed to new applications on July 31, 2020. The Project would not prevent CARB from implementing this measure.
Combined Heat and Power	E-2	**Not applicable.** The Project would not prevent CARB from implementing this measure.
Renewables Portfolio Standard (33% by 2020)	E-3	**No Conflict.** The electricity used by the Project would benefit from reduced GHG emissions resulting from increased use of renewable energy sources. The Project would not prevent CARB from implementing this measure.
Renewables Portfolio Standard (50% by 2050)	N/A	**No Conflict.** The electricity used by the Project would benefit from reduced GHG emissions resulting from increased use of renewable energy sources. The Project also includes solar energy generation capacity on the Project roof. The Project would not prevent CARB from implementing this measure.
SB 1 Million Solar Roofs (California Solar Initiative, New Solar Home Partnership, Public Utility Programs) and Earlier Solar Programs	E-4	**No Conflict.** The Project would be required to meet at minimum, the applicable current CALGreen and Title 24 Building Energy Efficiency Standards regarding the installation of rooftop solar systems. The Project also includes solar energy generation capacity on the Project roof. As set forth in 2022 Building Energy Efficiency Standards, low-rise and high-rise multi-family buildings, hotels, and nonresidential buildings must include a "solar zone on the roof or overhang of the building or on covered parking and must have a total area no less than 15% of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed-occupancy" (CEC 2022). The Project would not prevent CARB from implementing this measure.
Water Sector		
Water Use Efficiency	W-1	**No Conflict.** The Project must comply with all applicable CALGreen standards for water efficient fixtures and would not prevent CARB from implementing this measure.
Water Recycling	W-2	**Not applicable.** The Project would not include water recycling facilities; however, the Project would not prevent CARB from implementing this measure.

Table 4.6-5. Project Potential to Conflict with the 2017 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Potential to Conflict
Water System Energy Efficiency	W-3	**Not applicable.** This is applicable for the transmission and treatment of water, but it is not applicable for the Project. The Project would be required to meet at minimum, the applicable current CALGreen and Title 24 Building Energy Efficiency Standards. The Project would not prevent CARB from implementing this measure.
Reuse Urban Runoff	W-4	**Not applicable.** The Project would not include water recycling facilities; however, the Project would not prevent CARB from implementing this measure.
Renewable Energy Production	W-5	**Not applicable**. This is applicable for wastewater treatment systems. In addition, the Project would not prevent CARB from implementing this measure.
Green Buildings		
State Green Building Initiative: Leading the Way with State Buildings (Greening New and Existing State Buildings)	GB-1	**No Conflict.** The Project would be required to be constructed in compliance with City of Arcadia Municipal Code and CALGreen requirements in effect at the time of building construction.
Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	**No Conflict**. The Project would be required to be constructed in compliance with City of Arcadia Municipal Code and CALGreen requirements in effect at the time of building construction.
Beyond Code: Voluntary Programs at the Local Level (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	**No Conflict.** The Project would be required to be constructed in compliance with City of Arcadia Municipal Code and CALGreen requirements in effect at the time of building construction.
Greening Existing Buildings (Greening Existing Homes and Commercial Buildings)	GB-1	**No Conflict.** The Project would be required to provide EV parking in accordance with CALGreen requirements in effect at the time of building construction.
Industry Sector		
Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	I-1	**Not applicable.** The Project would not prevent CARB from implementing this measure and does not include industrial uses.
Oil and Gas Extraction GHG Emission Reduction	I-2	**Not applicable**. The Project does not involve oil and gas extraction; however, the Project would not prevent CARB from implementing this measure this measure and does not include industrial uses.
Reduce GHG Emissions by 20% in Oil Refinery Sector	N/A	**Not applicable**. The Project does not involve oil and gas refinery operations; however, the Project would not prevent CARB from implementing this measure this measure and does not include industrial uses.
GHG Emissions Reduction from Natural Gas Transmission and Distribution	I-3	**Not applicable**. The Project does not involve natural gas transmission and distribution; however, the Project would not

Table 4.6-5. Project Potential to Conflict with the 2017 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Potential to Conflict
		prevent CARB from implementing this measure this measure and does not include industrial uses.
Refinery Flare Recovery Process Improvements	I-4	**Not applicable**. The Project does not involve refinery flare recovery; however, the Project would not prevent CARB from implementing this measure this measure and does not include industrial uses.
Work with the Local Air Districts to Evaluate Amendments to Their Existing Leak Detection and Repair Rules for Industrial Facilities to Include Methane Leaks	I-5	**Not applicable**. The Project does not involve industrial operations; however, the Project would not prevent CARB from implementing this measure this measure and does not include industrial uses.
Recycling and Waste Management Sector		
Landfill Methane Control Measure	RW-1	**Not applicable**. The Project does not involve landfill operations; however, the Project would not prevent CARB from implementing this measure.
Increasing the Efficiency of Landfill Methane Capture	RW-2	**Not applicable**. The Project does not involve methane capture from landfills; however, the Project would not prevent CARB from implementing this measure.
Mandatory Commercial Recycling	RW-3	**No Conflict**. During both construction and operation of the Project, the Project would comply with all state regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act, as amended.
Increase Production and Markets for Compost and Other Organics	RW-3	**Not applicable**. The Project does not involve composting; however, the Project would not prevent CARB from implementing this measure.
Anaerobic/Aerobic Digestion	RW-3	**Not applicable**. The Project does not involve composting or waste management operations; however, the Project would not prevent CARB from implementing this measure.
Extended Producer Responsibility	RW-3	**Not applicable.** The Project does not involve recycling production; however, the Project would not prevent CARB from implementing this measure.
Environmentally Preferable Purchasing	RW-3	**Not applicable.** The Project does not involve recycling or waste purchasing; however, the Project would not prevent CARB from implementing this measure.
Forests Sector		
Sustainable Forest Target	F-1	**Not applicable.** The Project does not involve forest management; however, the Project would not prevent CARB from implementing this measure.
High GWP Gases Sector		
Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing	H-1	**No Conflict.** The Project's residents and employees would be prohibited by State law from performing air conditioning repairs and would be required to use professional servicing.

Table 4.6-5. Project Potential to Conflict with the 2017 Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Potential to Conflict
SF_6 Limits in Non-Utility and Non-Semiconductor Applications	H-2	**Not applicable.** The Project would not prevent CARB from implementing this measure and does not include semiconductor operations.
Reduction of Perfluorocarbons (PFCs) in Semiconductor Manufacturing	H-3	**Not applicable.** The Project would not prevent CARB from implementing this measure and does not include semiconductor manufacturing.
Limit High GWP Use in Consumer Products	H-4	**No Conflict.** The Project's residents and employees would use consumer products that would comply with the regulations that are in effect at the time of manufacture.
Air Conditioning Refrigerant Leak Test During Vehicle Smog Check	H-5	**No Conflict.** Motor vehicles driven by the Project's residents, employees, and customers would comply with the leak test requirements during smog checks.
Stationary Equipment Refrigerant Management Program – Refrigerant Tracking/Reporting/ Repair Program	H-6	**Not applicable.** The Project would not prevent CARB from implementing this measure. However, commercial stationary equipment refrigerant would be subject to this regulation.
Stationary Equipment Refrigerant Management Program – Specifications for Commercial and Industrial Refrigeration	H-6	**Not applicable.** The Project would not prevent CARB from implementing this measure. However, commercial stationary equipment refrigerant would be subject to this regulation.
SF_6 Leak Reduction Gas Insulated Switchgear	H-6	**Not applicable.** The Project would not prevent CARB from implementing this measure. In addition, the Project does not include development of a switchgear.
40% Reduction in Methane and Hydrofluorocarbon (HFC) Emissions	N/A	**Not applicable.** The Project would not prevent CARB from implementing this measure.
50% Reduction in Black Carbon Emissions	N/A	**Not applicable.** The Project would not prevent CARB from implementing this measure. However, on-road vehicles accessing the Project would be subject to this regulation.
Agriculture Sector		
Methane Capture at Large Dairies	A-1	**Not applicable.** The Project would not prevent CARB from implementing this measure and does not include large dairies.

Source: CARB 2008, CARB 2017b.
Notes: GHG = greenhouse gas; CARB = California Air Resources Board; VMT = vehicle miles traveled; SB = Senate Bill; N/A = not applicable; SF_6 = sulfur hexafluoride; EV: electric vehicle.

Based on the analysis in Table 4.6-5, the Project would not conflict with the applicable strategies and measures in the 2017 Scoping Plan. The Project would support achievement of the SB 32 and EO S-3-05 goals through compliance with GHG reducing plans and strategies identified in SCAG's 2020-2045 RTP/SCS to reduce per capita GHG emissions.

Potential to Conflict with CARB's 2022 Scoping Plan, AB 1279, and EO B-55-18

The 2022 Scoping Plan reflects the 2030 target of a 40% reduction below 1990 levels codified by SB 32, and the 2045 target of carbon neutrality established by EO B-55-18 (AB 1279), as detailed in Section 4.6.2, Regulatory Requirements, above. Per the 2022 Scoping Plan, empirical evidence shows that residential development projects that are consistent with these project attributes to reduce GHG emissions will accommodate growth in a manner that aligns with the GHG and equity goals of SB 32. As detailed in Section 4.6.2.2, above, absent a qualified GHG reduction plan, Appendix D of the CARB Scoping Plan provides recommendations for key attributes that residential and mixed-use projects should achieve that would align with the State's climate goals including EV charging infrastructure, infill location, no loss or conversion of natural and working lands, transit-supportive densities or proximity to transit stops, no net loss of existing affordable units, among others (CARB 2022e).

Many of the measures and programs included in the Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project-level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels (LCFS), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy).

The Project is a transit-oriented development located on an infill site that is surrounded by urban uses and is presently served by existing utilities and essential public services, including transit, streets, water, and sewer. The Project site is currently built out with existing underutilized uses, and thus, would not result in the loss or conversion of the State's natural and working lands. As the Project is within a TPA and in proximity to Metro's A Line Station, the Project would facilitate transit ridership for future residents and employees at the site. The Project would support the use of the existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. Less reliance on automobiles and support for multi-modal transportation would help reduce GHG emissions and improve air quality. The Project would not result in a loss of affordable units and would provide new affordable units and residential uses to a site that currently does provide residential uses. Additionally, the Project would provide 96 dwelling units per acre, which exceeds the suggested minimum of 20 residential dwelling units per acre as detailed in the 2022 Scoping Plan. Overall, the Project would comply will all regulations adopted in furtherance of the Scoping Plan to the extent applicable and required by law. As demonstrated above, the proposed Project would not conflict with CARB's 2022 Scoping Plan updates and with the state's ability to achieve the GHG reduction and carbon neutrality goals. Further, the Project's consistency with the applicable measures and programs would assist in meeting the City's contribution to GHG emission reduction targets in California. Based on the considerations previously outlined, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and this impact would be less than significant.

4.6.5 Cumulative Impact Analysis

This section provides an analysis of cumulative impacts from Project implementation including other past, present, and reasonably foreseeable future projects, as required by Section 15130 of the State CEQA Guidelines. For purposes of GHG emissions, the geographical area of cumulative impacts is global, further detailed below.

Threshold 4.6a ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. As previously discussed in Section 4.6.1, Existing Conditions, GHG emissions inherently contribute to cumulative impacts. As shown in Table 4.6-3,

the Project would not result in GHG emissions in exceedance of the interim SCAQMD significance threshold. Therefore, the Project would not result in a cumulatively considerable impact with regard to generation of GHG emissions and the cumulative impact would be less than significant.

Threshold 4.6b ***Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

As discussed in response to Threshold 4.6b, the Project would be consistent with all applicable GHG reduction plans, including the 2020-2045 RTP/SCS Connect SoCal, CARB's 2017 Scoping Plan, CARB's 2022 Scoping Plan, AB 1279, SB 32, EO-S-3-05, and EO B-55-18. Therefore, the Project would not result in a cumulatively considerable regarding conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

4.6.6 Mitigation Measures

No mitigation measures are required.

4.6.7 Significance Conclusion

Threshold 4.6a. The Project would result in **less than significant impacts** regarding the generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Threshold 4.6b. The Project would result in **less than significant impacts** associated with the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

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4.7 Hazards and Hazardous Materials

This section describes the existing hazards and hazardous materials conditions of The Derby Mixed-Use Project (Project) site and vicinity, and identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, mitigation measures, level of significance after mitigation, and references. Information sources used to prepare this section include review of a list of hazardous waste and substances sites (Cortese List) in accordance with California Government Code Section 65962.5, as well as information from the following appendices:

- **Appendix E-1** Geotechnical Investigation. Proposed Mixed-Use Development, 223-301 East Huntington Drive, Arcadia, California, prepared by GEOCON West Inc. (October 2022)
- **Appendix F-1:** Phase I Environmental Site Assessment of 233 East Huntington Drive, Arcadia, California 91006, prepared by Conservation Consulting International (September 2019)
- **Appendix F-2:** Phase I Environmental Site Assessment of 301 E. Huntington Drive, Arcadia, California 91006, prepared by Enviroassessors, Inc. (March 2021)
- **Appendix F-3:** Phase II Environmental Site Assessment at 301 E. Huntington Drive, Arcadia, California 91006, prepared by Enviroassessors, Inc. (April 2021)

Other sources consulted are listed in Section 4.7.8, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.7.1 Existing Conditions

4.7.1.1 Environmental Setting

The proposed Project is located in the City of Arcadia (City) within the County of Los Angeles (County). The Project site is located at 223 and 301 E. Huntington Drive and is bound by E. Huntington Drive to the south, Gateway Drive to the east, and existing commercial uses to the north and west. The Project site is currently zoned General Commercial". Existing structures on the Project site include a two-story restaurant building (The Derby restaurant), a one-story vacant restaurant building, and a surface parking lot.

According to the Phase I Environmental Site Assessments (ESAs) conducted for the Project (Appendices F-1 and F-2), the site lies approximately 483-feet above mean sea level. The site is relatively level, with a general slope to the south-southeast. The Project site is surrounded by commercial uses, with hotels to the north, parking to the west, and shopping plazas to the south and east. The Project site lies within the eastern part of the Main San Gabriel Valley Groundwater Basin, bounded by the San Gabriel Mountains to the north, the San Jose Hills to the east, the Puente, Repetto, and Merced Hills to the south and west, and the Raymond Fault to the northwest.

Groundwater

The Project site is located in the Main San Gabriel Valley Groundwater Basin (GAMA 2022). There are no documented groundwater wells on the site. The nearest groundwater well is located approximately 0.15 miles east

of the Project site and is used for municipal water supply (GAMA 2022). The historic highest groundwater level in the immediate vicinity of the Project site is at a depth of approximately 150 feet below ground surface (bgs) (Appendix E-1). Borings drilled on the Project site to a maximum depth of 45.5 feet as part of the geotechnical evaluation did not encounter groundwater (Appendix E-1). Based on current groundwater basin management practices, it is unlikely groundwater levels would exceed the historic depth of 150 feet bgs (Appendix E-1).

Methane, Oil, and Gas

According to the County Department of Public Works, the Project site is not located within 300 feet of an oil or gas well or 1,000 feet of a methane producing site (LADPW 2022). One idle oil and gas well is located approximately 0.70 miles to the southwest (CalGEM 2022). Additionally, there are no pipelines located within 1 mile of the Project site that are used to convey hazardous materials (NPMS 2022).

Historical Site Uses

Western and Central Portion of the Project Site

According to the Phase I ESA conducted for 233 E. Huntington Drive, the western portion of the Project site (APN 5773-009-070) was first developed in 1927 with one restaurant building present on the southern portion of the site. Between approximately 1952 and 1981, residential structures were developed and subsequently demolished on the northern portion of the site (Appendix F-1). By 1972, the southern portion of the site was developed with The Derby restaurant building and by 1989, the northern portion of the site consisted of the current parking lot (Appendix F-1).

Eastern Portion of the Project Site

According to the Phase I ESA conducted for 301 E. Huntington Drive, the eastern portion of the Project site (APN 5773-009-065) was developed with a gasoline station which existed between approximately 1938 and 1964 (Appendix F-2). There may have also been an automotive repair facility that operated concurrently. These structures were then demolished, and the site remained vacant until 1988 when the current Souplantation restaurant was developed in 1988. This restaurant operated until 2020 when it ceased operations (Appendix F-2). The building now remains vacant on the site.

Historical Use and Associated Hazards

Hazardous Materials, Volatile Organic Compounds

Prior to the development of the Souplantation restaurant building in the eastern portion of the Project site, soil sampling was conducted in the assumed former gas station location in 1988. During this sampling, six soil borings were taken in the assumed location of the former gas station location (Converse 1988). Two of the borings were taken 10 feet bgs, two borings were taken 15 feet bgs, and two borings to 30 feet bgs. Soil samples were collected every five feet in each boring. The 22 soil samples were analyzed for petroleum hydrocarbons, benzene, toluene, and xylenes by United States Environmental Protections Agency (EPA) Method 8015. During the analysis, none of the samples were found to exceed laboratory reporting limits. Four of the samples were also analyzed for oil and grease by EPA Method 413.2, none of which were reported to have exceeded laboratory reporting limits (Converse 1988).

Soil borings were also taken in the northeastern portion of the site, in the assumed location of an automotive repair shop. Soil samples were analyzed for petroleum hydrocarbons, benzene, toluene, and xylenes by EPA Method 8015 and oil and grease by EPA Method 413.2. Oil and grease were detected with the maximum detected concentration of 1,400 milligrams per kilogram (mg/kg). No other detections were reported above laboratory reporting limits. Further assessment was recommended for this area due to the oil and grease detections; however, based on the information reviewed, it is not known if further assessment was conducted in this area. Grading activities for construction of the Souplantation restaurant unearthed two 550 gallon waste fuel underground storage tanks (USTs) in the southwest corner of the site, which were left over from the gasoline station that was previously located on-site. One of the tanks was struck with a bulldozer, which resulted in some minor spillage of the tank contents. These waste oil USTs were then removed, and a soil sample was collected under each tank due to the spillage. The soil samples were analyzed for total petroleum hydrocarbons (TPH); the sample under one of the tanks contained 1,461 mg/kg TPH. Additionally, four boring samples were drilled around the former waste oil tank location to a maximum depth of 25 feet bgs, and 17 soil samples were collected and analyzed for TPH. No TPH was detected above the laboratory reporting limit. The shallow soil contamination below the former tank was not specifically removed; however, the area of impacted soil was so limited that any other impacted soil could not be located, and no discoloration or odors were observed in the excavation.

In preparation of the proposed Project, a Phase II ESA was conducted on the site to assess current soil conditions. The Phase II ESA included four soil borings and the collection of three sub-slab vapor samples (Appendix F-3). Two of the soil borings were taken west of the Souplantation building and west of the likely location of the former gas station. It is assumed that the UST may have been located in that area, although no indication of the former UST location was identified during the survey or any prior research (Appendix F-3). The two other borings were taken north of the Souplantation building, within the location of a former building possibly associated with prior automotive repair. The three sub-slab sample locations were taken beneath the Souplantation building, around the assumed location of the former gas station. Once collected, the samples were then analyzed for the presence of volatile organic compounds (VOCs) and TPH. The analysis concluded that no VOCs or TPH were present in any of the soil or sub-slab samples (Appendix F-3).

Asbestos, Lead-Based Paint, and Universal Waste

According to the Phase I ESA conducted for 233 E. Huntington Drive, suspected asbestos-containing materials (ACMs) were noted during the property survey (Appendix F-1). The building was constructed in 1927; therefore, there is a possibility that some of the building materials may contain asbestos fibers. Additionally, given the age of the building, it is considered possible that lead-based paint (LBP) is also present at the property. The building did not exhibit signs of mold growth (Appendix F-1).

According to the Phase I ESA conducted for 301 E. Huntington Drive, no friable suspect ACMs were observed inside of the building (Appendix F-2). Additionally, given the building was constructed in 1988, which is after the period when LBP was widely used, it is unlikely that LBP is present in the building. However, there is still a possibility that some of the building materials may contain asbestos fibers and that LBP is present in the buildings to be demolished. The building did not exhibit signs of significant mold growth (Appendix F-2). There was no trash present during the site visit, and no other potentially hazardous wastes were found within the premises of the property (Appendix F-2).

Hazardous Material Contaminated Sites

California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to compile a list of hazardous waste and substances sites (Cortese List). While the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements:

1. List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) Envirostor database (Health and Safety Codes 25220, 25242, 25356, and 116395)
2. List of Leaking Underground Storage Tank (LUST) Sites by County and Fiscal Year from the State Water Resources Control Board GeoTracker database (Health and Safety Code 25295)
3. List of solid waste disposal sites identified by the State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit (Water Code Section 13273[e] and 14 CCR Section 18051)
4. List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the State Water Resources Control Board (Water Code Sections 13301 and 13304)
5. List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by the DTSC

A review of the Cortese List databases listed above confirmed that the Project site is not listed in any of these databases.

The Phase I ESAs included a database search in accordance with the American Standard for Testing and Materials (ASTM) Standard E 1527-13. A summary of the results of the database searches is included in both Phase I ESAs (Appendices F-1 and F-2).

As noted in the 233 E. Huntington Drive Phase I ESA, The Derby restaurant was listed on the Los Angeles County Site Mitigation database. (Appendix F-1) When contacted about this matter, the Los Angeles County Fire Department (LACFD) indicated that the records for this case were related to an oil and grease complaint, but that the LACFD no longer has a file for this case (LACFD 2022). Based on the type of issue investigated (restaurant grease), this would not likely impact the environmental conditions of the Project site. In addition, the Phase 1 ESA did not identify any other contaminated sites in the area surrounding the proposed Project site that would likely have impacted the environmental conditions of the site (Appendix F-1).

Schools

The schools nearest to the Project site include Rancho Learning Center (approximately 0.07-mile south), First Avenue Middle School (approximately 0.38-mile southwest), and Monrovia High School (approximately 0.47-mile northeast) (CSCD 2022).

Airports

The nearest airport is San Gabriel Valley Airport, located approximately 3.33 miles south of the Project site. The Project site is not located within any of the designated safety zones for the airport, as defined in the airport layout plans (AECOM 2015).

Fire Hazards and Emergency Response

The Project site is located in the City, a developed urbanized area that is not within a State Responsibility Area or designated as a Very High Fire Hazard Severity Zone (CAL FIRE 2011; 2022). The City is located within a Local Responsibility Area and fire protection, environmental safety, and emergency response is provided by the Arcadia Fire Department

The City has an adopted Emergency Response Plan (EMP), as well as an Emergency Preparedness Program, the purpose of which is to prepare for and respond effectively to major emergencies. The City's EMP provides operational concepts related to the various emergency situations; identifies components of the City's Emergency Management Organization; and describes the overall responsibilities of the organization for protecting life and property and for assuring the overall wellbeing of the population. The Emergency Preparedness Program is led by the Arcadia Fire Department Battalion Chief, who is also the Emergency Preparedness Coordinator. The City's General Plan includes a Safety Element which designates policies to ensure the safe use and handling of any hazardous materials, along with fire prevention procedures, and emergency response (Arcadia 2010).

Los Angeles County Department of Public Works (LADPW) has published disaster routes for each city within its jurisdiction (LADPW 2012). The City is located within LADPW Disaster Management Area D. The Project site is located along E. Huntington Drive, which is designated as a secondary disaster route. Additionally, Interstate-210, located approximately 0.2 miles northeast of the Project site, is designated as a primary disaster route (LADPW 2012).

4.7.2 Regulatory Requirements

4.7.2.1 Federal

U.S. Environmental Protection Agency

Title 40 Code of Federal Regulations, Chapter 1, Subchapter I, Parts 260-265 – Solid Waste Disposal Act/ Federal Resource Conservation and Recovery Act of 1976

The Solid Waste Disposal Act, as amended and revised by the Resource Conservation and Recovery Act (RCRA), establishes requirements for the management of solid wastes (including hazardous wastes), landfills, USTs, and certain medical wastes. The statute also addresses program administration; implementation and delegation to the states; enforcement provisions and responsibilities; and research, training, and grant funding. Provisions are established for the generation, storage, treatment, and disposal of hazardous waste, including requirements addressing generator record keeping, labeling, shipping paper management, placarding, emergency response information, training, and security plans.

Title 40 Code of Federal Regulations, Chapter 1, Subchapter I, Part 273 – Universal Waste

Universal waste comes primarily from consumer products containing mercury, lead, cadmium and other substances that are hazardous to human health and the environment. Universal wastes, however, can be handled and transported under more relaxed rules compared to hazardous wastes because they pose lower immediate risk to people and the environment when managed properly. Nonetheless, as universal wastes still contain hazardous materials, they must be taken to a designated handler or recycler. Part 273 – Universal Waste – of the United States Code governs the collection and management of widely generated waste, including batteries, pesticides,

mercury-containing equipment, and bulbs. This regulation streamlines the hazardous waste management standards and ensures that such waste is diverted to the appropriate treatment or recycling facility.

Title 40 Code of Federal Regulations, Chapter 1, Subchapter C, Part 61 – National Emission Standards for Hazardous Air Pollutants, Subpart M – National Emission Standard for Asbestos

This regulation established National Emission Standards for Hazardous Air Pollutants (NESHAP) and names ACM as one of these materials. ACM use, removal, and disposal are regulated by the EPA under this law. In addition, notification of friable ACM removal prior to a proposed demolition project is required by this law.

Title 15 United States Code, Chapter 53, Subchapter I, Section 2601 et seq. – Toxic Substances Control Act of 1976

The Toxic Substances Control Act of 1976 empowers the EPA to require reporting, record-keeping, and testing, as well as to place restrictions on the use and handling of chemical substances and mixtures. This regulation phased out the use of asbestos and ACM in new building materials and also sets requirements for the use, handling, and disposal of ACM as well as for LBP waste. As discussed above, the EPA has also established NESHAP, which govern the use, removal, and disposal of ACM as a hazardous air pollutant and mandate the removal of friable ACM before a building is demolished and require notification before demolition. In addition to asbestos, ACM, and LBP requirements, this regulation also banned the manufacturing of polychlorinated biphenyls (PCBs) and sets standards for the use and disposal of existing PCB-containing equipment or materials.

Regional Screening Levels

The EPA provides regional screening levels (RSLs) for chemical contaminants to provide comparison values for residential and commercial/industrial exposures to soil, air, and tap water (drinking water). RSLs are available on the EPA's website and provide a screening level calculation tool to assist risk assessors, remediation project managers, and others involved with risk assessment and decision-making. RSLs are also used when a site is initially investigated to determine if potentially significant levels of contamination are present to warrant further investigation. In California, the DTSC's Human and Ecological Risk Office (HERO) incorporated the EPA RSLs into the HERO human health risk assessment. HERO created Human Health Risk Assessment Note 3, which incorporates HERO recommendations and DTSC-modified screening levels (DTSC-SLs) based on review of the USEPA RSLs. The DTSC-SL should be used in conjunction with the EPA RSLs to evaluate chemical concentrations in environmental media at California sites and facilities.

U.S. Department of Labor, Occupational Safety and Health Administration

Title 29 Code of Federal Regulations, Part 1926 et seq. – Safety and Health Regulations for Construction

These standards require employee training; personal protective equipment; safety equipment; and written procedures, programs, and plans for ensuring worker safety when working with hazardous materials or in hazardous work environments during construction activities, including renovations and demolition projects and the handling, storage, and use of explosives. These standards also provide rules for the removal and disposal of asbestos, lead, LBP, and other lead materials. Although intended primarily to protect worker health and safety, these requirements also guide general facility safety. This regulation also requires that an engineering survey is prepared prior to demolition.

Title 29 Code of Federal Regulations, Part 1910 et seq. – Occupational Safety and Health Standards

Under this regulation, facilities that use, store, manufacture, handle, process, or move hazardous materials are required to conduct employee safety training; inventory safety equipment relevant to potential hazards; have knowledge on safety equipment use; prepare an illness prevention program; provide hazardous substance exposure warnings; prepare an emergency response plan and prepare a fire prevention plan.

Federal Response Plan

The Federal Response Plan of 1999, as amended in 2003 (FEMA 2003), is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

International Fire Code

The International Fire Code (IFC), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code use a hazard classification system to determine what measures are required to protect against structural fires. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, IFC employs a permit system based on hazard classification. The IFC is updated every 3 years.

4.7.2.2 State

California Unified Program for Management of Hazardous Waste and Materials

California Health and Safety Code, Division 20, Chapter 6.11, Sections 25404–25404.9 – Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

Under the CalEPA, the DTSC and Enforcement and Emergency Response Program administer the implementation of California's Unified Program Agencies (CUPAs), which consolidates the administration, permit, inspection, and enforcement activities of several environmental and emergency management programs at the local level. CUPAs implement the hazardous waste and materials standards. This program was established under the amendments to the California Health and Safety Code (HSC) made by Senate Bill 1082 in 1994. The programs that make up the Unified Program are as follows:

- Aboveground Petroleum Storage Act Program
- Area Plans for Hazardous Materials Emergencies
- California Accidental Release Prevention Program
- Hazardous Materials Release Response Plans and Inventories (Hazardous Materials Business Plans)

- Hazardous Material Management Plan and Hazardous Material Inventory Statements
- Hazardous Waste Generator and On-site Hazardous Waste Treatment (Tiered Permitting) Program
- Underground Storage Tank Program

The CUPA for the Project site is the Los Angeles County Fire Department, Health Hazardous Materials Division.

Hazardous Waste Management

Title 22 California Code of Regulations, Division 4.5 – Environmental Health Standards for the Management of Hazardous Waste

In California, the DTSC regulates hazardous wastes. These regulations establish requirements for the management and disposal of hazardous waste in accordance with the provisions of the California Hazardous Waste Control Act and federal RCRA. As with federal requirements, waste generators must determine if their wastes are hazardous according to specified characteristics or lists of wastes. Hazardous waste generators must obtain identification numbers; prepare manifests before transporting waste off-site; and use only permitted treatment, storage, and disposal facilities. Standards also include requirements for record keeping, reporting, packaging, and labeling. Additionally, while not a federal requirement, California requires that hazardous waste be transported by registered hazardous waste transporters.

In addition, Chapter 31 – Waste Minimization, Article 1 – Pollution Prevention and the Hazardous Waste Source Reduction and Management Review of these regulations require that generators of 12,000 kilograms per year of typical, operational hazardous waste evaluate their waste streams every four years and, as applicable, select and implement viable source reduction alternatives. This Act does not apply to non-typical hazardous waste, including ACM and PCBs, among others.

As discussed above, universal waste is hazardous because it is toxic, ignitable, corrosive, and/or reactive. State laws and regulations identify universal wastes and provide less stringent rules for handling, recycling and disposal. Universal waste regulations for the state are in Chapter 23 - Standards for Universal Waste Management – of Division 4.5.

Title 22 California Health and Safety Code, Division 20, Chapter 6.5 – California Hazardous Waste Control Act of 1972

This legislation created the framework under which hazardous wastes must be managed in California. It provides for the development of a state hazardous waste program (regulated by DTSC) that administers and implements the provisions of the federal RCRA program. It also provides for the designation of California-only hazardous wastes and development of standards that are equal to or, in some cases, more stringent than, federal requirements. The CUPA is responsible for implementing some elements of the law at the local level.

Human Health Risk Assessment Note 3 –Department of Toxic Substance Control-Modified Screening Levels

Human Health Risk Assessment Note Number 3 presents recommended screening levels (derived from the EPA RSLs using DTSC-modified exposure and toxicity factors) for constituents in soil, tap water, and ambient air. The DTSC-SL should be used in conjunction with the EPA RSLs to evaluate chemical concentrations in environmental media at California sites and facilities.

Low-Threat Underground Storage Tank Case Closure Policy

This policy applies to petroleum UST sites subject to Chapter 6.7 of the Health and Safety Code. This policy establishes both general and media-specific criteria. If both the general and applicable media-specific criteria are satisfied, then the leaking UST case is generally considered to present a low threat to human health, safety and the environment. This policy recognizes, however, that even if all of the specified criteria in the policy are met, there may be unique attributes of the case or site-specific conditions that increase the risk associated with the residual petroleum constituents. In these cases, the regulatory agency overseeing corrective action at the site must identify the conditions that make case closure under the policy inappropriate.

Regional Water Boards and local agencies have been directed to review all cases in the petroleum UST Cleanup Program using the framework provided in this policy. These case reviews shall, at a minimum, include the following for each UST case:

1. Determination of whether or not each UST case meets the criteria in this policy or is otherwise appropriate for closure based on a site-specific analysis.
2. If the case does not satisfy the criteria in this policy or does not present a low-risk based upon a site-specific analysis, impediments to closure shall be identified.
3. Each case review shall be made publicly available on the State Water Board's GeoTracker web site in a format acceptable to the Executive Director.

Environmental Cleanup Levels

Environmental Screening Levels

Environmental Screening Levels (ESLs) provide conservative screening levels for over 100 chemicals found at sites with contaminated soil and groundwater. They are intended to help expedite the identification and evaluation of potential environmental concerns at contaminated sites. The ESLs were developed by San Francisco Bay Regional Water Quality Control Board; however, they are used throughout the state. While ESLs are not intended to establish policy or regulation, they can be used as a conservative screening level for sites with contamination. Other agencies in California currently use the ESLs (as opposed to RSLs). In general, the ESLs could be used at any site in the state, provided all stakeholders agree (SFBRWQCB 2019). In Dudek's recent experience, regulatory agencies in the Southern California region use ESLs as regulatory cleanup levels. The ESLs are not generally used at sites where the contamination is solely related to a leaking UST; those sites are instead subject to the Low-Threat Underground Storage Tank Closure Policy.

California Department of Transportation/California Highway Patrol

Title 13 California Code of Regulations, Division 2, Chapter 6

California regulates the transportation of hazardous waste originating or passing through the state. The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. CHP enforces materials and hazardous waste labeling and packing regulations that prevent leakage and spills of material in transit and provides detailed information to cleanup crews in the event of an incident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of CHP. CHP conducts regular inspections of licensed transporters to ensure regulatory

compliance. Caltrans has emergency chemical spill identification teams at locations throughout the state. Hazardous waste must be regularly removed from generating sites by licensed hazardous waste transporters. Transported materials must be accompanied by hazardous waste manifests.

Occupational Safety and Health

Title 8 California Code of Regulations – Safety Orders

Under the California Occupational Safety and Health Act of 1973, the California Occupational Safety and Health Administration (CalOSHA) is responsible for ensuring safe and healthful working conditions for California workers. CalOSHA assumes primary responsibility for developing and enforcing workplace safety regulations in Title 8 of the California Code of Regulations (CCR). CalOSHA hazardous substances regulations include requirements for safety training, availability of safety equipment, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. CalOSHA also enforces hazard communication program regulations, which contain training and information requirements, including procedures for identifying and labeling hazardous substances. The hazard communication program also requires that Material Safety Data Sheets be available to employees and that employee information and training programs be documented.

In Division 1, Chapter 4, Subchapter 4 – Construction Safety Orders of Title 8, construction safety orders are listed and include rules for demolition, excavation, explosives work, working around fumes and vapors, pile driving, vehicle and traffic control, crane operation, scaffolding, fall protection, and fire protection and prevention, among others.

CalOSHA Asbestos and Carcinogen Unit enforces asbestos standards in construction, shipyards, and general industry. This includes identification and removal requirements of asbestos in buildings, as well as health and safety requirements of employees performing work under the Asbestos-In-Construction regulations 8 CCR 1529. Only a CalOSHA-Certified Asbestos Consultant can provide asbestos consulting (as defined by the Business and Professions Code, 7180–7189.7, and triggered by the same size and concentration triggers as for registered contractors). These services include building inspection, abatement project design, contract administration, supervision of site surveillance technicians, sample collection, preparation of asbestos management plans, and clearance air monitoring.

Asbestos and Air Quality

Enforcement of the NESHAP Regulation, HSC Section 39658(b)(1)

The California Air Resources Board is responsible for overseeing compliance with the federal Asbestos NESHAPs in Los Angeles County. The Asbestos NESHAP Program enforces compliance with the federal NESHAP regulation for asbestos and investigates all related complaints, as specified by HSC Section 39658(b)(1). Of the 35 air districts in California, 16 of these districts do not have an asbestos program in place. In these “non-delegated” districts, a demolition/renovation notification is required for compliance with the Asbestos NESHAP. (This notification is not equivalent to a permit.) The California Air Resources Board reviews and investigates the notifications. The program also administers two annual statewide asbestos NESHAP task force meetings for air districts and EPA to facilitate communication and enforcement continuity and assists EPA in training district staff to enforce the asbestos NESHAP.

Lead-Based Paint

According to the Phase I ESA conducted for 233 E. Huntington Drive, it is considered possible that LBP is present at the existing The Derby restaurant. The California Department of Public Health enforces lead laws and regulations related to the prevention of lead poisoning in children, prevention of lead poisoning in occupational workers, accreditation and training for construction-related activities, lead exposure screening and reporting, disclosures, and limitations on the amount of lead found in products. Accredited lead specialists are required to find and abate lead hazards in a construction project and to perform lead-related construction work in an effective and safe manner. The specific regulations are as follows:

California Health and Safety Code Sections 124125 to 124165

Declared childhood lead exposure as the most significant childhood environmental health problem in the state. Established the Childhood Lead Poisoning Prevention Program and instructed it to continue to take steps necessary to reduce the incidence of childhood lead exposure in California.

California Health and Safety Code Sections 105275 to 105310

Reaffirmed California's commitment to lead poisoning prevention activities; provided the California Department of Public Health with broad mandates on blood lead screening protocols, laboratory quality assurance, identification and management of lead exposed children, and reducing lead exposures.

California Health and Safety Code Section 105250

Establishes a program to accredit lead-related construction training providers and certify individuals to conduct lead-related construction activities.

California Civil Code Section 1941.1; California Health and Safety Code Sections 17961, 17980, 124130, 17920.10, 105251 to 105257

Deems a building to be in violation of the State Housing Law if it contains lead hazards and requires local enforcement agencies to enforce provisions related to lead hazards. Makes it a crime for a person to engage in specified acts related to lead hazard evaluation, abatement, and lead-related constructions courses, unless certified or accredited by the Department. Permits local enforcement agencies to order the abatement of lead hazards or issue a cease-and-desist order in response to lead hazards.

California Civil Code Sections 1102 to 1102.16

Requires the disclosure of known lead-based paint hazards upon sale of a property.

California Labor Code Sections 6716 to 6717

Provides for the establishment of standards that protect the health and safety of employees who engage in lead-related construction work, including construction, demolition, renovation, and repair.

California Health and Safety Code Sections 116875 to 116880

Requires the use of lead-free pipes and fixtures in any installation or repair of a public water system or in a facility where water is provided for human consumption.

California Health and Safety Code Sections 105185 to 105197

Establishes an occupational lead poisoning prevention program to register and monitor laboratory reports of adult lead toxicity cases, monitor reported cases of occupational lead poisoning to ascertain lead poisoning sources, conduct investigations of take-home exposure cases, train employees and health professionals regarding occupational lead poisoning prevention, and recommended means for lead poisoning prevention.

California Building Standards Commission

Title 24 of the California Code of Regulations – California Building Standards Code

The California Building Standards Code is a compilation of three types of building standards from three different sources:

- Building standards that have been adopted by state agencies without change from building standards contained in national model codes;
- Building standards that have been adopted and adapted from the national model code standards to meet California conditions; and
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the model codes that have been adopted to address particular California concerns.

Among other rules, the Code contains requirements regarding the storage and handling of hazardous materials. The Chief Building Official at the local government level (i.e., the City) must inspect and verify compliance with these requirements prior to issuance of an occupancy permit.

California Fire Code

The California Fire Code (CFC) is provided in California Code of Regulations Title 24, Chapter 9. It was created by the California Building Standards Commission and is based on the IFC. The CFC is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separation from project site lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every three years.

Chapter 4, Emergency Planning and Preparedness, addresses human contribution to life safety in buildings where a fire or other emergency may occur, and requires preparation of an approved fire safety and evacuation plan in compliance with CFC Section 404 (CFC Section 403.2 Group A Occupancies). Additionally, the CFC requires an approved fire emergency guide be distributed to the residents of the Project (CFC Section 403.9.2.2 Group R-2 Residences). Chapter 5, Fire Service Features, provides requirements that apply to all buildings and occupancies such as access roads, access to building openings and roofs, key boxes, fire department access to equipment, and

emergency responder radio coverage in buildings. CFC Section 501.3, Construction Documents, of Chapter 5 requires construction documents be submitted to the fire department for review and approval prior to construction to ensure compliance with applicable fire service feature provisions, such as adequate roadway and building access for emergency responders.

California Emergency Services Act

Under the Emergency Services Act (California Government Code, Section 8550 et seq.), the State of California developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered by the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

California Dig Alert

California Government Code 4216

In accordance with California Government Code 4216.2, an excavator planning to conduct an excavation shall notify the appropriate regional notification center of the intent to excavate between 2 and 14 calendar days prior to excavation activities. When the excavation is proposed within 10 feet of a "high priority subsurface installation," which includes high pressure natural gas and petroleum pipelines, the operator of the high priority subsurface installation shall notify the excavator of the existing of the installation and set up an onsite meeting to determine actions required to verify location and prevent damage to the installation. The excavator shall not begin excavating until the onsite meeting is complete.

4.7.2.3 Regional and Local

South Coast Air Quality Management District

Rule 1403: Work Practice Requirements for Asbestos

South Coast Air Quality Management District Rule 1403 governs work practice requirements for asbestos in all renovation and demolition activities. The rule includes requirements for asbestos surveying, notifications, ACM removal procedures, schedules, handling and clean-up procedures, and storage, disposal, and landfill requirements for waste materials. All operators are also required to maintain records and use appropriate labels, signs, and markings.

Los Angeles County Fire Department, Health Hazardous Materials Division

The LACFD monitors the storage of hazardous materials in the County for compliance with local requirements. Specifically, businesses and facilities which store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program with the LACFD. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations.

The CUPA, which has the responsibility for implementing federal and state laws and regulations pertaining to hazardous materials management as part of the Unified Program (discussed above), is the Health Hazardous Materials Division of the LACFD.

The CUPA maintains the records regarding location and status of hazardous materials sites in the county and administers programs that regulate and enforce the transport, use, storage, manufacturing, and remediation of hazardous materials. By designating a CUPA, the City has accurate and adequate information to plan for emergencies and/or disasters and to plan for public and firefighter safety.

Countywide Household Hazardous Waste Program

The LACDPWs' Hazardous Waste Management Division organizes regular household hazardous waste "round-ups" for residents to discard refuse items such as paints, oils, or pesticides that require special handling. Household hazardous waste roundups are held nearly every week, typically on Saturdays, at various locations throughout the County. The County also provides information on the locations of motor oil recycling centers.

Emergency Response and Evacuation Planning

Los Angeles County Operational Area Emergency Response Plan

The City is within the Los Angeles County Operational Area (OA), which includes the County and all political subdivisions (e.g., cities). The California Office of Emergency Services (formerly California Emergency Management Agency) designated the County as OA coordinator. As such, the County is responsible for coordination and facilitation of emergency operations within the OA (County of Los Angeles 2012). The Los Angeles County Operational Area Emergency Response Plan (OAERP) addresses the OA's coordinated response to emergency situations associated with natural, man-made, and technological incidents. The OAERP includes prevention, protection, response, recovery, and mitigation within the OA, and describes the OA's emergency organization, authorities and responsibilities, as well as the mutual aid process during emergencies, to ensure effective coordination of needed resources (County of Los Angeles 2012). The OAERP incorporates and complies with the principles and requirements found in federal and state laws, regulations, and guidelines, and is compliant with the National Incident Management System; the National Response Framework (NRF); and the Standardized Emergency Management System (County of Los Angeles 2012).

The County, as the OA coordinator, may declare a local emergency due to a specific situation, such as flood, earthquake, or other condition. Pursuant to Section 8630 of the California Government Code, when the County proclaims a local emergency, it is not necessary for cities to also proclaim the existence of a local emergency (County of Los Angeles 2012). Further, cities within County are bound by County rules and regulations adopted by the County pursuant to Section 8634 of the California Government Code during a County proclaimed local emergency, even if the cities do not independently proclaim the existence of a local emergency (County of Los Angeles 2012).

Master Mutual Aid System

The mutual aid system facilitates the rendering of aid to agencies/jurisdictions stricken by an emergency whenever its respective resources are overwhelmed or inadequate. Statewide mutual aid is voluntary aid provided between and among local jurisdictions and the state under the terms of the California Disaster and Civil Defense Master Mutual Aid Agreement (MMAA) (County of Los Angeles 2012). The MMAA creates a formal structure wherein each jurisdiction retains control of its own facilities, personnel, and resources, but may also receive or render assistance without the

expectation of reimbursement, to other jurisdictions within the state. Mutual Aid Regions were established under the Emergency Services Act (County of Los Angeles 2012). The OA is in Mutual Aid Region I, which is in the California Office of Emergency Services Southern Administrative Region (County of Los Angeles 2012).

As part of the mutual aid system, the County Emergency Operations Center (CEOC)/Operational Area Emergency Operations Center (OAEOC) provides a facility for centralized emergency coordination and support to agencies/jurisdictions in the OA during an emergency or disaster. If the CEOC/OAEOC is not able to facilitate the requested support, it will request assistance from the state. Requests for federal assistance during an emergency are coordinated through the state (County of Los Angeles 2012).

City of Arcadia Emergency Management Plan

Arcadia has adopted an EMP that addresses the City's response to extraordinary emergency situations associated with natural disasters, technological incidents, and threats to national security. The City's EMP provides operational concepts related to the various emergency situations; identifies components of the City's Emergency Management Organization; and describes the overall responsibilities of the organization for protecting life and property and for assuring the overall wellbeing of the population. The EMP also identifies the sources of outside support, which might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

City of Arcadia Municipal Code

Section 9103.13.050 - Hazardous Materials.

No existing or proposed use, activity, or process or portion thereof may discharge from any source whatsoever such quantities of odorous gases or other odorous matter which would cause injury to the public or endanger the comfort, repose, health, and safety of any persons, or would cause or have a natural tendency to cause injury or damage to business or property.

City of Arcadia 2010 General Plan

The City has adopted polices associated with hazardous material and waste management in order to assist in meeting state, federal, and county goals. The City's General Plan was created to further enforce federal, state, and local laws and promote public awareness for proper handling and disposal of household hazardous wastes. The following policies from the General Plan Safety Element have been adopted by the City (Arcadia 2010). The City's Safety Element, as part of the General Plan, will set forth updated polices related to hazards. The Safety Element is currently being drafted by the City but is not yet available for public review and has not been approved by the City Council; therefore, the City's current 2010 Safety Element is applicable to the proposed Project.

Hazardous Materials and Waste Management

Policy S-4.1: Adopt and strictly enforce the most current regulations governing hazardous waste management.

Policy S-4.2: Minimize exposure of the environment, critical facilities, and residences to hazardous materials.

Policy S-4.3: Ensure that all businesses and hazardous materials transportation services within the City adhere to the requirements of the City's hazardous material plans and programs.

Policy S-4.4: Provide a high level of public awareness of all County and City household hazardous waste programs and activities.

Emergency Services

The General Plan also includes policies associated with emergency services, including fire protection. The City's main strategies for public health and safety are (1) prevent disasters, and (2) develop responses that minimize the extent of distress due to disasters. The following policies from the General Plan Safety Element pertain to the proposed Project (City of Arcadia 2010).

Policy S-5.1: Involve Police and Fire Department personnel as an integral part of the new development and redevelopment review process.

Policy S-5.2: Integrate new technologies and crime and fire prevention concepts into the design and construction of new, remodeled, and replaced development.

Policy S-5.3: Maintain fire and police stations, facilities, and services sufficient to meet high public safety standards.

Policy S-5.4: Monitor the development of technology for fire and law enforcement services, and acquire and use the latest technology and funding permits.

Policy S-5.5: Maintain a high level of community engagement in crime prevention and community safety.

Policy S-5.9: Provide a full range of services intended to instill a sense of safety and well being in the community, including emergency medical service, fire prevention and education, protection from fire hazards, hazardous materials, domestic terrorism, and urban search and rescue.

Policy S-5.11: Require new development projects to pay their fair share of costs associated with any necessary increases in public safety equipment, facilities, and staffing to provide life safety protection.

4.7.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts related to hazards and hazardous materials are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to hazards and hazardous material would occur if the Project would:

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 which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65762.5 and, as 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.

4.7.4 Impacts Analysis

Threshold 4.7a ***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Construction

Construction would require the use of heavy equipment and machinery. Hazardous materials that may be used during construction and demolition activities include, but are not limited to, gasoline, diesel fuel, lubricants, grease, adhesives, welding gases, solvents, paints, and vehicle and equipment-maintenance related materials. These materials would be stored in designated construction staging areas within the boundaries of the Project site and the construction contractor must ensure the transport, handling, use, storage, and disposal of any hazardous materials would be in accordance with the manufacturer's specifications and all applicable federal, state, and local laws and regulations and laws. The use of these hazardous materials for their intended purpose would not pose a significant risk to the public or environment. Many of the anticipated hazardous construction materials may be recycled and those that cannot be recycled would be transported by a licensed hazardous waste hauler and disposed of at an appropriately permitted offsite facility, in accordance with California Code of Regulations, Title 22, Division 4.5, Environmental Health Standards for the Management of Hazardous Waste. The proper use and handling of these substances would not present a health risk to the public or the environment.

As discussed in Section 4.7.1, Existing Conditions, given the age of the building located at 233 E. Huntington Drive (The Derby Restaurant), there is a possibility that asbestos-containing materials and lead based paint is present at the property (Appendix F-1). While unlikely given the date of construction, there is a possibility these materials are also present in the building located at 301 E. Huntington Drive (former Souplantation restaurant). Additionally, many commercial buildings contain small amounts of PCBs, mercury, and other universal wastes in such items as light fixtures and thermostats. Demolition of structures that contain asbestos or other hazardous materials/wastes could result in a hazard during transport and disposal of the construction debris, if not properly identified and managed. MM-HAZ-1 requires proper abatement of asbestos and lead-based paint and identification and abatement of other hazardous materials and universal wastes prior to demolition and construction activities. With implementation of MM-HAZ-1, impacts associated with the routine transport of asbestos, universal wastes, and hazardous materials for offsite disposal would be less-than-significant with mitigation incorporated.

Operation

The operational phase of the proposed Project would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Hazardous materials would be limited to use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances. Such chemicals are typically used in residential and commercial uses, and when

used in accordance with manufacturer's recommendations and applicable regulations, do not result in a risk to human health or the environment. The routine transport, use, and/or disposal of these substances would be subject to applicable federal, state, and local health and safety laws and regulations, as summarized in Section 4.7.2, which would minimize health risk to the public and the environment and impacts would be less than significant.

Threshold 4.7b ***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?***

Construction

As discussed above, the proposed Project has the potential to expose the public and the environment to hazards associated with the removal, transport and disposal of hazardous materials including asbestos, LBP, PCB-containing items, and universal wastes present in the buildings scheduled for demolition. Management of hazardous materials and waste during pre-demolition abatement activities would be addressed by MM-HAZ-1. Construction activities would not be conducted in areas where hazardous materials are stored, and potential impacts associated with hazardous materials would be addressed under MM-HAZ-1, therefore impacts would be less than significant with mitigation incorporated.

As discussed in the Phase I ESA completed for 301 E. Huntington Drive, and in Section 4.7.1, Existing Conditions a gasoline station was previously located in the eastern portion of the Project site between approximately 1938 and 1964. Prior to the development of the Souplantation restaurant in 1988, soil sampling was conducted in the area where the former gas station was located (Converse 1988). Soil samples were analyzed for petroleum hydrocarbons, benzene, toluene, xylenes, and oil and grease. None of the samples were found to exceed laboratory reporting limits (Converse 1988). Leftover from this development were two USTs, one of which was punctured during construction of the Souplantation building. This caused a small amount of the contents of the tank to spill onto the soil. Subsequent soil testing was then performed to assess soil conditions around the former oil tank locations. One sample contained 1,461 mg/kg of total petroleum hydrocarbons and no TPH was detected that exceeded the laboratory reporting limit. No further analysis was recommended in the report (Converse 1988).

Soil borings were also taken in the northeastern portion of the site, in the assumed location of an automotive repair shop and were analyzed for petroleum hydrocarbons, benzene, toluene, xylenes, oil and grease. Oil and grease were detected but no other contamination was identified as being above laboratory reporting limits. Further assessment was recommended due to the oil and grease detections; however, based on the information reviewed, it is not known if further assessment was ever conducted in this area.

The Phase II ESA conducted for the Project site included taking more soil samples and sub-slab vapor samples. The samples were analyzed for volatile organic compounds (VOCs) and TPH. The analysis concluded that no VOCs or TPH were present in any of the soil or sub-slab vapor samples (Appendix F-3). The lack of sub-slab vapor detections, along with the lack of soil detections at depth, indicates that there likely is not widespread contamination at the site; however, it is still possible that some contamination and/or additional USTs exist on the property. As a result, MM-HAZ-2 would be implemented, which includes a soil management plan (SMP) be prepared to properly handle, transport, and dispose of contaminated soils removed from the Project site. The SMP required by MM-HAZ-2 would also include health and safety procedures, including breathing zone monitoring, to prevent possible exposure of onsite workers to elevated concentrations of hazardous materials.

With adherence to federal, state, and local laws and regulations, and implementation of MM-HAZ-1 and MM-HAZ-2, short-term construction impacts associated with potential upset and accident conditions involving the release of hazardous materials to the environment would be less than significant with mitigation incorporated.

Operation

As previously mentioned, according to the LACDPW the Project site is not located within 300 feet of an oil or gas well or 1,000 feet of a methane-producing site; therefore, impacts due to proximity are not anticipated (LADPW 2022). Additionally, the on-site soil and soil vapor sampling has indicated that it is unlikely that widespread contamination of hazardous materials has occurred on the Project site. The implementation of MM-HAZ-1 and MM-HAZ 2 however, would ensure that the post-construction level of hazardous materials would be decreased to a less-than-significant level. During Project operation, use of commercial cleaners, lubricants, or paints associated with janitorial, maintenance, and repair activities during building operations, as well as household cleaning supplies, would be relatively limited and would be subject to federal, state, and local health and safety requirements. The Project's proposed restaurant uses may require onsite storage and use of a limited number of compressed gas canisters (i.e., carbon dioxide and nitrogen gas), which are commonly used for the sale of carbonated sodas and beer, as well as propane tanks. However, these materials would not exceed the reportable quantities, and would be handled and stored pursuant to pursuant to CFC Health and Safety Code, and OSHA standards. As such, during Project operation, by adhering to existing requirements and regulations, impacts associated with reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment would be less than significant.

Threshold 4.7c ***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?***

The school nearest to the Project site is Rancho Learning Center, which is approximately 0.07 miles south of the Project site. As such, there is a school located within one-quarter mile of the proposed Project site. The Project includes residential and commercial (restaurant) uses that do not require the use of large quantities of hazardous or acutely hazardous materials. As discussed above under Threshold 4.7b, compressed gas cannisters and propane tanks, if used, would not exceed reportable quantities, and would be stored and handled pursuant to applicable CFC, Health and Safety Code, and OSHA standards. Other hazardous materials would be limited to use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances. Such chemicals are typically used in residential and commercial uses, and when used in accordance with manufacturer's recommendations and applicable regulations, do not result in a risk to human health or the environment. Therefore, the potential for the Project to affect Rancho Learning Center is limited, and impacts would be less than significant.

Threshold 4.7d ***Would the Project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65762.5 and, as a result, would it create a significant hazard to the public or the environment?***

The Project site is not listed on a Cortese List site, nor is it likely that the Project site has been impacted by a Cortese List site. Therefore, the Project would not create a significant hazard to the public or the environment due to its location of a hazardous materials site included on the list compiled under Government Code Section 65762.5, and no impact would occur.

Threshold 4.7e ***For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?***

The Project site is not located within 2 miles of a public use airport, nor is it located within an airport land use plan. Therefore, the Project would not result in a safety hazard or excessive noise due to proximity to an airport for people residing or working in the Project area, and no impact would occur.

Threshold 4.7f ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

As discussed above in Section 4.7.1.1, Environmental Setting, the Project site is located along E. Huntington Drive, which is a designated disaster evacuation route. The adopted emergency response and evacuation plans applicable to the City and Project site are the City's EMP and the OAERP. Impairment of emergency response plans or emergency evacuation plans would occur if the Project would introduce an undue or extraordinary burden on emergency responders during an emergency. Common examples of such a situation include Project placement and design that could impede access by emergency responders or the orderly evacuation of a site in the event of a natural or manmade disaster, such as dam breach or fire. Undersized roadways, underrated bridges and culverts, steep grades and pinch points, remoteness, and inadequate points of ingress and egress to and from a site are examples of the difficulties that emergency responders can experience. Additionally, indirect emergency access impacts could occur if emergency access easements and internal roadways that connect off-site and adjacent developments are obstructed.

Construction

Construction of the Project would occur primarily within the confines of the Project site; however, temporary construction activities would be required in the adjacent roadway rights-of-way for the removal and/or reconfiguration of raised medians on Gateway Drive and E. Huntington Drive, removal of a City-maintained landscaped area protruding onto E. Huntington Drive, removal and reconfiguration of curb cuts, and required utility connections. In accordance with MM-TRA-3 (discussed in Section 4.14, Transportation, of this Draft EIR) the Project applicant or the contractor shall develop and implement a City-approved Construction Traffic Control Plan. The Construction Traffic Control Plan shall be prepared in accordance with applicable City guidelines and shall ensure that appropriate detours and protocols are put in place during construction in order to maintain the safe pedestrian and traffic flow, including in the event of an emergency evacuation or other emergency response situation. Additionally, in accordance with Section 3303.1 of the CFC, the Project applicant or the contractor would be required to develop and implement a Site Safety Plan which would establish a fire prevention program at the Project site that would be implemented throughout all phases of construction, repair, alternation, or demolition work. The Site Safety Plan shall be submitted to the Arcadia Fire Department prior to the issuance of a grading permit and shall include the designation of a site safety director, procedures for reporting emergencies, fire department vehicle access routes, locations of fire protection equipment, smoking and cooking policies, location and safety considerations for temporary heating equipment, plans for control of combustible waste material, and provisions of site security. The Project's Site Safety Plan would help to minimize the risk of fire hazards from occurring on the Project site during construction. Thus, with implementation of MM-TRA 3 and compliance with Section 3303.1 of the CFC, the Project's construction activities would not impact emergency transportation along E. Huntington Drive in such a manner that would substantially affect its ability to serve as a disaster evacuation route and would not subject the Project area to a substantial increase in fire risk. As such, the short term construction impacts would be less than significant after mitigation.

Operation

The Project site is located in an urban area near the City's downtown, which is within the existing service area for the Arcadia Fire Department and other first responders. However, The Project would increase residential density and activity levels at the Project site, which would increase the service population for emergency responders. The Project would comply with all applicable provisions of the City's Municipal Code and CFC (as amended) pertaining to emergency access and preparedness, including Section 403.b, requiring preparation of an approved fire safety and evacuation plan, and Section 501.3, requiring review and approval of Project plans to ensure adequate roadway and building access for emergency responders. Compliance with CFC requirements would ensure appropriate access and other conditions (i.e., emergency responder radio coverage) for first responders during Project operation. Additionally, the Project would be required to adhere to General Plan Safety Element Policies S-5.1, S-5.2, and S-5.11, which require police and fire department personnel to be involved in the development review process, require integration of new technologies for crime and fire prevention in new development, and require new developments to pay for costs associated with increased public safety needs. As such, design and implementation of the proposed Project, as it relates to emergency response and emergency evacuation, would be an integral part of the City's review and approval process. As discussed in Section 4.7.2, the City is also party to a broader mutual aid system, which would help ensure proper implementation of EMP and OAERP procedures in the event of a natural disaster or other City-wide emergency. The Project's required compliance with the CFC and other City policies and standards adopted to ensure proper emergency response and evacuation would ensure that operational Project impacts related to implementation of the EMP and OAERP would be less than significant.

Threshold 4.7g ***Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?***

As discussed above in Section 4.7.1, Existing Conditions, the Project site is located in a highly urbanized area and is not located within an area of high wildfire hazard, such as a wildland urban interface area, State Responsibility Area, or within a Very High Fire Hazard Severity Zone (CAL FIRE 2022). Therefore, people and structures would not be subject to significant risks related to wildland fires, and no impacts would occur.

4.7.5 Cumulative Impact Analysis

For cumulative analysis, the hazardous materials geographic scope is generally restricted to the area immediately surrounding the Project site as the potential for risk is limited to the area immediately surrounding an affected hazardous material site or risk generator. However, other topics associated with human health and safety such as transportation of hazardous materials, wildfire, airport safety, and emergency response can expand through the surrounding region.

As described above, there are a variety of hazardous material and public health and safety issues that are relevant and applicable to the Project. Many potential impacts related to hazardous materials and public health and safety risks would be minimized due to compliance with federal, state, and local regulatory requirements. These legal requirements and regulations, as detailed in Section 4.7.2, help minimize the potential for health and safety risks. Further, mitigation measures are required to reduce potentially significant impacts related to soil contamination.

Cumulative projects occurring in the area immediately surrounding the Project site would also be subject to federal, state, and local regulations related to hazardous materials and other public health and safety issues. In a manner similar to the proposed Project, adherence to these regulatory requirements would reduce incremental impacts

associated with public exposure to health and safety hazards in each of the affected Project areas. Additionally, most hazardous material and safety-related risks are localized, generally affecting a specific site and immediate surrounding area, thus minimizing the potential for an impact to combine with another project to create a cumulative scenario. According to Table 2-3, List of Cumulative Projects, and Figure 2-6, Cumulative Projects Location Map, in Chapter 2, Environmental Setting of this EIR, the closest cumulative project to the Project site is identified as A2 (Huntington Plaza/Mixed Use), located at 117 E. Huntington Drive less than 0.2-mile to the west of the Project site. For the purposes of this cumulative impact analysis for Thresholds 4b though 4d, an assessment of the Project in combination with potential impacts associated with the construction and operation of Cumulative Project A2 is detailed further below. For Thresholds 4.7a and 4.7f, the geographic scope for the cumulative analysis is the County, therefore, all cumulative projects listed in Table 2-3 (of Chapter 2 of this Draft EIR) are considered.

As discussed above under Threshold 4.7d, 4.7e, and 4.7g, the Project would have no impact related to an airport land use plan, public airport, public use airport, wildland fires, or sites listed on the Cortese List, and would therefore have no potential to contribute to a cumulative impact. As such, cumulative impacts related to Thresholds 4.7d, 4.73, and 4.7g are not analyzed further below.

Threshold 4.7a ***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

As stated above, there are regulations governing the use of hazardous materials with which the Project and cumulative projects would be required to comply. As a result, development of the Project and cumulative projects would occur in accordance with adopted plans and regulations. However, even with compliance with applicable regulations, the Project would have the potential to create a significant hazard to the public with the demolition of on-site buildings and their likelihood of having asbestos-containing materials, lead based paint, or other universal wastes. Demolition of structures that contain asbestos or other hazardous materials/wastes could result in a hazard during transport and disposal of the construction debris, if not properly identified and managed. As described in Section 4.7.4, MM-HAZ-1 would require proper abatement of asbestos and lead-based paint and identification and abatement of other hazardous materials and universal wastes prior to demolition and construction activities. As such, with implementation of MM-HAZ-1, impacts associated with the routine transport of asbestos, universal wastes, and hazardous materials for offsite disposal during construction would be less than significant with mitigation incorporated. Through the required CEQA review process, if it is determined that existing regulations are insufficient to reduce other cumulative project impacts to less than significant levels, than the City would require implementation of similar mitigation measures on a project-by-project basis. Therefore, through compliance with applicable regulations and required CEQA review, which would ensure implementation of any required mitigation, impacts related to the Project in combination with cumulative projects would not be cumulatively considerable.

Similar to the proposed Project, it is anticipated that the use of hazardous materials on the Project site and on cumulative project sites would be limited to use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances. Such chemicals are typically used in an urban environment, and when used in accordance with manufacturer's recommendations and applicable regulations, do not result in a risk to human health or the environment. The routine transport, use, and/or disposal of these substances would be subject to applicable federal, state, and local health and safety laws and regulations, including universal waste disposal requirements, as summarized in Section 4.7.2, which would minimize health risk to the public associated with hazardous materials. Therefore, in combination with the proposed Project, cumulative operational impacts would not be cumulatively considerable.

Threshold 4.7b ***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?***

As described in Section 4.7.4, the Project site has the possibility of soil contamination and/or additional USTs exist on the property. As a result, the Project incorporates MM-HAZ-2, which requires a SMP to be prepared to properly handle, transport, and dispose of contaminated soils from the Project site. The SMP required by MM-HAZ-2 would also include health and safety procedures, including breathing zone monitoring, to prevent possible exposure of onsite workers to elevated concentrations of hazardous materials. Implementation of MM-HAZ-1 and MM-HAZ-2 would ensure that Project-related activities would not result in significant impacts. Similar to the proposed Project, cumulative projects would be required to comply with local, state, and federal laws that govern the removal of such substances and the proper treatment of contaminated soils. Compliance with these laws would prevent the release of hazardous building materials resulting from construction activities on the sites of cumulative projects in the immediate vicinity and prevent releases of hazardous materials from soils on the Project site or cumulative project sites into the environment. Through the required CEQA review process, if it is determined that existing regulations are insufficient to reduce cumulative project A2's impact to a less than significant level, than the City would require implementation of mitigation measures, similar to the Project. Therefore, through required CEQA review, compliance with applicable regulations, and implementation of required mitigation, cumulative impacts would not be cumulatively considerable.

Although it is unlikely that widespread contamination of hazardous materials has occurred on the Project site, implementation of MM-HAZ-1 and MM-HAZ 2 however, would ensure that the post-construction level of hazardous materials would be decrease to a less than significant level. Moreover, the Project in combination with the cumulative projects would be subject to federal, state, and local health and safety requirements during operations. As with the Project, cumulative project A2 would be subject to CEQA, whereby any potential impacts related to hazards created by upset and accident conditions involving the release of hazardous materials into the environment would be identified and mitigated, as appropriate. As such by adhering to existing requirements and regulations, and with implementation of required mitigation, cumulative impacts would not be cumulatively considerable.

Threshold 4.7c ***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?***

The school nearest to the Project site is Rancho Learning Center, which is approximately 0.07 miles south of the Project site. As such, there is a school located within one-quarter mile of the Project site. Cumulative project A2, would comply with all existing regulation regarding the use of hazardous materials, which would prevent releases of hazardous materials from soils on cumulative project sites into the environment. Additionally, similar to the Project, cumulative project A2 would support mixed commercial and residential uses and would not include industrial uses that would be likely to generate or store reportable quantities of hazardous or acutely hazardous materials within one quarter mile of a school. Compressed gas canisters used for beverage sales in restaurants and propane tanks (if used) would not exceed reportable quantities and would be handled and stored pursuant to applicable CFC, Health and Safety Code, and OSHA standards. Due to the nature of the proposed land uses and required compliance with applicable regulations, impacts related to the Project in combination with cumulative project A2 would not be cumulatively considerable.

Threshold 4.7f ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The cumulative projects are in the vicinity of E. Huntington Drive and Interstate-210, which are designated disaster evacuation routes. Although construction of cumulative projects would occur primarily within the project sites, temporary construction activities may be required in the roadway right-of-way along E. Huntington Drive for cumulative projects A6, A2, M1, M2, and M3 which has the potential to interfere with traffic flow and emergency response. However, as with Project, the cumulative projects in the City and neighboring City of Monrovia would be subject to CEQA review. Through CEQA, any potential construction related impacts with the potential to impair or interfere with an adopted emergency response plan or emergency evacuation plan would be identified and mitigated at the project level, as appropriate. Additionally, cumulative projects along E. Huntington Drive are a substantial enough distance away from one another so as not to cause a bottleneck on a specific block or segment of E. Huntington Drive. As with the City, the City of Monrovia has adopted the CFC as their municipal fire code. Thus, all cumulative projects would be subject to CFC provisions pertaining to emergency access and preparedness, which would help support emergency responders and emergency response activities in the event of a natural disaster or other largescale event requiring implementation of an emergency response or evacuation plan, such as the OAERP or EMP. For cumulative projects in the City, the General Plan Safety Element contains policies which require police and fire department personnel to be involved in the development review process and require new developments to pay for costs associated with increased public safety needs. As with the Project, cumulative projects located within the City would be required to comply with the same policies. Thus, with compliance with applicable CFC standards, City General Plan policies, and implementation of MM-TRA-3, the Project's impacts, in combination with cumulative projects, would not be cumulatively considerable.

4.7.6 Mitigation Measures

MM-HAZ-1 Hazardous Building Materials Survey**.** Prior to the issuance of a demolition permit for any existing on-site structures, a qualified environmental specialist shall conduct a survey for asbestos-containing materials, lead-based paint, polychlorinated biphenyls, mercury, and other hazardous building materials, such as universal wastes and refrigerants, to document the presence of any potentially hazardous materials within the structures. If survey results are positive, all potentially hazardous materials identified as part of this survey shall be handled and disposed in accordance with the federal and state hazardous waste and universal waste regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the findings of the hazardous building materials survey and federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, California Occupational Safety and Health Administration (which regulates employee exposure), the South Coast Air Quality Management District, and the Metallic Discards Act of 1991 (Public Resources Code, Section 42160 et seq.), particularly Public Resources Code, Section 42175, Materials Requiring Special Handling, for the removal of mercury switches, PCB-containing ballasts, and refrigerants. Upon completion of construction activities, proof of proper handling and disposal shall be provided to the City's Public Works Department.

MM-HAZ-2 Contaminated Soil Management. Prior to the issuance of a grading permit, the Project applicant/developer shall retain a qualified environmental professional to prepare a soil management plan (SMP) that outlines the proper screening, handling, characterization, transportation, and disposal procedures for contaminated soils on site based on the findings of the

site-specific conditions, geophysical surveys, and Phase I and II Environmental Site Assessments, and shall identify any areas of known or suspected soil contamination. The SMP shall be provided to the City's Development Services Department for review prior to any site grading. The Project's contractor shall ensure implementation of the SMP through the contract specifications for all confirmed and suspected contaminated soils which require excavation and offsite disposal. The SMP shall include health and safety and training procedures for construction workers who may come into contact with contaminated soils. The health and safety procedures shall include periodic breathing zone monitoring for volatile organic compounds (VOCs) using a handheld organic vapor analyzer and include required actions to be taken if concentrations of VOCs exceed applicable screening levels for health and safety of onsite workers and the public. The SMP shall also include instructions for the identification of potentially-impacted soils, procedures for temporary cessation of construction activity and evaluation of the level of environmental concern if potentially-impacted soils or underground storage tanks are encountered, procedures for characterizing and managing potentially-impacted soils, and follow-up procedures such as disposal and reporting, as necessary. Contaminated soil shall be managed and disposed of in accordance with applicable federal, state, and local regulations. Upon completion of construction activities, proof of compliance with the SMP shall be provided to the City's Development Services Department.

MM-TRA-3 MM-TRA-3 from Section 4.13, Transportation, of this Draft EIR is applicable to this analysis.

4.7.7 Significance Conclusion

Threshold 4.7a. The Project would have a **less-than-significant impact with mitigation** incorporated associated with the routine transport of asbestos, universal wastes, and hazardous materials for offsite disposal during construction.

Threshold 4.7b. The Project would have a **less-than-significant impact with mitigation** incorporated related to the potential upset and accident conditions involving the release of hazardous materials to the environment during construction.

Threshold 4.7c. The Project would have a **less-than-significant impact** related to the release or handling of hazardous emissions or materials near existing or proposed schools.

Threshold 4.7d. The Project would have **no impact** related to creating a significant hazard to the public or the environment due to its location of a hazardous materials site included on the Cortese list.

Threshold 4.7e. The Project would not have **no impact** associated with hazards from airports for people residing or working in the Project area.

Threshold 4.7f. The Project would not impair implementation or physically interfere with an emergency evacuation or response plan and the impact is **less-than-significant impact with mitigation**.

Threshold 4.7g. The Project would have **no impact** related to exposing people or structures to significant risks related to wildland fires,

4.7.8 References

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4.8 Hydrology and Water Quality

This section describes the existing hydrology and water quality conditions of The Derby Mixed-Use Project (Project) site and vicinity, identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, and references. Information contained in this section is based on the following appendices:

- **Appendix G** Low Impact Development Report for The Derby, 233 E. Huntington Dr., Arcadia, CA 91006, prepared by Labib Funk and Associates (July 2022)
- **Appendix E-1** Geotechnical Investigation, Proposed Mixed-Use Development, 233-301 East Huntington Drive, Arcadia, California, prepared by GEOCON West, Inc. (October 2022)

Other sources consulted are listed in Section 4.8.8, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.8.1 Existing Conditions

4.8.1.1 Surface Water

Los Angeles River Watershed

The Project site is located within the Rio Hondo Watershed, a hydraulic subarea of the larger 834 square mile Los Angeles River Watershed (County of Los Angeles 2021). The Los Angeles River Watershed is one of the largest in the region and is also one of the most diverse in terms of land use patterns. Approximately 324 square miles of the watershed are covered by forest or open space land including the area near the headwaters which originate in the Santa Monica, Santa Susana, and San Gabriel Mountains. The rest of the watershed is intensely urbanized and the river itself is highly modified, having been lined with concrete along most of its length by the U.S. Army Corps of Engineers (LARWQCB 2014).

Rio Hondo Subwatershed

The Rio Hondo subwatershed and Santa Anita Wash-Rio Hondo subarea drain to the Rio Hondo River, then into the Los Angeles River, and finally out to the Pacific Ocean near the Port of Long Beach. In addition to the Santa Anita Wash-Rio Hondo, the watershed subareas includes Alhambra Wash-Rio Hondo and Eaton Wash. Municipalities that fall within the boundaries of the Rio Hondo subwatershed include the City of Arcadia (City) and the cities of Pasadena, South Pasadena Montebello, El Monte, Monterey Park, Rosemead, Alhambra, Monrovia, San Gabriel, Temple City, South El Monte, San Marino, Sierra Madre, Duarte, Irwindale, Bradbury, and unincorporated areas of Los Angeles County (County) (County of Los Angeles 2022). Figure 4.8-1, Rio Hondo Watershed Subarea, depicts the boundaries of the watershed in relation to the Project site as well as the greater Los Angeles River Watershed.

Surface Water Quality

Existing, potential, or intermittent beneficial uses for the Arcadia Wash, the Santa Anita Wash, and the Rio Hondo Channel, where stormwater from the City is discharged and for the underlying groundwater basins in the City (Raymond and Main San Gabriel Valley groundwater basins) include: domestic water supply (MUN); industrial activities (IND); industrial process dependent upon water quality (PROC); agricultural supply (AGR); groundwater recharge (GWR); Water Recreation (REC-1, REC-2); warm water ecosystems (WARM); cold water ecosystems (COLD); terrestrial ecosystems (WILD); rare, threatened or endangered species (RARE); and wetland ecosystems (WET) (LARWQCB 2014). Under the Clean Water Act Section 303(d), the State of California is required to develop total maximum daily loads (TMDLs), which define how much of a specific pollutant/stressor a given water body can tolerate and still meet relevant water quality standards. TMDLs have been established for impaired water bodies throughout California. The Rio Hondo/San Gabriel River Water Quality Group (RH/SGRWQG) identified one impaired water body (Peck Road Park Lake) as well as two impaired receiving waters (Rio Hondo Reach 3 and the Sawpit Wash) within the Rio Hondo subwatershed (RH/SGRWQG 2016).

Storm Drainage

Storm drainage in the City is provided by curbs and gutters along streets, which direct stormwater into the catch basins, pipes, and washes that run southerly in or near the City (City of Arcadia 2010a). Throughout the City, there are over four miles of City-maintained storm management facilities which connect to regional flood-control and runoff conveyance facilities (City of Arcadia 2010a). According to the RH/SGRWQG Enhanced Watershed Management Program (EWMP) Management Plan, there are at least 150 structural and/or institutional best management practices (BMPs) currently being implemented in the City.[1] These include BMPs related to green infrastructure (e.g., infiltration trenches, cultic storm filters, infiltration facilities, and infiltration drywells), and source control (e.g., gross pollutant separators and catch basin inserts, screens, and filters), as well as institutional BMPs (e.g., covered trash bins, enhanced street sweeping, dog parks, and signage and stenciling) (RH/SGRWQG 2016).

There is one storm drainpipe near the Project site that is owned and maintained by the Los Angeles County Flood Control District (LACFCD). This storm drainpipe is located under E. Huntington Drive, directly south of the Project site. The storm drain is a reinforced concrete pipe that is 45 inches in diameter and is located approximately 135 feet south of the Project centerline. It coneys stormwater from catch basins along the pipe's route, including two catch basins located on the Project site, three catch basins located along E. Huntington Drive directly south of the Project site, and one catch basin located along Gateway Drive directly east of the Project site. The pipe begins between Indiana Street and 2nd Avenue, approximately 375 feet to the west of the Project site and flows east before eventually discharging into the Santa Anita Wash (a channelized tributary of the Rio Hondo River) approximately 700 feet east of the Project site.

4.8.1.2 Groundwater

The Project site is located above the Main San Gabriel Groundwater Basin (Main Basin), an adjudicated basin which occupies most of the San Gabriel Valley. It encompasses approximately 107,000 acres and stores approximately 8.6 million acre-feet of water (Watermaster 2022). The Main Basin serves as a natural storage reservoir,

[1] According to the RH/SGRWQG Management Plan (2016), there were 306 BMPs reported within the City of Arcadia, however, due to the methodologies behind the record keeping, some of the BMPs identified in the City of Arcadia may have been double counted. As such, this Draft EIR assumes the conservative total of only 150 BMPs.

transmission system, and filtering medium for wells. It also provides approximately 85% of the overall water supply needs of nearly 1.4 million residents overlying the basin (Watermaster 2022).

The Main Basin is an adjudicated basin that requires supplemental recharge in order to replenish and maintain ground water levels. The Main San Gabriel Basin Watermaster (Watermaster) was established as the governing body in 1973 and oversees management of the Main Basin. The major sources of natural recharge are from infiltration of rainfall on the valley floor and runoff from the nearby mountains; however, a two-decade-long dry period has resulted in low rainfall, minimal runoff, and limited recharge. In 1983, the operational groundwater elevation was 294 feet above mean sea level (amsl), which is the highest level recorded since the basin was adjudicated. In 2018 the groundwater elevation was 169 feet amsl, which represents a historic low (Watermaster 2022). As a result, Main Basin recovery depends largely on Watermaster management actions, including purchasing and importing supplemental water from the State Water Project (SWP).

Approximately 85% of Main Basin demand is satisfied from local groundwater, 10% from treated imported water and 5% from other local supplies (e.g., recycled water and local surface water diversions) (Watermaster 2022). In addition, an average of about 40,000 acre-feet per year of untreated imported water historically has been delivered for Main Basin replenishment (Watermaster 2022). The Watermaster established an Operating Safe Yield (OSY) for 2021-22 of 150,000 acre-feet; however, annual pumping production in 2021-22 was approximately 186,100 acre-feet (Watermaster 2022). Consequently, the replacement water obligation, was approximately 28,500 acre-feet (Watermaster 2022) The City—as a sub-agency of Upper San Gabriel Water Municipal Water District—can purchase treated, imported water from the SWP for the purposes of groundwater replenishment (City of Arcadia 2021).

Ground Water Quality

Four areas of the Main Basin are Superfund Sites. Contaminants such as Trichloroethylene, Perchloroethylene, Carbon Tetrachloride, Perchlorate, N-Nitrosodimethylamine, and 1,4-Dioxane impact Whittier Narrows, Puente Basin, Baldwin Park, and El Monte areas (referred to as “Operable Units”) (Watermaster 2022). There is currently an ongoing effort to clean up the Baldwin Park Operable Unit, whereby responsible parties have agreed to pay towards research, cost recovery, and treatment plant construction (Watermaster 2022). Those facilities have operated for over 17 years and continue to operate (Watermaster 2022).

4.8.1.3 Flooding

The Federal Emergency Management Agency (FEMA) provides flood hazard and risk data to help guide mitigation actions. Flood mapping is an important part of the National Flood Insurance Program, as it is the basis of National Flood Insurance Program regulations and flood insurance requirements. The Project site is not located within a FEMA-designated Special Flood Hazard Area and is designated as Zone X (an area of minimal flooding potential) (FEMA 2022).

4.8.2 Regulatory Requirements

4.8.2.1 Federal

Clean Water Act

The Clean Water Act (CWA) (33 U.S. Code 1251 et seq.), as amended by the Water Quality Act of 1987, is the major federal legislation governing water quality. The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Key sections of the CWA are as follows:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines. Under Section 303(d) of the CWA, the State of California is required to develop a list of impaired water bodies that do not meet water quality standards and objectives and establish TMDLs for each pollutant/stressor. The RH/SGRWQG identified one impaired water body (Peck Road Park Lake) as well as two impaired receiving waters (Rio Hondo Reach 3 and the Sawpit Wash) within the Rio Hondo subwatershed (RH/SGRWQG 2016).
- Section 401 (Water Quality Certification) requires an applicant for any federal permit that proposes an activity that may result in a discharge to waters of the United States to obtain certification from the state that the discharge will comply with other provisions of the act. As there are no federal jurisdictional waters within the Project site, no water quality certification under CWA Section 401 would be required.
- Section 402 establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredged or fill material) into waters of the United States. This permit program is administered by the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs), which have several programs that implement individual and general permits related to construction activities, municipal stormwater discharges, and various kinds of non-stormwater discharges. State and regional water quality related permits and approvals, including NPDES permits, are discussed below.
- Section 404 establishes a permit program for the discharge of dredged or fill material into waters of the United States. This permit program is jointly administered by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency. As there are no federal jurisdictional waters within the Project site, the proposed Project would not require a permit under CWA Section 404.

Numerous agencies have responsibilities for administration and enforcement of the CWA. At the federal level this includes the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers. At the state level, with the exception of tribal lands, the California Environmental Protection Agency and its sub-agencies, including the SWRCB, have been delegated primary responsibility for administering and enforcing the CWA in California.

Federal Antidegradation Policy

The Federal Antidegradation Policy (40 Code of Federal Regulations 131.12) requires states to develop statewide antidegradation policies and identify methods for implementation. Pursuant to the Code of Federal Regulations, state antidegradation policies and implementation methods shall, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

4.8.2.2 State

Porter-Cologne Water Quality Act (California Water Code)

The Porter–Cologne Act (codified in the California Water Code, Section 13000 et seq.) is the primary water quality control law for California. Whereas the CWA applies to all waters of the United States, the Porter–Cologne Act applies to waters of the state, which includes isolated wetlands and groundwater in addition to federal waters. The Porter–Cologne Act is implemented by the SWRCB and the nine RWQCBs. In addition to other regulatory responsibilities, the RWQCBs have the authority to conduct, order, and oversee investigation and cleanup where discharges or threatened discharges of waste to waters of the state could cause pollution or nuisance, including impacts to public health and the environment.

The Porter–Cologne Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the state. California Water Code Section 13260 subdivision (a) requires that any person discharging waste or proposing to discharge waste, other than to a community sewer system that could affect the quality of the waters of the state, to file a Report of Waste Discharge with the applicable RWQCB. For discharges directly to surface water (waters of the United States), an NPDES permit is required, which is issued under both state and federal law. For other types of discharges, such as waste discharges to land (e.g., spoils disposal and storage), erosion from soil disturbance, or discharges to waters of the state (such as groundwater and isolated wetlands), waste discharge requirements (WDRs) are required and are issued exclusively under state law. WDRs typically require many of the same BMPs and pollution control technologies as required by NPDES-derived permits.

California Toxics Rule

The U.S. Environmental Protection Agency has established water quality criteria for certain toxic substances via the California Toxics Rule. The California Toxics Rule established acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water, such as inland surface waters and enclosed bays and estuaries, that are designated by each RWQCB as having beneficial uses protective of aquatic life or human health.

California Antidegradation Policy

The California Antidegradation Policy, otherwise known as the Statement of Policy with Respect to Maintaining High Quality Water in California, was adopted by the SWRCB (State Board Resolution No. 68-16) in 1968. Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the state (e.g., isolated wetlands and groundwater), not just surface waters. The policy states that whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained, and discharge to that water body shall not unreasonably affect present or anticipated beneficial use of such water resources.

NPDES and WDR Permits

NPDES and WDR programs regulate construction, municipal, and industrial stormwater and non-stormwater discharges under the requirements of the CWA and the Porter–Cologne Act. The Construction Stormwater Program is administered by the SWRCB, while the Municipal Stormwater Program and other WDRs are administered by the Los Angeles RWQCB. Table 4.8-1 lists the water-quality-related permits that would apply directly or indirectly (through implementing City ordinances) to the Project, each of which is further described below.

Table 4.8-1. State and Regional Water Quality-Related Permits and Approvals

Program / Activity	Order Number/ NPDES Number	Permit Name	Affected Area
Construction Stormwater Program	SWRCB Order 2022-0057-DWQ and Order 2009-0009-DWQ, as amended / CAS000002	National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Permit)	Statewide
Municipal Stormwater Program	Los Angeles RWQCB Order No. R4-2021-0105 / CAS004004	Waste Discharge Requirements for National Pollutant Discharge Elimination System (NPDES) for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties	Coastal Watersheds of Los Angeles and Ventura Counties
Discharge of Groundwater from Construction and Project Dewatering to Surface Waters	Los Angeles RWQCB Order No. R4-2018-0125 / CAG994004	Waste Discharge Requirements for Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in the Coastal Watersheds of Los Angeles and Ventura Counties	Coastal Watersheds of Los Angeles and Ventura Counties

Source: LARWQCB 2018; 2021; SWRCB 2010; 2022

Construction General Permit (SWRCB Order 2022-0057-DWQ and Order 2009-0009-DWQ, as amended)

Pursuant to CWA Section 402(p), requiring regulations for permitting of certain storm water discharges, the SWRCB has issued a statewide General Permit for Stormwater Discharges Associated with Construction Activity and Land Disturbance Activities (Order No. 2022-0057-DWQ) adopted by the SWRCB on September 8, 2022, that will become fully effective September 1, 2023. The statewide programmatic permitting option per Section III.B.4 of Order 2022-0057-DWQ became effective on December 17, 2022. Order 2009-0009-DWQ, as amended by Order 2010-0014-DWQ and Order No. 2012-0006-DWQ, has been administratively extended until Order No. 2022-0057-DWQ becomes fully effecting in September 2023. These SWRCB orders that are or shall be in effect at the time of Project construction (anticipated to begin in March 2024) are collectively rereferred to herein to as the "Construction General Permit".

Under this Construction General Permit, discharges of storm water from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for storm water discharges or be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by completing and filing permit registration documents, which include a Notice of Intent and SWPPP, prior to the commencement of construction activity. SWPPPs incorporate erosion control, sediment removal, and construction waste management control measures during construction, site stabilization measures in the short-term post-construction period, and may identify BMPs for post-construction land use.

Dischargers must file a Notice of Termination when construction is complete and final stabilization has been reached or ownership has been transferred. The discharger must certify that all state and local requirements have

been met in accordance with this Construction General Permit. For construction to be found complete, the discharger must install post-construction storm water management measures and establish a long-term maintenance plan.

California Building Standards Code

Title 24, Part 2 of the California Code of Regulations is known as the California Building Standards Code (California Building Code or CBC), which is a compilation of building standards that have been adopted by state agencies or authorized by the California legislature. The CBC includes standards that are based on national model codes as well as standards that have been created and adopted to address particular California concerns, such as standards set forth in CBC Part 11 (i.e., the California Green Building Standards Code, discussed in further detail below).

All occupied buildings in California are subject to national model codes adopted into the CBC and are further subject to amendments adopted by state agencies and ordinances implemented by local jurisdictions' governing bodies. The City has adopted the 2022 California Building Code with state amendments applicable to local jurisdictions, as well as Appendix J, based on the 2018 International Building Codes. The City's changes and amendments to the CBC (as adopted) are set forth in Article VIII, Chapter 1, Building Code of the Arcadia Municipal Code (AMC).

California Green Building Standards Code

The California Green Building Standards Code (CALGreen Code), Part 11 of the CBC (discussed above), is designed to improve public health, safety, and general welfare by using design and construction methods that reduce the negative environmental impact of development and to encourage sustainable construction practices. The CALGreen Code provides mandatory direction to developers of all new construction and renovations of residential and non-residential structures with regard to all aspects of design and construction, including, but not limited to, site drainage design, stormwater management, and water use efficiency. Required measures are accompanied by a set of voluntary standards designed to encourage developers and cities to aim for a higher standard of development. The City has adopted the CALGreen Code as Article VIII, Chapter 14, California Green Building Standards Code, of the AMC.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) was signed into law in 2014. SGMA requires governments and water agencies of high- and medium-priority groundwater basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans for crucial groundwater basins in California. SGMA identifies both the Raymond Basin and the Main Basin as adjudicated basins, which are exempt from the requirements of developing Groundwater Sustainability Plans, and subsequently designated as very-low priority basins pursuant to SGMA (City of Arcadia 2021). In compliance with SGMA, the Watermaster and Raymond Basin Management Board submit annual reports to the California Department of Water Resources (City of Arcadia 2021; Watermaster 2022).

4.8.2.3 Regional and Local

Water Quality Control Plan, Los Angeles Region

The California legislature has assigned the primary responsibility to administer and enforce statutes for the protection and enhancement of water quality, including the Porter–Cologne Act and portions of the CWA, to the SWRCB and its nine RWQCBs. The SWRCB provides state-level coordination of the water quality control program by establishing statewide policies and plans for implementation of state and federal regulations. The nine RWQCBs throughout California adopt and implement Basin Plans that recognize the unique characteristics of each region with regard to natural water quality, actual and potential beneficial uses, and water quality problems. The Los Angeles RWQCB is responsible for the protection of the beneficial uses of waters within the coastal watersheds of the County and Ventura County, including the Project site.

The Water Quality Control Plan Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura counties (Los Angeles RWQCB Basin Plan) designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the plan (California Water Code Sections 13240–13247) (LARWQCB 2014). The Los Angeles RWQCB Basin Plan is the Water Quality Control Plan (WQMP) applicable to the City and region (i.e., RWQCB Region 4, Los Angeles) and must conform to the policies set forth in the Porter-Cologne Act as established by the SWRCB in its state water policy. The Porter-Cologne Act also provides the RWQCBs with authority to include within their Basin Plan water discharge prohibitions applicable to particular conditions, areas, or types of waste. The Los Angeles RWQCB Basin Plan is continually being updated to include amendments related to implementation of TMDLs of potential pollutants or water quality stressors, revisions of programs and policies within the RWQCB region, and changes to beneficial use designations and associated water quality objectives.

Municipal Stormwater Permit (Los Angeles RWQCB Order No. R4-2021-0105), NPDES Permit No. CAS004004

The Waste Discharge Requirements (WDRs) for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles and Ventura Counties (MS4 Permit) covers 85 incorporated cities within the coastal watersheds of the County, unincorporated areas of the County, the LACFCD, Ventura County Watershed Protection District, County of Ventura, and 10 incorporated cities within Ventura Count (LARWQCB 2021). Under the MS4 Permit, the LACFCD is designated as the Principal Permittee. The Permittees are the 88 cities in the County (including the City) and the County. Collectively, these are the "Co-Permittees" of the MS4 Permit. The Principal Permittee helps to facilitate activities necessary to comply with the requirements outlined in the MS4 Permit but is not responsible for ensuring compliance of any of the other Permittees.

The Los Angeles RWQCB initially adopted WDRs for MS4 discharges within the Coastal Watersheds of Los Angeles County on June 18, 1990 (Order No. 90-079; NPDES Permit No. CA0061654). The current MS4 Permit (Order No. R4-2021-0105; NPDES Permit No. CAS004004) was adopted on July 23, 2021 and became effective on September 11, 2021 (LARWQCB 2021).

The MS4 Permit contains effluent limitations, receiving water limitations, minimum control measures, and TMDL provisions, and outlines the process for developing watershed management programs, including the EWMP. The MS4 Permit incorporates the TMDL waste load allocations applicable to dry- and wet-weather as water quality-based effluent limitations and/or receiving water limitations. The MS4 Permit adopts low-impact development (LID) principles and requires development and redevelopment projects to incorporate stormwater management

strategies with goals to mitigate the impacts of increased runoff and stormwater pollution as close to its source as possible. LID promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. The goal of these LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. Through the use of various infiltration strategies, LID is aimed at minimizing impervious surface area. Where infiltration is not feasible, the use of bioretention, rain gardens, green roofs, cisterns, and rain barrels that will store, evaporate, detain, and/or treat runoff may be used.

Enhanced Watershed Management Program

The County and cities in the Los Angeles River Watershed are responsible for the implementation of watershed improvement plans or EWMP to improve water quality and assist in meeting the TMDL milestones. In response to the Phase I Los Angeles County MS4 Permit, Order No. R4-2012-0175, the Rio Hondo/San Gabriel River Water Quality Group (RH/SGRWQG) was formed and subsequently developed an EWMP (RH/SGRWQG 2016). The RH/SGRWQG is comprised of the cities of Arcadia, Azusa, Bradbury, Duarte, Monrovia, Sierra Madre, the County of Los Angeles, and the LACFCD. The EWMP addresses water quality priorities in portions of the Rio Hondo and San Gabriel River, and their respective tributaries. A comprehensive stormwater management plan that optimizes stormwater and financial resources was produced and implemented through the EWMP process. The EWMP integrates existing planning efforts and identifies additional opportunities for water quality enhancement through both programmatic and structural controls. In addition, the EWMP incorporates multi-benefit projects that improve water quality, as well as providing aesthetic, recreational, water supply, and/or community enhancements (RH/SGRWQG 2016).

Low-Impact Development Standards Manual

The County of Los Angeles prepared the 2014 LID Standards Manual (LACDPW 2014) to comply with the requirements of the MS4 Permit (No. R4-2021-0105, CAS004004). The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in unincorporated areas of the County with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges. The LID Standards Manual is an update and compilation of the following documents:

- Development Planning for Storm Water Management: A Manual for the Standard Urban Storm Water Mitigation Plan (September 2002)
- Technical Manual for Stormwater Best Management Practices in the County of Los Angeles (2004 Design Manual, February 2004)
- Stormwater Best Management Practice Design and Maintenance Manual (2010 Design Manual, August 2010)
- Low Impact Development Standards Manual (February 2014)

The LID Standards Manual addresses the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters, and other water bodies. It is intended to minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed, technically appropriate BMPs and other LID strategies. The Manual is intended to minimize erosion and other hydrologic impacts on natural drainage systems by requiring development projects to incorporate properly designed, technically appropriate hydromodification control development principles and technologies.

City of Arcadia 2010 General Plan

The City's General Plan Circulation and Infrastructure Element includes the following goals and policies designed to protect water quality and groundwater resources (City of Arcadia 2010a).

Policy CI-9.10: Support regional efforts to use recycled water to recharge groundwater basins.

Goal CI-11: Storm drain infrastructure that minimizes regional and localized flood hazards

Policy CI-11.5: Require developers to pay the full costs associated with storm drain system improvements needed specifically to service their development, as well as fair-share costs for enhancements identified in the Capital Improvement and Equipment Plan.

The General Plan's Resource Sustainability Element includes the following policies designed to protect water quality and groundwater resources (City of Arcadia 2010a).

Policy RS-4.1: Continue to participate in regional programs that protect water resources in Arcadia.

Policy RS -4.2: Address state-of-the-science approaches to water supply, demand, and conservation as part of regular updates to the City's Urban Water Management Plan, including the possibility of using reclaimed water as part of a groundwater basin recharge strategy.

Policy RS-4.4: Maintain a high level of groundwater recharge capacity within formal recharge facilities belonging to the City.

Policy RS-4.9: Incorporate Low Impact Development (LID) strategies into new construction and city projects.

Policy RS-4.10: Fulfill the City's responsibilities relative to the requirements of the County's NPDES permit program by enforcing regulations aimed at reducing groundwater and urban runoff pollution.

Policy RS-4.12: Require the installation of efficient irrigation systems (e.g., drip irrigation, soil moisture sensors and automatic irrigation systems) which minimize runoff and evaporation, and which maximize the water that will reach the plant roots.

Arcadia Municipal Code

Article VII, Chapter 5, Part 5, Division 4, Water Efficient Landscaping

Section 7554.4, Plan Check Requirements, requires that, as part of the broader general permitting process, a Landscape Design Plan, and a Landscape Documentation Package be prepared by a licensed landscape architect that incorporates efficient use of water and BMPs into landscape project design. The design plan, at a minimum, shall identify location, installation details, and 24-hour retention or infiltration capacity of any applicable stormwater BMPs that encourage on-site retention and infiltration of stormwater. Project must adhere to any applicable stormwater technical requirements issued by the City or the LARWQCB

Section 7554.6, Soil and Grading Requirements, requires that a soil management report be completed in order to reduce runoff, and that a comprehensive grading plan, prepared by a civil engineer, be prepared and submitted to

the City for approval. The grading deign plan must indicate finished configurations and elevations of the landscape area, including drainage patterns and stormwater retention improvements.

Section 7554.9, Stormwater Management and Rainwater Retention, encourages that stormwater BMPs be implemented into landscape and grading design plans to minimize runoff and increase on-site rainwater retention and infiltration. This section requires that all planted landscapes have frailable or crumbly soil to maximize water retention and infiltration, and that all projects adhere to any applicable stormwater technical requirements issued by the City of the regional Water Quality Control Board.

Article VII, Chapter 8, Stormwater Management and Discharge Control

A stated in Section 7811 of the AMC, the purpose of Chapter 8 is to ensure the future health, safety, and general welfare of citizens by:

a. Eliminating non-stormwater discharges to the municipal separate storm drain.
b. Controlling the discharge from spills, dumping or disposal of materials other than stormwater to municipal separate storm drains.
c. Reducing pollutants in stormwater discharges to the maximum extent practicable.

The intent is to protect and enhance the water quality of our watercourses, water bodies, wetlands and receiving waters of the United States in a manner pursuant to and consistent with the Clean Water Act. General provisions related to stormwater management and discharge are listed below.

Section 7820, Discharges Prohibited/Illegal Discharges, states that except as otherwise conditionally authorized by the Permit, no person shall: (1) discharge non stormwater to the City's storm drain system or to receiving waters except in compliance with the requirements of this Chapter; (2) cause, allow or facilitate any prohibited discharge; (3) discharge, cause, allow or facilitate any discharge that may cause or threaten to cause a condition of pollution or nuisance as defined in Water Code Section 13050, that may cause, threaten to cause or contribute to an exceedance of any water quality standard in any Statewide Water Quality Control Plan, California Toxics Rule, or Basin Plan, or that may cause or contribute to the violation of any receiving water limitation. This section also defines and lists prohibited discharges, as well as exceptions to discharge prohibition.

Section 7823, Best Management Practices Authorized and Required, relates to operational stormwater management and discharge BMPs, and requires that new development and redevelopment projects comply with all relevant guidelines or requirements adopted by the any Federal, state, regional, and/or City. In addition, the applicant or its designee must submit documentation demonstrating coverage by and compliance with any applicable permit, including copies of any notice of intent, SWPPPs, inspection reports, monitoring results, and other information deemed necessary to assess compliance with City code, any individual NPDES permits, or the Construction General Permit. Each discharger identified in any individual NPDES permit relating to stormwater discharges must comply with and undertake all activities required by such permit. Responsible parties for any new or redevelopment project are also required to enter into an agreement for the operation and maintenance of any structural control measures and to record such agreement with the Los Angeles County Recorder's office. Specific operational BMPs required include: (1) keeping any paved sidewalks free of dirt or litter to the maximum extent practicable; (2) ensuring that any parking lot over 25 spaces be maintained and cleaned in such a manner that does not result in the discharge of pollutants to the storm drain system; (3) requiring that all hazardous substance and material are properly stored, and; (4) requiring that all drainage facilities, including catch basins, culverts and

parkway drains, are cleaned between May 1st and September 30th of each year, or as needed to keep sumps below 40% full of material(s).

Section 7827, Control of Runoff Required, Construction Activity Stormwater Measures, requires that, prior to obtaining a grading or building permit, each operator of any construction activity must submit evidence to the Director that all applicable permits have been obtained, including but not limited evidence that the project has obtained an individual NPDES permit for storm water discharges or is covered by the Construction General Permit. Each operator of any construction activity shall implement an erosion and sediment control plan and BMPs required by the Director to ensure that discharges of pollutants are effectively prohibited and will not cause or contribute to an exceedance of water quality standards. Section 7827 also states that a SWPPP, prepared in accordance with the Construction General Permit, may be substituted for an erosion and sediment control plan, and that construction and grading activities shall comply with applicable laws and regulatory documents, including all applicable City ordinances and the MS4 Permit regulating discharges into and from the storm drain system.

Article VIII, Chapter 13, Los Angeles County Grading Code

The City has adopted, by reference and in full, Appendix J of the Los Angeles County Building Code, amending the 2019 California Building Code. Appendix J of the Los Angeles County Building Code (also referred to as the Los Angeles County Grading Code) includes provisions related to stormwater control, pollution prevention, and wet weather erosion control, as detailed below:

Section J101.7, Storm Water Control Measures, requires the owner and permittee of any property on which grading has been performed and that requires a grading permit must put into effect and maintain all precautionary measures necessary to protect adjacent water courses and public private property from damage by erosion, flooding, and deposition of mud, debris and construction-related pollutants originating from the site during, and after, grading and related construction activities. Furthermore, the owner and permittee are responsible for putting into effect and maintaining appropriate measures necessary to prevent any change in cross-lot surface drainage that may adversely affect any adjoining property as a result of grading and/or construction-related activities. Such measures to prevent any adverse cross-lot surface drainage effects on adjoining property are required whether shown on approved grading plans or not.

Section J113.1, General, requires that all BMPs shall be installed before grading begins and as grading progresses, all BMPs shall be updated as necessary to prevent erosion and control structures related pollutants from discharging from the site. All BMPs shall be maintained in good working order to the satisfaction of the building official unless final grading approval has been granted by the building official and all permanent drainage and erosion control systems, if required, are in place.

Section J113.2, Storm Water Pollution Prevention Plan (SWPPP), requires that when requested by the building official, no grading permit shall be issued unless the plans for such work include a SWPPP with details of BMPs, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to control structures-related pollutants which originate from the site as a result of structures related activities.

Section J113.3, Wet Weather Erosion Control Plan (WWECP), requires that in addition to the SWPPP, where a grading permit is issued and it appears that the grading will not be completed prior to November 1, then on or before October 1 the owner of the site on which the grading is being performed shall file or cause to be filed with the building official a WWECP, which includes specific BMPs to minimize the transport of sediment and protect public and private property from the effects of erosion, flooding or the deposition of mud, debris, or structures

related pollutants. The BMPs shown on the WWECP shall be installed on or before October 15. The plans shall be revised annually or as required by the building official to reflect the current site conditions.

4.8.3 Thresholds of Significance

The significance criteria used to evaluate the Project's impacts to hydrology and water quality are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the State CEQA Guidelines, a significant impact related to hydrology and water quality would occur if the Project would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    i. result in substantial erosion or siltation on or off site;
    ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or 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; 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?

4.8.3.1 Approach and Methodology

The following analysis is based on the policies described above in Subsection 4.8.2, Regulatory Requirements, existing literature review, the LID Report, prepared by Labib Funk and Associates (Appendix G), and the Geotechnical Investigation, prepared by GEOCON West, Inc. (Appendix E-1).

4.8.4 Impacts Analysis

Threshold 4.8a ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Short-Term Construction Impacts

Implementation of the proposed Project would result in the demolition of two existing buildings, parking areas, and related infrastructure. The Project's grading plans would require the export of approximately 46,422 cubic yards of excavated soils. Final and comprehensive grading plans would be approved by the City Engineer before the City issues grading permits, in compliance with all applicable AMC requirements, including Section 7554.6, Soil and Grading Requirements, and Article VIII, Chapter 13, Los Angeles County Grading Code (discussed above in Section 4.8.2.3, Regional and Local [Regulatory Requirements]).

Grading and construction would potentially result in short-term erosion and associated siltation that could discharge into the adjacent storm drain infrastructure. Erosion-induced sedimentation affects water quality and interferes with photosynthesis; oxygen exchange; and the respiration, growth, and reproduction of aquatic species. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported to downstream drainages which could contribute to the degradation of water quality. Other pollutants that could affect surface-water quality during the construction phase include petroleum products (gasoline, diesel, oil, and grease), hydrocarbons from asphalt paving, construction equipment leaks, paints and solvents, detergents, fertilizers, and pesticides (including insecticides, fungicides, herbicides, and rodenticides).

In accordance with the Construction General Permit, as established by the Porter-Cologne Water Quality Act, the development of an acre or more of land must file a notice of intent with the SWRCB, followed by development of a site-specific SWPPP for construction activities (AMC Section 7827, General Control of Runoff Required, Construction Activity). The property owner/developer must comply with the Construction General Permit applicable at the time a grading permit is issued. As previously discussed, the SWPPP must include erosion- and sediment-control BMPs that will meet or exceed measures required by the determined risk level of the Construction General Permit, as well as BMPs that control the other potential construction-related pollutants. A Construction Site Monitoring Program that identifies monitoring and sampling requirements during construction is a required component of the SWPPP. The SWPPP is also required to identify BMPs that protect stormwater runoff and ensure avoidance of substantial degradation of water quality. Typical BMPs that could be incorporated into the SWPPP to protect water quality include, but are not limited to, the following:

- Diverting off-site runoff away from the construction site
- Placing perimeter straw wattles to prevent off-site transport of sediment
- Using drop inlet protection (filters and sandbags or straw wattles), with sandbag check dams within paved areas
- Regular watering of exposed soils to control dust during demolition and construction
- Implementing specifications for demolition/construction waste handling and disposal
- Using contained equipment wash-out and vehicle maintenance areas
- Maintaining erosion and sedimentation control measures throughout the construction period
- Stabilizing construction entrances to avoid trucks from imprinting soil and debris onto adjoining roadways
- Training, including for subcontractors, on general site housekeeping
- Vegetating landscaped/vegetated swale areas as soon as feasible following grading activities

Incorporation of required BMPs for temporary materials and waste storage and handling during construction, and equipment and vehicle maintenance and fueling would reduce the potential discharge of polluted runoff from construction sites, consistent with the state's Construction General Permit and the AMC requirements for construction activities.

As set forth in Section 7811 of the AMC, the Project must ensure the future health, safety, and general welfare of citizens by: (a) eliminating non-stormwater discharges to the municipal separate storm drain; (b) controlling the discharge from spills, dumping or disposal of materials other than stormwater to municipal separate storm drains; and (c) reducing pollutants in stormwater discharges to the maximum extent practicable. Section 7820 of the AMC prohibits the discharge of non-stormwater into the City's storm drain system, unless a discharge permit, which meets the City's requirements, is obtained. Section 7827 of the AMC specifically requires that all proposed development and/or redevelopment activities protect water quality by either (a) implementing an erosion and sediment control plan and all applicable BMPs to ensure discharge of pollutants are effectively prohibited; or

(b) preparing a SWPPP in accordance with the Construction General Permit. The proposed Project would adhere to all applicable stormwater management and discharge control regulations, and, as such, is not anticipated to violate any water quality standard or WDRs during operation.

As discussed in Section 4.5, Geology and Soils, of this Draft EIR, the historical high groundwater levels in the Project vicinity have been identified at 150 feet below the ground surface, and as such, excavation activities associated with the subterranean parking garage and elevator pits are not expected to encounter groundwater. However, perched groundwater conditions are dependent on seasonal precipitation, land use, among other factors, and may vary as a result. Additionally, as detailed in the Low Impact Development Report prepared for the Project ("LID Report", provided as Appendix G to this Draft EIR), the Project proposes to install drywells to satisfy LID requirements (as further discussed below), which are anticipated to reach depths of 45 feet; therefore, it is possible that the construction of the drywells could encounter perched groundwater.

In the event that groundwater is encountered during excavations, the Project applicant/developer would be required in compliance with existing regulatory requirements to obtain a dewatering permit from the Los Angeles RWQCB for pumping and disposal of groundwater. Groundwater dewatering would be controlled in compliance with the Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, NPDES No. CAG994004). This permit requires permittees to conduct monitoring of dewatering discharges and adhere to effluent and receiving water limitations contained within the permit so that the water quality of surface waters is protected.

Application for the permit would involve collecting and analyzing groundwater samples to determine its constituents. In the event that contamination is identified, the permit would include specific types of treatment requirements to ensure compliance with the discharge standards. The permit also establishes requirements for initial and continuous groundwater testing throughout the dewatering process to ensure that the water remains suitable for discharge and that the impacts of dewatering discharges do not constitute a significant and adverse impact to downstream waters.

Compliance with existing regulations would prevent violation of water quality standards and minimize the potential for contributing sources of polluted runoff. Therefore, compliance with existing regulations would ensure that the Project would not violate any water quality standards or WDRs or otherwise substantially degrade surface or groundwater quality from demolition and construction activities. Impacts would be less than significant.

Long-Term Operational Impacts

The primary source of surface water pollution from long-term operations on the Project site are expected to include oil, grease, petroleum products, and automobile-related pollutants, pathogens/bacteria from pets, pesticides/herbicides/insecticides and nitrogen and phosphorous from fertilizers for landscaping,[2] and trash or debris that can accumulate on impervious surfaces, such as parking areas, trash storage/waste areas, loading/unloading zones, driveways, and sidewalks. Other potential pollutants that may be generated by the Project include household-type cleaning products, maintenance products (e.g., paints, solvents, cleaning products), and refrigerants associated with building mechanical heating, ventilation, and air conditioning (HVAC) systems. During storm events, pollutants from paved areas lacking proper stormwater controls and BMPs could enter the municipal storm drain system. Between periods of rainfall, surface pollutants tend to accumulate, and runoff from the first

[2] Existing on-site vegetation is limited to isolated trees and shrubs in various planter areas. The Project would include approximately 6,423 square feet of ground-level landscaped areas, which is relatively minimal, but would represent an increase in landscaped surface area over existing conditions.

significant storm of the year ("first flush") would likely have the largest concentration of pollutants. Such discharges would potentially violate state/federal antidegradation policies, the California Toxics Rule, and water quality objectives as established in the Los Angeles RWQCB Basin Plan.

However, Project design, construction, and operation would be required to be completed consistent with the RH/SGRWQG EWMP, and in accordance with the City's Stormwater Management and Discharge Control Ordinance (Article VII, Chapter 8 of the AMC), Construction General Permit, MS4 Permit, WDRs, and the County of Los Angeles Low Impact Development Best Management Practices Handbook (LID Manual), with the goal of reducing the amount of pollutants in stormwater and urban runoff (City of Arcadia 2022). The LID Manual requires that that post-construction stormwater runoff from new development be infiltrated, evapotranspired, captured and reused, and/or treated through a high efficiency BMP onsite for the 85th percentile storm event, or 0.75 inches of precipitation, whichever is greater.

The LID Manual requires that BMPs be designed and implemented to manage and capture stormwater runoff. Infiltration systems are the first priority type of BMP improvements, as such systems provide percolation and infiltration of stormwater into the ground, which not only reduces the volume of stormwater runoff entering the MS4, but also contributes to groundwater recharge in some areas. The second priority BMP is capturing and reusing stormwater onsite for either landscape irrigation or toilet flushing. Proposed drainage for the proposed Project would include stormwater treatment features, in accordance with the City and County LID requirements. According to a review of the 2011-2012 MS4 Annual Report for the RH/SGRWQG EWMP area, at least 150 BMPs were reported within the City, including green infrastructure, source control, and institutional BMPS. As discussed above in Section 4.8.2.3, AMC Section 7823, Best Management Practices Authorized and Required, identifies specific operational BMPs that are required for the Project, including: (1) keeping any paved sidewalks free of dirt or litter to the maximum extent practicable; (2) ensuring that any parking lot over 25 spaces be maintained and cleaned in such a manner that does not result in the discharge of pollutants to the storm drain system; (3) requiring that all hazardous substance and material are properly stored, and; (4) requiring that all drainage facilities, including catch basins, culverts and parkway drains, are cleaned between May 1st and September 30th of each year, or as needed to keep sumps below 40% full of material(s).

Based on the Geotechnical Investigation, prepared for the Project (see Appendix E-1) and the LID Report (Appendix G) it was determined that infiltration is feasible for stormwater treatment. Three drywells and one four-foot diameter primary settling chamber are proposed to be constructed on the Project site, located in the subterranean parking lot, which would be able to capture the required runoff volume and treat that volume as quickly as it enters the drywell system.

The existing infiltration rate for the site is 11.20 inches/hour with a design infiltration of 3.73 inches/hour. Based on this data, the Project requires a mitigation volume of 7,591 cubic feet. A drywell with a diameter of 4 feet and an infiltration depth of 45 feet would provide a disposal rate of 0.03801 cubic feet per second (cfs) and would result in a disposal volume of 13,136 cubic feet over a 96-hour period. As a result, the 96-hour infiltration volume for the combined wells would be 39,408 cubic feet. Based on the total mitigated volume of 7,591 cubic feet, after subtracting the volume infiltrated as quickly as it enters the drywell of 6,297 cubic feet, the remaining volume is 1,294 cubic feet. The storage provided in the drywell system would be 1,349 cubic feet, which is adequate to accommodate the mitigated volume (Appendix G).

In addition to the drywells and settling chamber, the Project site and its immediate surrounding area contains existing stormwater infrastructure, including a storm drainpipe that runs under E. Huntington Drive directly south of the Project site, as well as curb- and side-opening catch basins. There are two catch basins located on the site,

three directly south of the site along E. Huntington Drive's nearside curb, and one located directly east of the site along Gateway Drive's nearside curb. Because the proposed Project is not substantially increasing the amount of impervious surface area on the Project site, the peak flow rate on the site would not increase. The proposed drainage conditions, including drywells, settling chamber, and overflow pipes, would likely contribute to a peak flow rate reduction under Project conditions. Because the peak flow rate would not increase and may be reduced under Project conditions, it is understood that the existing City storm drains would not be negatively affected by implementation of the proposed Project.

Once the water quality volume is met through the drywells, the "higher flows" would enter overflow pipes, which would discharge stormwater to the local storm drain system. As presented in the LID Report (Appendix G), under the proposed infiltration system, the volume infiltrated in 96 hours is approximately five times the required mitigated volume and the volume infiltrated as it enters the drywells are nearly equal to the mitigated volume. Therefore, the drywells and settling chamber to be constructed as part of the Project would result in the treatment of the entire required volume for the Project site and the elimination of pollutant runoff up to the 85th percentile rain event.

The implementation of LID features would, to the maximum extent practicable, reduce the discharge of pollutants into receiving waters, including inadvertent release of pollutants (e.g., hydraulic fluids and petroleum); improper management of hazardous materials; and trash and debris during Project operations. In accordance with all applicable state and local regulations, including General Plan Policy RS-9,[3] Project source controls to improve water quality would be provided for impervious surfaces, such as parking areas, trash storage/waste areas, loading/unloading zones, driveways, and sidewalks. As a result of compliance with existing regulations, the Project would not violate any water quality standards or WDRs or otherwise substantially degrade surface or groundwater quality during the long-term Project operations. Impacts would be less than significant.

Threshold 4.8b ***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?***

The existing Project site largely consists of impervious surfaces in the form of buildings and paved parking lots, with minimum landscaping features within the parking lots and around the existing buildings and site boundaries. The proposed Project would consist of a six-story mixed-use building, basement level parking, podium parking, and surface parking, and approximately 6,423 square feet of ground-level landscaping. As such, the amount of impervious area on the Project site would remain relatively unchanged with implementation of the proposed Project. As discussed under Threshold 4.8a, as the soil zones encountered on site are suitable for infiltration of stormwater, the proposed Project would incorporate drywells to facilitate infiltration in compliance with applicable LID requirements. The Project site is not currently used for groundwater infiltration, either by spreading or by groundwater injection. As discussed under Threshold 4.8a, the 96-hour infiltration volume for the combined wells would be 39,408 cubic feet. As such, upon construction and operation of the drywells, groundwater recharge at the site would likely increase in comparison to existing conditions.[4]

[3] As shown in Section 4.9.2 of this document, General Plan Policy RS-4.9 requires LID strategies to be incorporated into new construction.

[4] According to the Geotechnical Investigation (Appendix E-1) infiltration of stormwater would not induce excessive hydro-consolidation, would not create a perched groundwater condition, would not affect soil structure interaction of existing or proposed foundations due to expansive soils, would not saturate soils supported by existing retaining walls, and would not increase the potential for liquefaction. In addition, the installation of the stormwater infiltration system (i.e., drywells and settlement chamber) would be observed and approved in writing by Geotechnical Engineer.

As described under Threshold 4.8a, the proposed Project is not anticipated to encounter groundwater during excavation for the subterranean parking garage. However, perched groundwater conditions may vary over time, and in the unlikely event that groundwater is encountered during excavations, the Project applicant/developer would be required to obtain a dewatering permit from the Los Angeles RWQCB for pumping and disposal of groundwater. Groundwater dewatering would be controlled in compliance with the Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, NPDES No. CAG994004). Temporary dewatering, if required, would be short-term and would not substantially interfere with groundwater supplies.

Additionally, the Project site is located above the Main Basin (Groundwater Basin 4-013), which has been designated as Very Low Priority with respect to establishment of a GSA and completion of a Groundwater Sustainability Plan (City of Arcadia 2021; SGMA 2022). (Potable water supplies required to supply the proposed Project are discussed in Section 4.15, Utilities and Service Systems.) Therefore, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of a groundwater basin. Impacts would be less than significant.

Threshold 4.8c *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; or*

Iv *impede or redirect flood flows?*

The proposed Project site is fully developed in its existing condition and is located in a highly urbanized portion of the City, surrounded by developed properties. The Project would infiltrate stormwater in accordance with all applicable LID regulations, as described under Threshold 4.8a, and would continue to discharge into the existing storm drain system. No naturalized drainages or creeks would be affected because there are no natural drainages or creeks present on the site. Additionally, the total amount of impervious surface area would remain relatively unchanged and post-project runoff is anticipated to be reduced when compared to existing conditions, as described under Threshold 4.8a. Therefore, the Project would not substantially alter the existing drainage pattern of the site, including through the alteration of the course of a stream or river or through the addition of impervious surfaces such that downstream streams or rivers would be affected. Impacts would be less than significant.

Threshold 4.8d *In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to Project inundation?*

No areas within the City are designated 100-year flood zones (City of Arcadia 2010b). According to FEMA, the Project site is located within Zone D, which is an area of undetermined flood risk (FEMA 2022). Additionally, the Project site is located within the Santa Anita Dam flood inundation zone. Approximately half of the City is located within this

dam inundation zone and failure of the Santa Anita Dam would lead to inundation of a large area within the eastern section of the City. At capacity, floodwaters from the dam would travel down Santa Anita Canyon to about Orange Grove Avenue and then spread across the eastern half of the city from Arcadia Wash, including onto portions of the Project site (DWR 2022). To comply with state dam safety regulations, the water level behind the dam is restricted to be no higher than an elevation of 1,230 feet amsl, to meet the California Division of Safety of Dams seismic safety requirements and to reduce the potential magnitude of downstream flooding (City of Arcadia 2010b). Furthermore, according to the General Plan Safety Element, flood hazards in the City are well addressed by existing storm control infrastructure (City of Arcadia 2010a). Moreover, the seismic retrofit of the Santa Anita Dam, which was built in 1927, is scheduled to begin in Spring of 2023 to improve public safety and prevent flood damage to downstream communities (LACDPW 2022).

The Project site is not located near a body of water or close to the ocean and as a result, is not susceptible to a tsunami or seiche (DOC 2022). In the unlikely event that the site was to be flooded as a result of dam failure, the risk of release of pollutants due to inundation of the Project site is low, as the Project's primary uses (i.e., residential and restaurant/commercial) would not include storage of large quantities of acutely hazardous materials or hazardous waste.[5] Existing state, regional and local regulations related to emergency preparedness would be sufficient to address potential hazards associated with floods, tsunamis, or seiches, which have not been identified as hazards for the Project site. Therefore, Project impacts would be less than significant.

Threshold 4.8e *Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The Los Angeles RWQCB Basin Plan is the WQMP for the Los Angeles Region (i.e., RWQCB Region 4), which includes the City (LARWQCB 2014). As previously discussed, stormwaters from the City are discharged into the Arcadia Wash, the Santa Anita Wash, and the Rio Hondo Channel, which are identified in the Los Angeles RWQCB Basin Plan as providing a number of beneficial uses, including essential ecosystem services, municipal services, and recreation (LARWQCB 2014). These types of beneficial uses are contingent upon maintaining relevant water quality standards. Without proper precautions in place, development and other operational activities associated with the Project, such as those discussed under Threshold 4.8a, above, have the potential to contribute pollutants and other stressors to the drainage basin/watershed via runoff, which could potentially result in adverse water quality impacts, such as exceedance of applicable TMDLs, in conflict with the applicable WQMP. As discussed in further detail below, a Groundwater Sustainability Plan is not required and has not been adopted for the Main Basin.

With compliance with applicable regulations, the Project does not include any facilities or land uses that could generate pollutants that could result in substantial water quality impacts. As discussed in Threshold 4.8a, compliance with the City's stormwater management requirements would protect the water quality of watercourses in a manner pursuant to and consistent with the Federal Clean Water Act, and pursuant to the NPDES Construction General Permit No. 2009-0009-DWQ. Restrictions in the City's Stormwater Management and Discharge Control Ordinance are applicable to both construction activities and operations. Additionally, compliance with the Construction General Permit issued by the SWRCB would require implementation of BMPs during construction to address the potential for pollutants from entering downstream waters. As discussed in further detail above under

[5] As discussed further in Section 4.7, Hazards and Hazardous Materials, of this Draft EIR, hazardous materials used and stored on site would be limited to use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances. Such chemicals are typically used in residential and commercial uses, and when used in accordance with manufacturer's recommendations and applicable regulations, do not result in a risk to human health or the environment. The storage and disposal of these substances would be subject to applicable federal, state, and local health and safety laws and regulations.

Thresholds 4.8a and 4.8b, the Project's potential to violate any water quality standards or WDRs or otherwise substantially degrade surface water or groundwater quality would be less than significant.

As previously discussed, the proposed Project would comply with applicable water quality regulatory requirements, including implementation of a SWPPP, stormwater BMPs, and LID design, which would minimize potential off-site surface water quality impacts and contribute to a reduction in water quality impacts within the Rio Hodo Watershed subarea and the overall Los Angeles River Watershed. In addition, with compliance with these regulatory requirements, the Project would reduce potential water quality impairment of surface waters such that existing and potential beneficial uses of key surface water drainages throughout the jurisdiction of the Los Angeles RWQCB Basin Plan would not be adversely impacted. As a result, the Project would not conflict with or obstruct the Los Angeles RWQCB Basin Plan.

With respect to groundwater management, SGMA empowers local agencies to form GSAs to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans for crucial groundwater basins in California. A GSA has not been established for the Main San Gabriel Basin, as it is an adjudicated basin and is not considered a high priority basin. Therefore, a Groundwater Sustainability Plan is not required and has not been adopted for the Main Basin. Instead, the Watermaster submits annual reports on the state of the Main Basin to the California Department of Water Resources (City of Arcadia 2021). Further, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. As a result, the Project would not conflict with or obstruct a sustainable groundwater management plan. Impacts would be less than significant.

4.8.5 Cumulative Impact Analysis

This section provides an analysis of cumulative impacts from the construction and operation of the Project and other past, present, and reasonably foreseeable future projects, as required by Section 15130 of the State CEQA Guidelines. The geographic context for the cumulative analysis as it relates to hydrology and water quality is the Los Angeles River Watershed and the Rio Hondo subwatershed. The geographic context for groundwater is the Main Basin and Raymond Basin. The past, present, and reasonably foreseeable projects (i.e., cumulative projects) used for this analysis are presented in Section 2.4, Cumulative Impacts, and on Figure 2-6, Cumulative Projects Location Map, of Chapter 2 of this Draft EIR. The potential for cumulatively considerable impacts related to the topic of hydrology and water quality (i.e., Thresholds 4.8a through 4.8e) is discussed in further detail below.

Threshold 4.8a ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

The proposed Project as well as other cumulative projects has the potential to increase the amount of pollutants in the area being released during both construction and operational phases. Typical pollutants of concern would be associated with the construction phase (e.g., sediment, fuels, litter), private vehicle use (e.g., any leakage of grease/oils), landscaping/grounds work (e.g., improper/excessive use of pesticides, herbicides, and/or fertilizers), and/or trash (e.g., due to improper waste disposal). The release of such pollutants; however, would be minimized through compliance with terms and conditions of the applicable NPDES permits, CALGreen Code, California Building Code, AMC, and the municipal codes and ordinances of other authorities in the region, including the requirement to implement a SWPPP for development and redevelopment projects disturbing an area of one or more acre(s) for coverage under the Construction General Permit. In summary, all cumulative development would be subject to existing regulatory requirements to protect water quality and minimize increases in stormwater runoff. For example, the MS4 Permit requires each Permittee, including the City, to effectively prohibit non-stormwater discharges from

within its boundaries and to prohibit and eliminate illicit discharges and illicit connections to the municipal stormwater system. Permittees are required to comply with the requirements of the MS4 Permit applicable to its discharges and must also prepare and provide compliance reports to the Los Angeles RWQCB, including but not limited to non-compliance reporting, annual reports, monitoring reports, and the report of waste discharge.

Every two years, the Los Angeles RWQCB must reevaluate water quality within its geographic region and identify those water bodies not meeting water quality standards. For those impaired water bodies, a TMDL must be prepared and implemented to reduce pollutant loads to levels that would not contribute to a violation of water quality standards. All development within the Los Angeles River Watershed would be subject to the water quality standards outlined in the Los Angeles RWQCB Basin Plan and would comply with any established TMDLs. The continuing review process would ensure that cumulative development within the watershed would not substantially degrade water quality. Therefore, the cumulative impact without the Project is less than significant.

The Project would be required to comply with existing and future regulations to protect water quality, including the Construction General Permit, WDRs for groundwater discharge and dewatering (Los Angeles RWQCB Order No. Order No. R4-2018-0125), MS4 Permit, and all applicable AMC requirements. Compliance with existing regulations would prevent violation of water quality standards and minimize the potential for contributing additional sources of polluted runoff. Therefore, with compliance with applicable water quality standards and implementation of appropriate storm water management measures, the Project would not result in a cumulatively significant impact to hydrology and water quality.

Threshold 4.8b *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?*

The Project site is located in the Rio Hondo subwatershed, which is an area that has largely been urbanized with impervious surfaces. While future development projects located in the Rio Hondo subwatershed, including those listed in Chapter 2 of this Draft EIR, may slightly increase the amount of impervious surface in the area, this increase would be modest. As such, due to the existing developed nature of the Project site, its surrounding area, and the Rio Hondo subwatershed, cumulative impacts related to groundwater supplies would be less than significant. Because there is not an underlying cumulative impact that the Project could contribute to, cumulative impacts to groundwater would be less than significant.

Threshold 4.8c *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; or

iv. impede or redirect flood flows?

All of the drainages and washes in the City, including the Santa Anita Wash and Arcadia Wash, are concrete-lined, meaning no alteration in the course of these channels would occur from future development. Additionally, as discussed in Threshold 4.8b, the proposed Project and its surroundings are located in a built-up, urbanized area that is mainly covered with impervious surfaces. As such, cumulative projects would not result in a large increase in the amount of impervious surface area. Therefore, a substantial increase in the amount of surface water that would result in flooding or exceed the capacity of existing stormwater infrastructure would not occur. As such, cumulative impacts related to the alteration of existing drainage patterns would be less than significant. Because there is not an underlying cumulative impact that the Project could contribute to, cumulative impacts to altering the existing drainage pattern of the site (which is site specific) would be less than significant.

Threshold 4.8d ***In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to Project inundation?***

There are several dams at the foothills of the San Gabriel Mountains that pose inundation hazards to the relevant cumulative area in the event of dam failure. Failure of a dam could impact existing and future development located in the dam inundation areas. However, the construction of dams in accordance with state and federal dam safety regulations, as well as the preparation of emergency action plans, reduce the potential for dam failure to result in hazards associated with the release of pollutants. Additionally, as previously mentioned, the water level behind the Santa Anita Dam is restricted to be no higher than an elevation of 1,230 feet amsl to meet the Division of Safety of Dams seismic safety requirements and to reduce the potential magnitude of downstream flooding. Ongoing upkeep to the Santa Anita Dam, including sediment removal and seismic retrofits reduce the potential for dam failure. Therefore, with compliance with applicable safety and water quality standards, the cumulative impact without the Project is less than significant.

In the event of dam failure, however, flood waters would impact much of the City. In accordance with the City's Floodplain Management Regulations, all new construction and major improvements are required to be adequately anchored to prevent flotation, collapse, or lateral movement in the event of a flood; to be constructed with materials an utility equipment resistant to flood damage; and to have electrical, heating, ventilation, plumbing, and air conditioning equipment and other utility systems that prevent water from entering or accumulating within structures during floods. Compliance with these regulations would ensure the cumulative impact is less than significant.

Reservoirs in the area are also designed with setbacks from adjacent developments to decrease the likelihood of impacts associated with seiche. The Project site is not located in a coastal area that is subject to tsunami hazards. Therefore, because there is not an underlying cumulative impact that the Project could contribute to, cumulative impacts associated with a tsunami or seiche would be less than significant.

Threshold 4.8e ***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan that could impede sustainable management of a drainage basin or groundwater basin?***

As discussed under Threshold 4.8e in Section 4.8.4, Impacts Analysis, the Project and cumulative projects in the area would be subject to the Los Angeles RWQCB Basin Plan, which is the RWQCB Region (i.e., Region 4). With the development of new projects, there is an increased likelihood for conflict with this WQMP to arise. These future projects, however, would be required to comply with all applicable federal, state, and local policies regarding water quality. This would include requirements related to the Construction General Permit and MS4 Permit (e.g., implementation of a SWPPP, stormwater BMPs, and LID design). With the compliance of applicable regulations, the proposed Project, as well as future cumulative projects, would reduce the potential for impairment of surface and

groundwater resources. Further, pursuant to SGMA, both the Raymond Basin and the Main Basin are identified as very low priority basins and are exempt from the requirements of developing Groundwater Sustainability Plans. The Project is not anticipated to encounter and groundwater or perched groundwater during construction, however, in the even that discharge or dewatering is required, the Project and cumulative projects would also be subject the Waste Discharge Requirements for Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in the Coastal Watersheds of Los Angeles and Ventura Counties (Los Angeles RWQCB Order No. R4-2018-0125) which would help ensure that any potential impacts to local groundwater basins would not be significant. As such, cumulative impacts associated with the conflict or obstruction of a water quality control plan or sustainable groundwater management plan that could impede sustainable management of a drainage basin or groundwater basin would be less than significant.

4.8.6 Mitigation Measures

No mitigation measures are required.

4.8.7 Significance Conclusion

Threshold 4.8a. The Project would result in **a less-than-significant** impact related to a violation of water quality standards or waste discharge requirements, or the potential to degrade surface or groundwater quality.

Threshold 4.8b. The Project would result in **a less-than-significant** impact related to the potential to impede sustainable groundwater management of the basin.

Threshold 4.8c(i). The Project would not alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation, and impacts would be **less than significant**.

Threshold 4.8c(ii). The Project would not alter the existing drainage pattern of the site or area in a manner that would substantially increase the rate or amount of surface runoff, resulting in flooding on or off site, and impacts would be **less than significant**.

Threshold 4.8c(iii). The Project would not alter the existing drainage pattern of the site or area in a manner that would 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, and impacts would be **less than significant**.

Threshold 4.8c(iv). The Project would not alter the existing drainage pattern of the site or area in a manner that would impede or redirect flood flows, and impacts would be **less than significant**.

Threshold 4.8d. The Project would result in a **less-than-significant** impact related risk of release of pollutants due to Project inundation in flood hazard, tsunami, or seiche zones.

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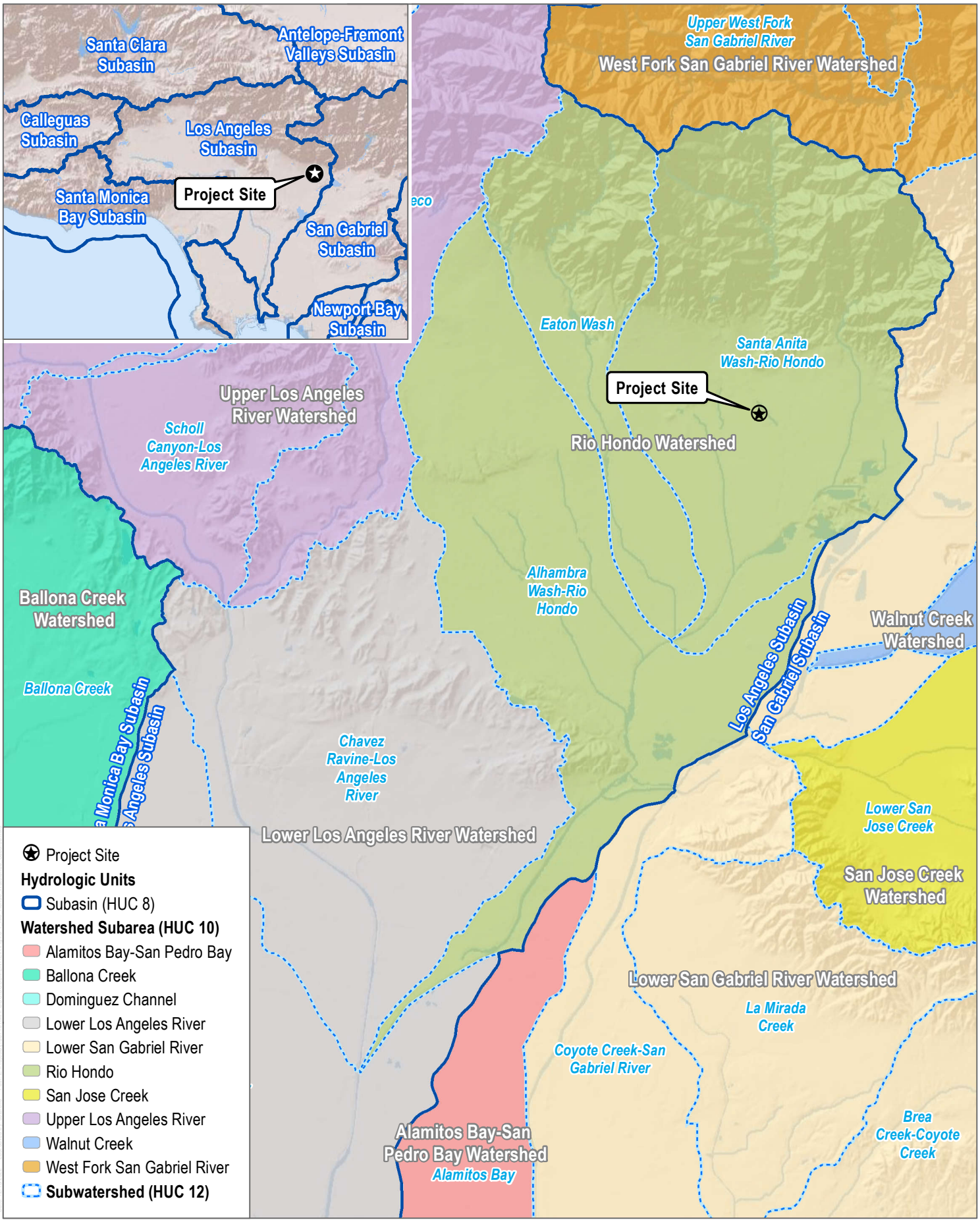
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SOURCE: USGS WBD 2021

DUDEK

0 7,000 14,000 Feet

FIGURE 4.8-1

Rio Hondo Watershed Subarea

The Derby Mixed-Use Project

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4.9 Land Use and Planning

This section describes the existing land use and planning conditions of The Derby Mixed-Use Development Project (Project) site and vicinity, and identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, and references. Information contained in this section is based on review of local, regional, and statewide policies and regulations encompassing the Project site, including the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Plan (RTP/SCS; also known as Connect SoCal), the City of Arcadia General Plan, and the City of Arcadia Municipal Code (AMC).

Other sources consulted are listed in Section 4.9.8, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.9.1 Existing Conditions

4.9.1.1 Regional and Local Land Use Conditions

Citywide Conditions

The City is generally characterized as an urbanized and built-out community within the San Gabriel Valley of Los Angeles County. The City contains distinct and identifiable areas: residential communities, Downtown, and development associated with the Westfield Santa Anita Mall. A majority of the City consists of single-family residential neighborhoods, while within the City's center includes a mixture of mixed-use development in the City's Downtown as well as recreational development such as the Santa Anita Park, Arcadia County Park, and hiking trails within the foothills of the San Gabriel Mountains.

Existing Project Site Conditions

The Project site encompasses approximately 2.23 acres and consists of two parcels located in the eastern portion of the City of Arcadia and includes the following Assessor Parcel Numbers (APN): 5773-009-070 and APN 5773-009-065. The Project site is bound by existing commercial uses to the north and west, E. Huntington Drive to the south, and Gateway Drive to the east. Regional access to the Project site is provided by the eastbound/westbound Foothill Freeway (Interstate [I-] 210) to the east and north. The two parcels listed above include existing commercial restaurant space and associated surface parking; the Project site contains The Derby restaurant building which is currently operational and a vacant restaurant building which is currently nonoperational. Figure 2-1, Regional Location and Vicinity Map, included in Chapter 2, Environmental Setting of this Draft EIR, provides the Project boundaries in the context of the surrounding community and jurisdictions.

As shown in Chapter 2, Environmental Setting of this Draft EIR, Figure 2-3, Existing General Plan Designation, and Figure 2-4, Existing Zoning show the Project site's existing General Plan designation and zoning, respectively. As shown in Figure 2-3, the City's General Plan identifies the site as General Commercial (C-G). According to the City's General Plan, C-G designation allows for commercial, office, and industrial use at a maximum floor area ratio (FAR)

of 0.5 with a maximum building height of 40 feet (City of Arcadia 2010). As shown in Figure 2-4, the zoning for the Project site is also C-G.

The City's recently approved Housing Element has various implementation actions, including rezonings and upzonings of select properties throughout the City to accommodate the City's anticipated housing need (i.e., the Regional Housing Needs Assessment [RHNA] allocation) for the current 2021 through 2029 housing cycle. Part of the City's strategy to satisfy the state-mandated RHNA allocation includes rezoning select properties from C-G to DMU with a Height Overlay of H7 (maximum height of 75 feet). The Project site is identified in the Housing Element as a subject property for rezoning to DMU. The City is prioritizing the rezoning and upzoning implementation actions and tentatively expects that they would start the public hearing processes at the end of the 2023 calendar year and that new zoning would likely be in effect in the first half of 2024 (Graham 2023). Thus, it is reasonable to assume that, under existing conditions, the Project site would be rezoned to DMU by the first half of 2024. Per Development Code Section 9102.05.010(C), the DMU is intended to provide opportunities for complementary service and retail commercial businesses, professional offices, and residential uses located within the City's downtown.

Surrounding Land Uses

The City contains a diverse mix of land uses, including single- and multi-family residential neighborhoods, regional commercial, and office land uses. As shown in Chapter 2 of this Draft EIR, Figure 2-2, Surrounding and Nearby Land Uses, provides an overview of nearby land uses. Figures 2-3 and 2-4 show the Project site's and surrounding area's existing General Plan land use designations and zoning, respectively. The Project site is situated in a densely developed, urbanized area of the City and is surrounded predominantly by hotel, restaurant, and other commercial uses, as follows:

- **Land Uses to the North:** North of the Project site are commercial uses (e.g., Embassy Suites, Hampton Inn, and Residence Inn hotels) and associated surface parking lots along with ornamental landscaping. Further north, across Santa Clara Street is a church, office building, and manufacturing facility, and their accompanying parking lots. The Los Angeles County Metropolitan Transportation Authority's (Metro) A (formerly L/Gold) Line's Arcadia Station is approximately 0.35 mile to the northwest. Current zoning north of the Project site includes C-G, Open Space – Outdoor Recreation (OS-OR), and Commercial Manufacturing (C-M).
- **Land Uses to the East:** Land uses adjacent to and east of the Project site include various retail and restaurant uses and accompanying surface parking lots and landscaping. The neighboring City of Monrovia boundary is approximately 700 feet east of Gateway Drive (in alignment with Fifth Avenue). Current zoning east of the Project site includes C-G in the City of Arcadia and Regional/Subregional Commercial in the City of Monrovia.
- **Land Uses to the South:** Immediately south of the Project site, across E. Huntington Drive, are various retail and restaurant spaces, associated surface parking lots, and landscaping. Further south is the Metro A Line railway as well as the Arcadia Unified School District office building, Bonita Park, and associated surface parking lots. To the southeast are multiple office buildings with surface parking lots and ornamental landscaping. The nearest multi-family land use is approximately 0.15 miles south of the Project site. Current zoning south of the Project site includes C-G, Rail Right-of-Way (R-R), Public Facilities (PF), Open Space – Outdoor Recreation (OS – RP), and High Density Residential (R-3).
- **Land Uses to the West:** Immediately northwest of the Project is the Embassy Suites hotel and associated surface parking as well as ornamental landscaping. Other hotel buildings, restaurants, retail spaces, and offices are located west of North 2nd Avenue. The Metro A Line, which runs northwest/southeast in the vicinity of the Project site, is approximately 175 feet to the southwest of the Project site at its closest point.

The current zoning west of the Project site includes Rail Right-of-Way (R-R), Downtown Mixed Use (DMU), and Central Business District (CBD).

4.9.2 Regulatory Requirements

4.9.2.1 Federal

There are no federal plans, policies, or ordinances applicable to the land use considerations of the Project.

4.9.2.2 State

Senate Bill 1818 (Government Code 65915)

Senate Bill (SB) 1818 amended the State Density Bonus program (Government Code 65915) and became effective on January 1, 2005. See discussion for Section 9103.15, Density Bonuses for Affordable and Senior Housing, of the Arcadia Development Code, below.

Senate Bill 375

The adoption of California's Sustainable Communities and Climate Protection Act SB 375 (Steinberg, Chapter 728, Statutes of 2008) on September 30, 2008, aligns with the goals of regional transportation planning efforts, regional greenhouse gas (GHG) reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations, such as SCAG, to adopt an SCS or Alternative Planning Strategy within their regional transportation plan to demonstrate achievement of GHG reduction targets. In compliance with SB 375, SCAG has adopted an SCS that covers all of the City, as well as other cities and counties.

Senate Bill 610

SB 610 requires that a project be supported by a Water Supply Assessment if the project is subject to CEQA and would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project. According to SB 610 Guidelines, one dwelling unit typically consumes 0.3 to 0.5 acre-feet per year (afy), which would amount to 150 to 250 afy for 500 units. Projects must analyze whether the total projected water supplies determined to be available during normal, single dry, and multiple dry years during a 20-year projection, will meet the projected water demand associated with the proposed projects, in addition to existing and planned future uses. The estimated water demand for the Project is approximately 66,000 gallons per day, or approximately 74 afy. As such, per the SB 610 Guidelines, the Project is not required to prepare a Water Supply Assessment.

Assembly Bill 2334

Assembly Bill (AB) 2334 amended the State Density Bonus program (Government Code 65915) and became effective on January 1, 2023. See discussion for Section 9103.15, Density Bonuses for Affordable and Senior Housing, of the Arcadia Development Code, below.

Assembly Bill 2097

AB 2097 prohibits public agencies from imposing or enforcing minimum automobile parking requirements for projects if the project is within one-half mile walking distance of a "high-quality transit corridor" or a "major transit

stop". A high-quality transit corridor is a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours. A major transit stop is a site containing an existing rail or bus rapid transit station, a ferry terminal served by bus or rail, or the intersection of two or more major bus routes with a frequency of 15 minutes or less during peak commute periods. This applies to residential, commercial, and industrial projects, but does not include hotels, motels, bed and breakfast inns, or other transient lodgings. The State does give local agencies the option to impose minimum parking requirements in limited instances, provided that one of the following three findings can be substantiated in the affirmative to necessitate minimum parking requirements:

- The project furthers the City's ability to meet its share of the Regional Housing Needs Assessment (RHNA) for low and very low-income households,
- The project directly supports the City's ability to meet any special housing needs for the elderly or persons with disabilities; or,
- The project is located within one-half mile of existing residential or commercial parking.

The State law offers a 30-day timeline to formally invoke such findings. However, these findings may not be made for projects that meet the following criteria:

- Projects that reserve 20% or more of the total dwelling units for very low, low, or moderate income households, students, the elderly, or persons with disabilities,
- Projects that contain fewer than 20 dwelling units; or,
- Projects that are subject to other parking reductions of any other applicable law (by satisfying the applicable eligibility requirements).

4.9.2.3 Regional and Local

Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the designated Metropolitan Planning Organizations for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The City is one of the many jurisdictions that fall under SCAG.

The 2020–2045 RTP/SCS (also referred to as Connect SoCal) presents the land use and transportation vision for the SCAG region through 2045. The following are Connect SoCal's goals: (1) encourage regional economic prosperity and global competitiveness; (2) improve mobility, accessibility, reliability, and travel safety for people and goods; (3) enhance the preservation, security, and resilience of the regional transportation system; (4) increase person and goods movement and travel choices within the transportation system; (5) reduce greenhouse gas emissions and improve air quality; (6) support healthy and equitable communities; (7) adapt to a changing climate and support an integrated regional development pattern and transportation network; (8) leverage new transportation technologies and data-driven solutions that result in more efficient travel; (9) encourage development of diverse housing types in areas that are supported by multiple transportation options; (10) promote conservation of natural and agricultural lands and restoration of habitats (SCAG 2020a). On September 3, 2020, the Regional Council formally adopted Connect SoCal and the addendum to the Connect SoCal Program EIR (SCAG 2020b).

Regional Housing Needs Allocation

In accordance with Government Code Section 65584, projected housing needs for each city and county in the Southern California region are prepared by SCAG under a process known as the Regional Housing Needs Assessment (RHNA). RHNA allocates regional housing needs by income level among member jurisdictions.

At the time of drafting this EIR, the City, among all other jurisdictions within the SCAG region are required to update their respective Housing Elements to accommodate the 6th cycle of RHNA, which covers the planning period of October 2021 through October 2029 (City of Arcadia 2022). SCAG's allocation for Arcadia is 3,214 units. The 3,214 housing units for Arcadia are out of the anticipated total regional construction need of 1,341,827 units (89,616 of which are in the San Gabriel Valley in the SCAG region). Based on SCAG's determination of existing need and projected needs, which considers anticipated vacancies and projected household growth, the City has been allocated 3,214 new housing units, which includes 1,102 very low-income units, 570 low income units, 605 moderate income units, and 937 above moderate units (City of Arcadia 2022). See Section 4.11, Population and Housing, of this Draft EIR for more discussion.

City of Arcadia 2010 General Plan

The City adopted its General Plan on November 16, 2010. A General Plan is intended to provide direction for future development of the City. It represents a formal expression of community goals and desires, provides guidelines for decision making about the City's development, and fulfills the requirements of California Government Code Section 65302 requiring local preparation and adoption of General Plans. The General Plan should be viewed as a dynamic guideline to be refined as the physical environment of the City's changes. The City's General Plan (General Plan) includes the following mandated and optional elements, applicable to the Project: Land Use and Community Design Element, Economic Development Element, Circulation and Infrastructure Element, Housing Element, Resource Sustainability Element, Parks, Recreation, and Community Resources Element, Safety Element, and Noise Element. According to the Land Use Element, buildout projections for the 2010 General Plan analyzed existing trends until 2035.

Land Use and Community Design Element

A land use element is a required element of the General Plan, specified in Government Code Section 65302(a). Arcadia's Land Use and Community Design Element has the broadest scope of all the General Plan elements. It is intended to portray the future direction of the City, the way the community would like to see it. The Land Use and Community Design Element is a guide for the future, as stated in the goals, objectives, policies, and program statements. By state law, the City's other ordinances and plans, for example the Development Code, must be consistent with the General Plan, and therefore with the Land Use and Community Design Element.

Economic Development Element

The Economic Development Element is concerned with the economic health of the City. It focuses on the expansion and maintenance of the City's economic base and on the enhancement of the City's business climate. Economic development goals and policies direct City activities toward maximizing the City's economic development potential. The Economic Development Element is an optional element in Arcadia's General Plan. Government Code Section 65303 enables cities to adopt optional general plan elements. Arcadia elected to include an Economic Development Element because it focuses on issues significant to Arcadia's future that are not addressed elsewhere (City of Arcadia 2010).

Circulation and Infrastructure Element

State law (Government Code Section 65302[b]) requires that the General Plan include "a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan." Circulation elements are also required to include "a plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. The Circulation and Infrastructure Element identifies a system capable of responding to growth occurring consistent with the policies and Land Use Plan presented in the Land Use and Community Design Element. The Circulation and Infrastructure Element identifies physical improvements that will be needed to attain the goals and objectives, as well as alternative techniques to improve the City's circulation and infrastructure systems. The circulation system is one of the most important of all urban systems in determining the form and quality of the City's built environment. The circulation modes used, location of routes, operational policies and the operating levels of service influence the nature of urban development, the physical organization of the City, and can enhance or limit the social and economic activity within the City. Additionally, this element addresses both the transportation network and utilities infrastructure necessary for urban services. This element underscores the importance of many of the existing infrastructure plans that are currently in place (Water Master Plan, Sewer Master Plan, Capital Improvement and Equipment Plan, etc.) and identifies the necessity to constantly update and evaluate these plans, as well as current services, as to provide the highest quality water, sewer, storm water, and waste services that will meet the needs of a dynamic Arcadia (City of Arcadia 2010).

Housing Element

The Housing Element is one of the seven required General Plan elements mandated by state law. State law requires that each jurisdiction's Housing Element consist of "identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled program actions for the preservation, improvement and development of housing." The Housing Element must analyze and plan for housing for all segments of the community (City of Arcadia 2013).

As discussed above, the City is required to update its Housing Element to accommodate the 6th cycle of RHNA, which covers the planning period of October 2021 through October 2029 (City of Arcadia 2021). The City approved its Housing Element Update for the 2021-2029 planning period on February 15, 2022, and submitted the final Housing Element to the Department of Housing and Community Development for review in October 2022 (City of Arcadia 2022). See Section 4.14, Population and Housing, of this EIR for more discussion.

Resource Sustainability Element

A General Plan is required to have a Conservation Element to guide the "conservation, development, and utilization of natural resources" of the City (Government Code Section 65302[d]). In Arcadia, resource issues of concern are air quality, water quality and water resource conservation, energy conservation, waste management and recycling, sustainable building practices, management of hillside resources, and management of mineral resources. The Resource Sustainability Element considers the effects of land use and development on natural resources, and specifically addresses air quality, water quality and water resource conservation, energy conservation, waste management and recycling, mineral resources, and the management of hillside areas (City of Arcadia 2010). The Resource Sustainability Element includes programs and policies to promote community-wide conservation and

requires new development to incorporate sound conservation principles and mitigate any negative environmental impacts consequent to development within or bearing upon the City.

Parks, Recreation, and Community Resources Element

Section 65302(e) of the California Government Code requires the adoption of an open space element as part of the general plan. The Parks, Recreation, and Community Resources Element addresses open space lands used for active recreation (parks) and enjoyment of nature, recreation programs, and the broad range of community, cultural, and educational resources and services the City offers. This element addresses not just open spaces but the broad range of community, cultural, and educational resources and services that the City offers, such as the Civic Center with the adjoining athletic field (City of Arcadia 2010).

Safety Element

The Safety Element is one of the General Plan elements required by state law. The Safety Element is concerned with identifying and avoiding or mitigating hazards present in the environment that may adversely affect property and lives. Government Code Sections 65302(g) and 65302(f) identify several issues to consider in such planning efforts, as does California Health and Safety Code Section 56050.1. The purpose of the Safety Element is to reduce death, injuries, property damage, and economic and social dislocation resulting from natural and human-caused hazards such as urban fire, flooding, mudslides, and earthquakes (City of Arcadia 2010). The City is currently in the process of updating its Safety Element and also adding an Environmental Justice Element to the General Plan, per new state requirements for general plans.

Noise Element

Government Code Section 65302(f) requires that the general plan contain a noise element that "identifies and appraises noise problems in the community." The Noise Element identifies significant sources of noise in the City and establishes policies and programs to protect people from excessive noise exposure (City of Arcadia 2010). The Noise Element is intended to be used as a guide in public and private development matters related to outdoor noise. The Noise Element will serve as an aid in defining acceptable land uses and as a guideline for compliance with California Noise Insulation Standards.

City of Arcadia Municipal Code

Article IX, Division and Use of Land

The Development Code is intended to regulate the use and development of land within the City consistent with the City of Arcadia General Plan. It is also the intent of the Development Code to promote orderly development; protect the public health, safety, and general welfare; protect the character, social diversity, and economic vitality of neighborhoods and business districts; and ensure that new uses and development benefit the City.

9101.03.020 – Establishment of Zones

The Development Code is the primary tool used by the City to carry out the goals, objectives, and policies of the General Plan. It is intended that all provisions of the Development Code be consistent with the General Plan and that any development, land use, or subdivision approved in compliance with these regulations will also be consistent with the General Plan. Zones have been established to classify, regulate, and restrict the uses of land

and buildings; regulate and restrict the height and bulk of buildings; regulate the area of yards and other open spaces about buildings; and regulate the density of people.

9103.15 – Density Bonuses for Affordable and Senior Housing

This section of the City's Development Code codifies the requirements of California State Government Code Sections 65915 through 65918. The program offers incentives for the development of affordable housing for low-income, moderate-income, and senior citizen households. Where regulations are not specifically addressed in this Section or where conflicts exist between these provisions and the provisions of Government Code Sections 65915 through 65918, the provisions of the Government Code, as they may be amended over time, apply.

9107.19 - Site Plan and Design Review

The purpose of this section of the City's Development Code is to provide a process for the appropriate review of development projects. The intent is to ensure that all approved site and structural development respects physical and environmental characteristics of the site; ensures safe and convenient access and circulation; provides high quality design practices; maintains distinct neighborhood and/or community identity; minimizes negative visual impacts; provides adequate dedication of land for public purposes; among others.

2018 City Center Design Plan

On November 15, 2016, the City approved an Initial Study/Mitigated Negative Declaration (MND) for a Development Code Text Amendment; General Plan Amendment; and Zone Change, which involved comprehensive updates to various chapters of the AMC and to create a new Development Code; to expand the DMU area; and Zoning Map Amendments to achieve consistency between the Development Code and General Plan Amendment. These approvals were made in order to implement changes to the allowable residential density and building height within the DMU and CBD zones. Specifically, the General Plan Amendment increased the maximum residential density in the DMU from 50 dwelling units/acre (du/ac) to 80 du/ac and increased the maximum height from 50 feet to 55 feet. Additionally, any new development within the DMU and CBD would be subject to compliance with the City Center Design Plan.

4.9.3 Thresholds of Significance

The significance criteria used to evaluate the Project's impacts to land use and planning are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to land use and planning would occur if the Project would:

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.

4.9.4 Impacts Analysis

Threshold 4.9a. Would the Project physically divide an established community?

The physical division of an established community typically refers to the construction of a linear feature (e.g., a major highway or railroad tracks) or removal of a means of access (e.g., a local road or bridge) that would impair mobility within an existing community or between a community and outlying area.

The Project site currently includes a two-story restaurant (The Derby), a vacant one-story restaurant building, and surface parking. Project implementation would result in the demolition and removal the existing buildings and surface parking lots. Access to the Project site is provided via Second Avenue to the west, E. Huntington Drive to the south, and Gateway Drive to the east.

The Project involves construction of a six-story mixed-use development consisting of a new restaurant space for The Derby, an additional restaurant, café, and multifamily residential uses. The existing buildings and surface parking lots described above would be demolished to accommodate the Project. As described in Chapter 3, Project Description, Section 3.6, Discretionary Actions, the Project includes a Lot Line Adjustment which would merge two exiting parcels into one legal parcel. The proposed mixed-use building would consist of 214 dwelling units on floors two through six of the building. The Project also includes a ground-level courtyard and dining area and various residential amenities such as a garden, outdoor cooking space, fitness center, and co-working space. The Project would also provide a total for 412 parking spaces on the ground-level and new subterranean level as well as new bicycle parking and storage facilities for visitor and employees.

Under the existing condition, the Project site is developed and is not used as a connection or thoroughfare between established communities. Instead, connectivity within the area surrounding the Project site is facilitated via local roadways.

The Project would involve reconfiguration of two existing access points along E. Huntington Drive and one access point along Gateway Drive to provide one full access driveway along E. Huntington Drive and two access points along Gateway Drive. Therefore, the number of access point for ingress/egress would not change under the Project. Furthermore, the Project site would be improved with a new full access driveway onto E. Huntington Drive which would provide primary vehicular access to The Derby restaurant pick up and drop off and valet parking service area. Project site access would also be improved by the removal of an existing median on Gateway Drive; this removal would accommodate left-turn ingress and egress to and from the Project site. Overall, the Project would allow for improved access along E. Huntington Drive and Gateway Drive for vehicles, bicyclists, and pedestrians.

The Project does not include the construction of a new roadway that would impair mobility within the existing Project site or the surrounding area. Rather, the Project would improve access at existing driveways. As such, the Project would not impede movement within the Project site, within an established community, or from one established community to another. Therefore, impacts associated with the division of an established community would be less than significant.

Threshold 4.9b. **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?**

To evaluate the Project's impacts related to land use and planning, this analysis examines the Project's potential to conflict with both regional and local plans, policies, and regulations that regulate land uses within the Project site's vicinity. These plans are as follows:

- SCAG's Connect SoCal (2020–2045 RTP/SCS)
- City of Arcadia General Plan
- City of Arcadia Municipal Code

Connect SoCal (SCAG 2020–2045 RTP/SCS)

SCAG's Connect SoCal is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The Connect SoCal incorporates local land use projections and circulation networks in city and county general plans. Typically, a project would be consistent with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. As discussed in Section 4.11, Population and Housing, the Project would accommodate up to approximately 608 residents, which would be approximately 0.98 percent of the 2045 SCAG estimate for the City's projected total population. Additionally, it is likely that the proposed residential units would accommodate a combination of existing residents and new residents that either currently work within the City and/or new residents that would be hired as a result of projected employment generation within the City.

The Project is replacing the commercial uses that exist on the site with improved commercial space under the proposed Project; therefore, there would be no net loss of commercial uses or employment. Furthermore, the Project is estimated to generate a net addition of 34 employees which could be filled by unemployed persons in the City or by unemployed persons in the County. The estimated 34 new jobs resulting from the Project would make up a small percentage of the overall expected growth in the City and would not exceed the SCAG employment projections or induce substantial unplanned population growth to fill these jobs (see Section 4.11, Population and Housing). This indicates that the Project would not outpace regional infrastructure, since the SCAG RTP/SCS is used for local and regional planning purposes.

As demonstrated in Table 4.9-1, the Project would implement the guiding principles, goals, and policies of SCAG's Connect SoCal as they relate to livability, economic prosperity, and sustainability through the development of a mixed-use residential development. The development of the Project within proximity to transit would thereby alleviate pressure on suburban and open space areas to develop. The major goals of the Connect SoCal are outlined in Table 4.9-1, along with the Project's potential to conflict with them.

Table 4.9-1. Potential to Conflict with Connect SoCal (SCAG 2020–2045 RTP/SCS)

RTP/SCS Goal	Potential Project Conflicts
Goal 1: Encourage regional economic prosperity and global competitiveness	**No Conflict.** The Project would result in the development of a mixed-use residential development within the City. The Project site currently supports two existing commercial restaurant buildings (one occupied and one vacant), which would be demolished for the construction of mixed-use development on site. The Metro A Line Arcadia Station is located within the Project site's vicinity, thereby

Table 4.9-1. Potential to Conflict with Connect SoCal (SCAG 2020–2045 RTP/SCS)

RTP/SCS Goal	Potential Project Conflicts
	connecting residents to the region's transportation network. Once constructed, the Project would continue to support the regional economic development. The Project is replacing the commercial uses that exist on the site. As such, the Project site's existing commercial uses would be replaced with improved commercial space under the proposed Project, and there would be no net loss of commercial uses or employment. As described in Section 4.11, Population and Housing, the Project would contribute housing opportunities, including affordable housing, and job opportunities. Therefore, the Project would not conflict with this goal.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods	**No Conflict.** The Project site is served by local and regional bus transit lines as well as light rail (see Chapter 2, Environmental Setting, Section 2.3). Project development would increase transit accessibility of jobs and services within the Project site's vicinity. The Project site would bring residential development to the Project area, which contains a mixture of office and commercial development uses, thereby reducing travel demands for people. Further, the Project includes components such as bicycle parking and storage that would support multi-modal access to support connectivity with the nearby Metro light rail station. For these reasons, the Project would not conflict with this goal.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system	**No Conflict.** The Project would provide new living and working opportunities in close proximity to transit, thereby increasing ridership. Public transit that operates in the vicinity of the Project site includes the Metro A Line and multiple bus lines. The Metro A Line is a light rail line running between Azusa and East Los Angeles, with the closest station approximately 0.30-miles northwest of the Project site. The Project site is also supported by bus service lines from Metro Foothill Transit as described in Section 2.3, Environmental Setting. As such, the Project would support use of the transit system and would provide an enhancement to the existing transit system. The Project would not otherwise alter or affect the security or resilience of the regional transportation system. Therefore, the Project would not conflict with this goal.
Goal 4: Increase person and goods movement and travel choices within the transportation system	**No Conflict.** The Project site is served by existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. One of the Project objectives is to promote pedestrian connectivity within the City's Downtown, thereby supporting the placement of mixed uses in an area well served by transit and within walking distance to residential areas and commercial amenities. As such, the Project would increase access to transit and increase the ability of people using the transit infrastructure. Therefore, the Project would not conflict with this goal.
Goal 5: Reduce greenhouse gas emissions and improve air quality	**No Conflict.** The Project would support the use of the existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. Less reliance on automobiles and support for multi-modal transportation would help reduce GHG emissions and improve air quality. See Section 4.2, Air Quality, and Section 4.6, Greenhouse Gas Emissions, of this Draft EIR for more details on Project features and requirements that would reduce the Project's

Table 4.9-1. Potential to Conflict with Connect SoCal (SCAG 2020–2045 RTP/SCS)

RTP/SCS Goal	Potential Project Conflicts
	air quality effects and greenhouse gas emissions. Table 4.6-4 (see Section 4.6) indicates that the net GHG emissions associated with development of the Project would be below the South Coast Air Quality Management District (SCAQMD) GHG threshold of 3,000 MT CO_2e per year. Therefore, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. One of the benefits of the Project is to improve air quality by providing housing for those who work in the City so that they may reduce their vehicle miles traveled (VMT), which is further facilitated by the proximity to the Metro A Line Station. Therefore, the Project would not conflict with this goal.
Goal 6: Support healthy and equitable communities	**No Conflict.** The Project would introduce new residential uses to the City and include design features to promote multi-modal transportation and public transit. Further, the Project would provide housing opportunities in a variety of sizes, types, and densities to support an equitable community. The Project would include 9 affordable (very low income) housing units through the utilization of SB 1818.The proposed affordable units would satisfy a portion of the City's mandated low-income units, as set forth by RHNA and the City's Housing Element. The Project would new contribute housing and employment opportunities to a jobs-rich community, thereby contributing to a more balanced local economy. For these reasons, the Project would not conflict with this goal.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network	**No Conflict.** The Project would comply with sustainability-focused measures such as building design energy efficiency that meets or exceeds Title 24 requirements. In compliance with these requirements, the Project would be equipped with electric vehicle (EV) charging spaces capable of supporting EV equipment. The installation of green infrastructure combined with high standards for energy-efficient buildings contained within the California Building Code, will ensure that the Project meets regional goals for sustainability and green development. In addition, the Project would increase density on a site with access to the region's transportation network. Thus, the Project would support a development pattern that reduces the City's jobs/housing imbalance and place residential uses near employment opportunities. Therefore, the Project would not conflict with this goal.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**No Conflict.** The Project would include bicycle parking and storage facilities and access to existing transit, which would encourage residents and employees of the Project to use alternative modes of transportation (as opposed to single-occupancy vehicles); this in turn would support more efficient travel in the area. Additionally, the Project site is located within an urbanized portion of the City and Los Angeles County with access to regional transportation systems that can use new transportation technologies and data driven solutions to provide more efficient travel. Therefore, the Project would not conflict with this goal.
Goal 9: Encourage development of diverse housing types in areas that are	**No Conflict.** The Project would develop a mixed-use, development with access to alternative modes of transportation. The Project

Table 4.9-1. Potential to Conflict with Connect SoCal (SCAG 2020–2045 RTP/SCS)

RTP/SCS Goal	Potential Project Conflicts
supported by multiple transportation options	would provide additional housing opportunities in a variety of housing sizes, types, and densities that support the goals of the City's Housing Element. The Project would include affordable housing units through the utilization of SB 1818. The residential units include studios, one- and two-bedroom units, to encourage diverse residential unit types within the City. Therefore, the Project would not conflict with this goal.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats	**No Conflict.** The Project site is located in a highly urbanized area away from existing agricultural lands and natural habitat. The Proposed Project would not encroach upon agricultural lands and natural habitat. (See the Chapter 5, Other CEQA Considerations, for more discussion regarding agricultural and biological resources.) Therefore, the Project would not conflict with this goal.

Source: SCAG 2020a.

As shown in Table 4.9-1, the Project would not conflict with any of the goals within SCAG's Connect SoCal. The Project would develop the Project site, accommodating up to approximately 608 residents and a net addition of 34 employees as compared to existing conditions (see Section 4.11, Population and Housing). The Project site's vicinity is served by existing public transit such as the Metro A Line and various bus routes provided by Metro and Foothill Transit. For these reasons, and as shown in Table 4.9-1, the Project would not conflict with the applicable goals in the RTP/SCS adopted for the purpose of avoiding or mitigating an environmental effect and the impact is less than significant.

City of Arcadia 2010 General Plan

The Project would result in the construction of a new mixed-use building on a total lot area of 2.23 acres, or approximately 97,139 square feet. The Project would require a General Plan Amendment (No. GPA 22-01) to change the current General Plan land use designation from Commercial to DMU. Under the proposed DMU zoning, the Project site would have an allowable base density of 80 dwelling units per acre, allowing for a total of 178 dwelling units on the 2.23-acre site. However, the California Density Bonus Law offers incentives for the development of affordable housing. The Project applicant proposes to use a 5 percent density bonus under the Density Bonus Law which would increase the allowable dwelling unit count by 20 percent to a total of 214 total units. In order to comply with state law, the Project would include nine very-low income (i.e., 50 percent Area Median Income) dwelling units that would be restricted to seniors. Thus, the final unit mix would consist of 205 market rate units and 9 affordable units, totaling 214 dwelling units. As described in the General Plan, the DMU land use only accounts for commercial square footage in calculation of FAR. The total commercial area of the Project consists of 17,550 square feet (consisting of The Derby restaurant, an additional restaurant space, and a café space). Therefore, the Project's FAR would result in 0.18, which is consistent with the General Plan's maximum of 1.0.

Table 4.9-2 outlines the applicable policies identified in each element of the General Plan (Land Use and Community Design Element, Economic Development Element, Circulation and Infrastructure Element, Housing Element, Resource Sustainability Element, Parks, Recreation, and Community Resources Element, Safety Element, and Noise

Element) and the Project's potential to conflict with each applicable policy. As shown below, the Project would not conflict with applicable goals and policies of the General Plan[1].

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
Land Use and Community Design Element	
Goal LU-1: A balance of land uses that preserves Arcadia's status as a Community of Homes and a community of opportunity.	**No Conflict.** The Project would result in a mixed-use that would promote the City's goal of a balance of land uses for residential and commercial opportunity. The Project would not encroach into existing single-family neighborhoods, alter any residential land uses, or otherwise disrupt the existing community's atmosphere. The Project seeks to create new housing opportunities within the City through a mixed-use development with 214 new housing units and 17,550 square feet of new commercial uses. The new commercial uses (restaurants and café) would create a synergy with the existing hotels in the area, the new multi-family residential use, and other existing commercial uses in the surrounding area. The commercial uses would provide amenities for the residents of the multi-family residential uses and the multi-family residential uses would support the growth of the surrounding commercial businesses. Thus, the Project would be designed to enhance the balance of land uses in the City consistent with this goal.
Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.	**No Conflict.** The Project would redevelop an existing site through the demolition of two commercial restaurant buildings and surface parking with a 6-story mixed-use residential/commercial building with 214 dwelling units and parking facilities. The Project would replace the existing commercial with similar uses. Implementation of the Project would include the approval of a General Plan Amendment which would change the land use and zoning designation from C-G to DMU. Parcels to the west of the Project site have the same land use designation of DMU. Other land use designations in the Project vicinity allow for commercial/retail uses. Therefore, the proposed General Plan Amendment and proposed associated residential/commercial mixed-use would be consistent and compatible with existing surrounding uses. Moreover, the Project proposes to utilize a 5 percent density bonus under SB 1818, which would increase the allowable dwelling unit count to 214 total units. In order to comply with SB 1818, the Project would include 9 very-low-income dwelling units, restricted to seniors. Thus, the final unit mix would consist of 195 market rate units, and 9 affordable units, totaling 214 dwelling units. As shown in Figures 2-3 and 2-4, the Project site is surrounded by existing and designated areas for commercial and mixed-use development. Therefore, the Project would introduce a mixed-use development which would be compatible with surrounding existing uses.
Policy LU-1.2: Promote new uses of land that provide diverse economic, social, and cultural opportunities, and that reinforce	**No Conflict.** As previously addressed under Goal LU-1 and Policy LU-1.1, the Project would introduce new residential land uses on a site that currently consists of commercial uses as well as surface parking. Implementation of the Project would support the intent of the City to establish a mix of uses in close vicinity of the City's Downtown area.

[1] Note: Table 4.9-2 contains General Plan goals and polices that may be generally related to certain Project components and potential CEQA issues. However, several policies listed in Table 4.9-2 are marked as "Not Applicable" as they do not fall under the responsibility of the Project proponent to implement. These policies are included in Table 4.9-2 to provide context for other General Plan goals and policies.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
the characteristics that make Arcadia a desirable place to live.	Moreover, the Project proposes various residential amenities throughout the proposed building, including a garden, outdoor cooking space, fitness center, courtyards, and co-working space. The proposed development would also include a café and an additional restaurant. Furthermore, The Derby restaurant would be redeveloped and expanded to accommodate additional guests and employees, thereby promoting additional economic, social, cultural opportunities. For these reasons, the Project would continue to support the City's policy of providing diverse economic, social, and cultural opportunities.
Policy LU-1.3: Encourage community involvement in the development review process.	**No Conflict.** Consistent with Section 21165 of the California Public Resources Code and Section 15050 of the CEQA Guidelines, the City has prepared this Draft EIR for the Project, subject to the public's review and comment with posting of the Notice of Availability (NOA). Moreover, in accordance with the CEQA Guidelines Section 15082, the City prepared an NOP on October 14, 2022, to provide responsible and trustee agencies, the public, the Governor's Office of Planning and Research, and the County Clerk with sufficient information describing the Project and its potential environmental effects. The City published the NOP in the Arcadia Weekly and posted the NOP on the City's website. In addition, commenters were given between October 14, 2022 and November 14, 2022 to provide comments on the scope and content of the environmental analysis to be addressed in the Draft EIR. Comments received in response to the NOP are summarized in Table 1-1 and can be found in Appendix A-1 and Appendix A-2 of this Draft EIR. Lastly, a public scoping meeting was held online to share information regarding the Project and the CEQA environmental review process. The meeting was held on October 26, 2022 at 6:00 PM and solicited written comments about the scope and content of the environmental analysis to be addressed in the Draft EIR. Information regarding the public scoping meeting is further detailed in Chapter 1, Introduction, of this EIR.
Policy LU-1.4: Encourage the gradual redevelopment of incompatible, ineffective, and/or undesirable land uses.	**No Conflict.** Under existing conditions, the Project site currently supports two commercial restaurant buildings as well as a surface parking lot. One of the commercial restaurant buildings is currently vacant and therefore part of the Project site could be considered ineffectively used. As previously mentioned in Goal LU-1, the Project would result in a mixed-use development, consistent with development in the vicinity and within the City's Downtown area. The Project is replacing the commercial uses that exist on the site with improved commercial space under the proposed Project. Therefore, the Project's proposed redevelopment of the partially vacant site to support residential and commercial mixed-use would be consistent with this policy.
Policy LU-1.5: Require that effective buffer areas be created between land uses that are of significantly different character or that have operating characteristics which could create nuisances along a common boundary.	**No Conflict.** As previously addressed under Goal LU-1 and Policy LU-1.1, the Project would introduce new residential and commercial land uses on a site that currently consists of commercial uses as well as surface parking. Implementation of the Project would support the intent of the City to establish a mix of uses in and near the Downtown area. The mix of residential and commercial uses are compatible with surrounding commercial and residential uses in the area. No buffer areas would be required because the character of the mixed-use Project would not create nuisances for the mix of land uses.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
Policy LU-1.6: Establish consistency between the Land Use Plan and the Zoning Code.	**No Conflict.** As previously addressed under Policy LU-1.1, implementation of the Project would include the approval of a General Plan Amendment which would change the land use and zoning designation from CG to DMU. Parcels to the west of the Project site have the same land use designation of DMU. Other land use designations in the Project vicinity allow for commercial/retail uses. Therefore, the proposed General Plan Amendment, Zoning Change, and associated residential/commercial mixed-use would be consistent and compatible with existing surrounding uses. Furthermore, pursuant to Section 9108.03.360 of the AMC, the Arcadia City Council is required to make the following findings to approve the Project's proposed General Plan Amendment: (1) The amendment is internally consistent with all other provisions of the General Plan; (2) The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. The City Council is also required to make the following findings to approve the Project's proposed Zone Change (and Zoning Map Amendment): (1) The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan; (2) The site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested/anticipated land uses/developments; and (3) The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. In the event the proposed Project is approved, the City Council would be required to make specific findings related to the merits of the Project's proposed General Plan Amendment and Zone Change and because proposed Project is consistent and compatible with surrounding downtown commercial and residential uses. Therefore, the Project would be consistent with this policy as reviewed and approved by the City Council.
Policy LU-1.7: Encourage developments to be placed in areas that reduce or better distribute travel demand.	**No Conflict.** The Project would result in the introduction of residential uses in close proximity to the City's Downtown area, located approximately 0.30 miles southeast of Metro A Line Arcadia Station. While the residential component of the Project would not be screened out from VMT analysis using the Project Type Screening, based on SB 743 and the revised CEQA Guidelines, the City's Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment, and the San Gabriel Valley Council of Governments VMT Assessment tool, the entire Project would be screened from a project-level VMT analysis because the Project is in a Low VMT generating area. Therefore, by providing mixed-use residential development within a transit priority area, travel demand would be reduced with the availability of transit nearby. See Section 4.13, Transportation, of this Draft EIR for more discussion.
Policy LU-1.8: Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking.	**No Conflict.** As previously addressed in Policy LU-1.7, the Project is considered a mixed-use residential project within a transit priority area. This determination is based on the Project site's location approximately 0.30 miles southeast of Metro A Line Arcadia Station. As such, the Project would be consistent with this policy by providing development in proximity to transit and other alternative forms of transportation from vehicles.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
	Additionally, the Project site is supported by existing sidewalks and bicycle lanes adjacent to and within the site's immediate vicinity, which provides connections to a City-wide network. The Project would also provide bicycle parking and storage for residents and employees to support other forms of transportation. See Section 4.13, Transportation, of this Draft EIR for more discussion.
Policy LU-1.9: Establish incentives and development standards to encourage development of land uses that provide public amenities and/or desirable facilities or features, as well as private open space and recreation areas.	**No Conflict.** This policy is a responsibility of, and is directed to, the City. However, as described in Chapter 3, Project Description, of this Draft EIR, the Project requests a number of discretionary actions and approvals that the City will consider. If approved, the Project would provide public amenities and/or desirable facilities or features, as well as private open space and recreation areas as part of the Project. The Project proposes on site both as community open space and as private open space. Approximately 65 percent of the Project's proposed dwelling units would include private balconies. Therefore, the Project would provide 7,022 square feet of residential open space in the form of private balconies and 14,603 square feet of common area open space (i.e., the courtyards/amenity areas on levels two, five, and six) for a total of 21,625 square feet of residential open space. The Project would also include various residential amenities such as a garden, outdoor cooking space, fitness center, and co-working space. In addition, as further discussed in Section 4.12, Public Services, of this Draft EIR, the Project developer would be required to pay a Park Facilities Impact fee to ensure the City's parks and recreational facilities are able to provide an adequate level of service under Project conditions. Therefore, the Project would provide public amenities and desirable facilities consistent with this policy.
Policy LU-1.10: Require that new development projects provide their full fair share of the improvements necessary to mitigate project generated impacts on the circulation and infrastructure systems.	**No Conflict.** As demonstrated throughout this Draft EIR, the Project's potential environmental effects have been analyzed and where impacts are determined to be potentially significant, mitigation has been incorporated to reduce to a less than significant level. Furthermore, the Project would be required to comply with City required fair share policies and regulations contained within the City's Development and AMC. For discussion on potential environmental impacts associated with the Project's potential to impact the City's circulation and infrastructure systems, see Section 4.13, Transportation, as well as Section 4.15, Utilities and Service Systems, of this Draft EIR.
Goal LU-2: A City with a distinctive and attractive public realm, with pedestrian-friendly amenities in commercial and mixed-use districts and single-family neighborhoods that continue to maintain Arcadia's standard of architectural and aesthetic quality.	**No Conflict.** As previously addressed in Goal LU-1, the Project would result in a mixed-use development, that would be consistent with surrounding commercial, residential, and downtown mixed-uses. Furthermore, as previously addressed in Policy LU-1.8, the Project would be supported by existing sidewalk and bicycle infrastructure. Lastly, the Project requires the City's approval of Site Plan and Design Review. In accordance with Section 9107.19.020 of the AMC, the Project would be required to comply with the City's mixed-use Design Guidelines to ensure that the proposed structure compliments the City's design aesthetics and community character. As such, the Project would be required to meet the City's architectural and aesthetic quality standards. See Section 4.1, Aesthetics, of this Draft EIR for more discussion.
Policy LU-2.1: Ensure that trees planted in the public right-of-way	**No Conflict.** Under existing conditions, trees are planted in the public-right-of-way frontage and medians of E. Huntington Drive and the median of

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
continue to be well maintained where they exist, are planted in areas where they are currently lacking, and encourage replacement of undesirable tree species in public right-of-ways.	Gateway Drive. As previously indicated, the Project requires the City's approval of the Site Plan and Design Review. As such, the Project would be required to submit a landscaping plan showing proposed tree removals and replacements and meet the City's standards and regulations governing trees within the public right-of-way. The Project would remove up to four City-owned trees in the public right-of-way (i.e., one street tree and three median trees). Six City-owned trees along E. Huntington Drive and two trees in the median of Gateway Drive would be preserved. As illustrated in Figure 3-7, Ground-Level and Level-Two Overview in Chapter 3, Project Description, of this Draft EIR, the Project would remove one street tree in the sidewalk right-of-way on E. Huntington Drive (a London plane [*Platanus x hispanica*]). As required by MM-TRA-1 (see Section 4.13, Transportation of this Draft EIR), the Project would also remove and reconfigure the median on E. Huntington Drive just west of the Gateway Drive intersection. This would require removal of up to three crepe myrtle (*Lagerstroemia indica*) trees located in the median. The Project would also remove and replace a portion of the median along Gateway Drive to provide ingress/egress to the commercial/valet podium parking area, but would preserve the two existing palm trees located in the median. In accordance with Municipal Code Section 9807 (Fee), prior to removal of any City-owned tree(s), the Project applicant is required to submit to the City a deposit equal to cost of the tree(s) removal and replacement. The amount of the fee required would be determined by the Director of the City's Public Works Department. The removal of up to four City-owned trees would also require a permit from the City's Public Works Department, per Division IX, Chapter 8, Comprehensive Tree Management Program, of the Municipal Code. The replacement of City-owned trees would be subject to further review and approval by the Public Works Services Department Director (see Appendix B).
Policy LU-2.2: Emphasize the use of public spaces and design that are oriented toward the pedestrian and use of transit throughout the community.	**No Conflict.** As previously addressed in Policy LU-1.7 and LU-1.8, the Project proposes a mixed-use development within a transit priority area, approximately 0.30 miles southeast of the Metro A Line Arcadia Station. As such, the Project would be consistent with this policy by providing development in the vicinity to transit and other alternative forms of transportation from vehicles. Additionally, the Project site is supported by existing sidewalks and bicycle lanes adjacent to and within the site's immediate vicinity. As described in Chapter 3, Project Description, the Project includes a ground-level courtyard and dining area that would be oriented toward street frontage and the existing sidewalk.
Goal LU-4: High-quality and attractive multifamily residential neighborhoods that provide ownership and rental opportunities for people in all stages of life	**No Conflict.** The Project would construct a 6-story mixed-use residential building consisting of 214 dwelling units. The Project applicant proposes to utilize a 5 percent density bonus under SB 1818, which would increase the allowable dwelling unit count under the proposed zoning change designation of DMU. In order to comply with SB 1818, the Project would include 9 very-low-income dwelling units, restricted to seniors. All of the dwelling units would be rental units. The unit mix would consist of 55 studios, 110 one-bedroom units (including four one-bedroom plus den units), and 49 two-bedroom units (including four two-bedroom plus den units). The residential units would be constructed within Levels 2 through 6 of the proposed 6-story building. The average square footage of the unit

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
	types would be 480 square feet for the studios, 720 square feet for the one-bedroom units, 750 square feet for the one-bedroom plus den units, 1,050 square feet for the two-bedroom units, and 1,260 square feet for the two-bedroom plus den units.
Policy LU-4.1: Require that new multifamily residential development be visually and functionally integrated and consistent in scale, mass, and character with structures in the surrounding neighborhood.	**No Conflict.** As previously addressed in Goal LU-1, the Project would require a General Plan Amendment and Zone Change for implementation. However, the proposed commercial and residential mixed-use Project would be consistent with surrounding commercial and residential uses. The Project sites underlying C-G zoning designation sets a maximum allowable building height of 40 feet and does not allow for residential use. The proposed Zone Change would include an H7 Special Height (H) Overlay. An overlay zone, such as height overlay, supplements the base zoning provisions for the purpose of establishing specific development regulations for a particular site or area. The H7 Special Height Overlay would increase the maximum allowable building height on the Project site to 75 feet, thus allowing for the proposed six-story mixed-use building, which would have an overall maximum height of 71 feet, including a 3-foot parapet. Moreover, as described above under Goal LU-2, one of the required approvals for the Project is the City's review of site plan and design. As detailed in Goal LU-4, above, the Project proposes to utilize State Density Bonus law to increase the number of units on site beyond what is allowed under existing General Plan and zoning regulations. Utilization of the State Density Bonus Law is allowed and supersedes local land use regulations. However, as described in Section 4.1, Aesthetics, the Project would not conflict with the City's General Plan policies, Development Code, and AMC Sections that pertain to the preservation of the aesthetic character of the City. The Project's exterior aesthetic qualities, including an updated mid-century modern look, the integration of neutral colors and building materials, and a cohesive design scheme throughout the Project site. The Project would generally be in visual agreement with the land uses of the surrounding area and, with approval of the proposed General Plan amendment, zone change, and height variance, would not conflict with the City's land use and zoning designations. Furthermore, when compared to existing conditions, the Project design would add architectural and landscape features that would improve the visual quality of the Project site and the surrounding area.
Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.	**No Conflict.** See the conflict analysis provided for Goal LU-2, Goal LU-4 and Policy LU-4.1, above.
Policy LU-4.3: Require the provision of adequate private and common open space for residential units. Require sufficient on-site recreational facilities to meet the daily needs of residents, if possible,	**No Conflict.** See conflict analysis provided for Goal LU-1.2 and Goal LU-1.9.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
commensurate with the size of the development.	
Policy LU-4.4: Strictly enforce City codes, including building and safety, zoning and land use regulations, and property maintenance codes, to maintain safe, high-quality residential neighborhoods.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, as described in Chapter 3, Project Description, of this Draft EIR, the Project requests a number of discretionary actions and approvals that the City will consider. These actions would be taken based on the Project's ability to comply with the City's General Plan, Development Code, and AMC, among other regulations. The following is a summary of discretionary actions the City will consider: ▪ General Plan Amendment to DMU (GPA No. 22-01) ▪ Zone Change to DMU with Height Overlay (H7) (ZC No. 22-01) ▪ Certificate of Demolition (COD No. 22-20) ▪ Minor Use Permit (Mixed-Use Development; Valet Parking; Outdoor Dining in Excess of 12 Tables) (MUP No. 22-02) ▪ Lot Line Adjustment (LLA No. 22-02) ▪ Site Plan and Design Review (Density Bonus) (ADR No. 22-06)
Policy LU-4.5: Provide amenities that make a multifamily development a fully functional residential community.	**No Conflict.** Various residential amenities would be constructed throughout the residential building and Project site as described under Goal LU 1.2 and Goal LU 1.9. Such amenities include a landscaped residential pool and amenity space, including an approximately 4,800 sf roof deck and 1,100 sf indoor amenity kitchen for residents. Additional residential amenities would include a 6,500 square foot landscaped courtyard, herb garden, and shared outdoor cooking space on level two fronting Gateway Drive, as well as other interior residential amenities such as a fitness center, co-working space, and yoga room. Approximately 65 percent of the units would include private balconies facing the exteriors of the six-story mixed-use building. As detailed above, the proposed multifamily development would provide amenities for a fully functional residential community.
Policy LU-4.6: Encourage multifamily projects built with quality materials that will physically endure and provide a positive long-term living environment for residents.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, the Project would be built in accordance with the AMC, Development Code, and California Building Code. Therefore, the Project would be built with the latest standards required for the public's health, safety, and welfare.
Policy LU-4.7: Arrange multifamily buildings on a site to meet the following criteria: ▪ Provide interest to the "street scene" within the development and give as open a feel as possible to the site. ▪ Create a sense of place by relating buildings to each other and to adjacent open space.	**No Conflict.** See the conflict analysis provided for Policy LU-1.2, Policy LU 1.9, and Policy LU 2.1, above. Additionally, Figures 3-2, Project Overview, 3-3, Directional Views, and 3-6, Conceptual Interior and Exterior of The Derby Restaurant in Chapter 3, Project Description, for a conceptual design of private open space within the proposed Project. The Project would replace two existing restaurant buildings and their associated surface parking lots with a transit oriented, mixed-use residential complex, bringing vibrancy to an existing, exclusively commercial development. While the Project design includes two ground-floor parking areas, they would be concealed from adjacent roadways by being located in the interior and the northern side (backside) of the building. The remaining parking would be subterranean. Furthermore, when compared to existing conditions, the Project design would add architectural and landscape features that would improve the visual quality of the Project site and the

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▪ Provide a variety of open spaces of different sizes and shapes that perform different functions on the site, including contiguous areas large enough to be used for both active and passive recreation. ▪ Separate balconies and patios on adjacent buildings from one another to increase the privacy of these spaces.	surrounding area. The Project's exterior aesthetic qualities, including an updated mid-century modern look, the integration of neutral colors and building materials, and a cohesive design scheme throughout the Project site. In accordance with Sections 9107.19.020 (Applicability) and 9102.03.060 (Site Plan and Design Review), because the Project would construct a new structure to accommodate land use activities permitted under the DMU zone, the Project requires approval of a Site Plan and Design Review subject to the requirements of Section 9107.19 of the Development Code. As part of this review process, the Project would be required to show consistency with the City's Commercial and Mixed Use Design Guidelines, which include guidelines related to aesthetics and community character.
Goal LU-10: A thriving Downtown, with healthy commercial areas supported by high-quality, residential uses and supportive of the Metro Gold Line transit station	**No Conflict.** The Project site is located in the City's Downtown area. The Project would introduce new residential and commercial uses that would support the City's Downtown area. Moreover, the Project site is located approximately 0.30 miles to from the nearest Metro A Line Station. The Project site's surrounding area is supported by existing commercial land uses to support the City's policy to create a thriving Downtown.
Policy LU-10.1: Provide diverse housing, employment, and cultural opportunities in Downtown, with an emphasis on compact, mixed-use, transit- and pedestrian-oriented development patterns that are appropriate to the core of the City.	**No Conflict.** The Project would introduce new housing and employment opportunities on the Project site in the vicinity of the City's Downtown area. The Project would provide a mix of for-rent living unit types, of which 9 would be designated as affordable housing. The Project would also provide for an additional 34 new jobs as discussed in Section 4.11, Population and Housing. These new housing and employment opportunities would be located approximately near the Metro A Line station, thus promoting transit-oriented development. As such, the Project would be consistent with this City policy.
Policy LU-10.2: Promote the Metro Gold Line Extension and establishment of a transit station in Downtown Arcadia, and take full advantage of the opportunities the Gold Line station will bring to Downtown and the City as a whole.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. At the time of drafting the 2010 General Plan, Metro's Gold Line (now known as the A Line) was planned to be extended to the City of Azusa and include a station within the City. Under existing conditions, the Arcadia Station is now operational and is near the Project site. As such, the Project is planned to support the nearby transit facility and meets the definition of a transit priority project.
Policy LU-10.6: Encourage high standards for property maintenance, renovation and redevelopment.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. Once operational, the Project would require routine maintenance of on-site facilities. The Project would be built in accordance with the latest applicable California Building Code requirements and local standards within the City's AMC and Development Codes. Additionally, the City's code enforcement department would ensure compliance with required upgrades needed during operations of the Project.
Policy LU-10.8: Establish an attractive and coordinated wayfinding sign program in Downtown with an overall consistent design theme.	**No Conflict.** As described in Chapter 3, Project Description, of this Draft EIR, the roof of the proposed The Derby restaurant would feature "The Derby" signage in large-format lettering. The Derby restaurant would relocate the existing "World Famous, The Derby" and "Guest Parking" neon signs to the either side of the proposed ingress/egress driveway on E. Huntington Drive leading to the restaurant's new covered porte-cochere and east-facing main entrance. Wayfinding signage would also be included

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Goal/Policy	Analysis
	on the Project site. Compliance with this City policy would be ensured through the City's plan check and permitting process.
Policy LU-10.9: Connect various activity areas and plazas via sidewalks, paseos, and pedestrian alleys to create a comprehensive pedestrian network.	**No Conflict.** The Project proposes outdoor dining and a publicly accessible ground-level courtyard areas which would be connected to pedestrian sidewalks and the residential mixed-use building. Sidewalks are generally present throughout the Project vicinity, and marked crosswalks are provided at all major arterial intersections. Pedestrian access to the project is provided along all the roadways surrounding the Project site, including along E. Huntington Drive and Gateway Drive. Landscaping and pedestrian walkways would be provided throughout the Project site, with frontage improvements to Gateway Drive and E. Huntington Drive. The Derby courtyard plaza located along E. Huntington Drive is intended to serve both pedestrians and vehicles, with walkways, rails, landscaping, and other features to provide for a mixed mode environment. Pedestrian walkways are also proposed that would connect The Derby restaurant with the residential, parking, and other commercial uses throughout the Project site. Thus, the Project would be consistent with this policy.
Policy LU-10.10: Establish a "park once" system in Downtown with a collection of shared surface and parking structures.	**No Conflict.** The Project would redevelop an existing site containing surface parking. As a result, the approximately 97,000 square foot parking lot space would be replaced with one level of subterranean and one level of ground-level parking. The Project would provide a total of 412 parking spaces consisting of 239 residential spaces on the basement level and 173 commercial/valet spaces on the ground level.
Policy LU-10.11: Buildings should be oriented to the pedestrian and the street.	**No Conflict.** As shown in Figure 3-1, in Chapter 3, the mixed-use building would be oriented to pedestrians on both E. Huntington Drive and Gateway Drive. Primary residential access would be provided via the residential lobby fronting E. Huntington Drive. The Derby restaurant, café, leasing office, and an additional restaurant would also be accessible by pedestrian from E. Huntington Drive. As such, the Project supports this City policy for pedestrian- and street-oriented development.
Policy LU-10.12: Encourage architecture that uses quality, lasting building materials; provides building scale that relates to intimate nature of Downtown; and applies a unified theme.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. The Project would be built in accordance with the latest applicable California Building Code requirements and local standards within the City's AMC and Development Code. Additionally, the Project's proposed design is subject to the review and approval of the City's decision makers where aesthetic qualities such as scale and building materials would be reviewed during the City's plan check and permitting process.
Policy LU-10.14: Create a high-quality pedestrian experience in Downtown through the use of street trees, public art, street furniture, and public gathering spaces. Using signage, art, and unique uses, entice and encourage people to walk and explore the commercial core of Downtown.	**No Conflict.** As identified in the conflict analyses found in Policies LU-10.1, 10-8, and LU-10.9, the Project is located in the Downtown vicinity and is designed to support a high-quality pedestrian experience. In addition to wayfinding signs, walkways, and a mix of housing and commercial uses near existing transit, the Project would include landscaping features such as existing and proposed trees and planters. Furthermore, The Derby restaurant's rooftop bar and dining area would include a media-art installation featuring a 35' by 25' projection surface set against the adjacent southern building face. During The Derby restaurant's evening operating hours, the proposed installation would display black-and-white, horseracing themed photographs and video-stream projections, which would be visible from The Derby's rooftop bar and dining area, as well as from certain public-right-of-way vantage points (i.e., E. Huntington Drive

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	and the Metro A-Line). As such, the Project would use signage, art, and unique uses to entice and encourage people to walk and explore in the vicinity of the City's Downtown.
Economic Development Element	
Goal ED-2: Re-creation of Downtown as the social and symbolic "Heart of the City"	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. The Project includes a General Plan Amendment and Zoning Change to DMU. As discussed in Section 4.3, Cultural Resources, the Project site contains The Derby restaurant which was evaluated by an architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for architectural history; however, the building was found to be ineligible for National Register of Historic Places, California Register of Historical Resources, and does not meet the local designation criteria. As such, the structure, which would be demolished is not considered a historical resource for the purposes of CEQA. The Project is proposed to support the land use goals and policies associated with this designation.
Policy ED-2.1: Work proactively to eliminate physical and business deterioration within the Downtown area.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. Under existing conditions, the Project site includes buildings which are proposed for demolition and support the construction of a new mixed-use building. Implementation of the Project would support economic development within the vicinity of the City's Downtown as the Project site is located within a transit priority area.
Policy ED-2.3: Adjust parking standards for Downtown to allow for shared parking arrangements, use of public parking lots and structures, and reduced parking requirements.	**No Conflict.** As summarized in Section 4.13, Transportation, the Project would provide a total of 412 parking spaces consisting of 239 residential and 173 commercial/valet spaces. Approximately 10 percent of the spaces provided would include electric vehicle charging stations. The Project would also include 10 commercial motorcycle parking spaces and 11 residential motorcycle parking spaces, and residential bicycle parking for 43 bicycles and commercial bicycle parking in a bicycle storage room behind the new restaurant. The Derby Parking Management/Valet Parking Operations Analysis memo was prepared for the Project that discusses the City's parking requirements for the existing and proposed land uses on the Project site per Section 9103.07 (Off-Street Parking and Loading) of the Development Code (Dudek 2022).[2] Due to the Project's dedication of nine affordable units, the Project qualifies for parking reductions under the Density Bonus Law (Government Code 65915). In accordance the Density Bonus Law, the applicant is requesting reduced residential tandem parking dimensions as a concession. As shown in Table 3-3, in Chapter 3, Project Description, per the Development Code and with the applicable Density Bonus Law reduction and concession, the Project is required to provide 239 residential parking spaces for the residential land uses and 173 spaces per code for the restaurant uses, for a total of 412 required spaces. The Project is proposing 239 dedicated parking spaces for the residential uses at the basement level, and therefore meets the required residential parking. Additionally, the Project is proposing 173 spaces for restaurant uses at the ground level, and therefore, in total provides 412

[2] The Derby Parking Management/Valet Parking Operations Analysis, prepared by Dudek, memo is included as Appendix J-2 of this Draft EIR.

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	spaces, and meets the required commercial parking per the Development Code. Because the Project proposes a Density Bonus Law parking reduction and can accommodate both the proposed residential and commercial parking demands, it would not conflict with this policy.
Circulation and Infrastructure Element	
Goal CI-1: An efficient roadway system that serves all of Arcadia, supports all transportation modes, and balances the roadway system with planned land uses	**No Conflict.** This policy is a responsibility of, and is directed to, the City. The Project would not alter the existing roadway network or alter the efficiency of the network. As discussed in Section 4.13, Transportation, based on SB 743 and the CEQA Guidelines, the City's Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment, and the San Gabriel Valley Council of Governments (SGVCOG) VMT Assessment tool, the Project would be screened from a project-level VMT analysis. The Project is in a Low VMT generating area within a TPA. Therefore, a VMT analysis is not required for the Project.
Policy CI-1.1: Pursue enhancements to the roadway network consistent with the Figure CI-3, Master Plan of Roadway, and the Transportation Master Plan.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.
Policy CI-1.2: Implement street design standards on arterial corridors consistent with the Master Plan of Roadways to address bicycle facilities, sidewalks, and on-street parking that are context sensitive to adjacent land uses and districts, and to all roadway users, where appropriate.	**No Conflict.** The Project would not alter the existing roadway network or alter the efficiency of the network. Sidewalks are generally present throughout the Project vicinity, and marked crosswalks are provided at all major arterial intersections. Pedestrian access to the Project is provided along all the roadways surrounding the Project site, including along E. Huntington Drive and Gateway Drive. The nearest bicycle facilities are provided along 1st Avenue, Santa Clara Street, and 5th Avenue (Class II and Class III Bike Lanes). The Project would provide 18 commercial bicycle parking spaces along the E. Huntington Drive frontage, and 43 residential enclosed/secure bicycle parking spaces within the residential lobby at the southern end of the Project site with spaces both on the ground and second floors. Landscaping and pedestrian walkways would be provided throughout the Project site, with frontage improvements to Gateway Drive and E. Huntington Drive. The Derby courtyard plaza located along E. Huntington Drive is intended to serve both pedestrians and vehicles, with walkways, rails, landscaping, and other features to provide for a mixed mode environment. Pedestrian walkways are also proposed that would connect The Derby restaurant with the residential, parking, and other commercial uses throughout the Project site. Additionally, with shared parking designated for all uses on site, the proposed parking supply of 412 spaces could accommodate the parking demands.
Policy CI-1.3: Maintain a maximum Level of Service (LOS) D throughout the City, except that LOS E may be permitted in the following circumstances: ▪ Intersections/roadways at, or adjacent to freeway ramps	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, as described in Appendix J, Transportation Impact Study, the net proposed Project trip assignments were added to the Opening Year (2025) peak hour traffic volumes to derive the Opening Year plus Project peak hour traffic volumes. At the Opening Year, the plus Project intersection analysis for the AM and PM peak hours shows all the study area intersections operating at satisfactory levels of service (LOS E or better)

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Goal/Policy	Analysis
▪ Intersections/roadways adjacent to Santa Anita Park during racing season ▪ Intersections/roadways at or adjacent to designated Downtown, Baldwin Avenue, and Live Oak Avenue commercial and mixed-use districts. These performance standards may require, but are not intended to mandate, roadway and/or intersection widenings. They represent goals used to monitor traffic conditions and to assess traffic impacts of development projects. Because LOS standards apply only to vehicular mobility and do not account for enhanced pedestrian movement or other modes, the City will not use them as the sole criteria for judging transportation system performance. Pedestrian convenience, transit access and operations, urban aesthetics, and other factors will be considered.	under Opening Year plus Project conditions. The study area intersections currently and are forecast to operate at LOS E or better under all analysis scenarios, which meets the City's traffic impact thresholds for the DMU district.
Policy CI-1.4: Require the cost of transportation mitigation and improvements necessitated by new development be borne by new development— including non-automobile solutions—through the Traffic Impact Fee Program.	**No Conflict.** This policy is a responsibility of, and is directed to, the City. However, the Project would comply with all applicable fees necessary for Project implementation. Potential environmental impacts related to Transportation would be less than significant with mitigation incorporated. See Section 4.13, Transportation and Appendix J for more discussion.
Policy CI-1.5: Update the Transportation Master Plan and the Traffic Impact Fee Program on a regular basis.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.
Policy CI-1.6: Develop and maintain adequate funding sources for the ongoing maintenance and upkeep of the City's transportation infrastructure.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. According to the Section 4.13, Transportation, and Appendix J, Transportation Impact Study, the Project would contribute to the upkeep of transportation infrastructure by ensuring adequate parking needs for the Project. The Project would also provide wayfinding signage at all parking garage ingress points for customers prior to entering the garage. In addition, bicyclist and pedestrian amenities at the site would be improved, and safety would be maintained at existing levels.
Policy CI-1.7: Continue Capital Improvement Programs (CIP) funding for transportation improvements.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.

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Goal/Policy	Analysis
Goal CI-2: Maximized operational efficiency of the street system	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. As described in Appendix J, Transportation Impact Study, the net proposed Project trip assignments were added to the Opening Year (2025) peak hour traffic volumes to derive the Opening Year plus Project peak hour traffic volumes. At the Opening Year, the Project intersection analysis for the AM and PM peak hours shows all the study area intersections operating at satisfactory levels of service (LOS E or better) under Opening Year plus Project conditions. The study area intersections currently and are forecast to operate at LOS E or better under all analysis scenarios, which meets the City's traffic impact thresholds for the proposed DMU General Plan Amendment and Zoning Change. In addition, as discussed in Section 4.13, Transportation, the Project would facilitate access to the drive-thru and maintain flow from the street system to the parking facilities by providing wayfinding signage at all parking garage ingress points, providing wayfinding signage within the parking garage.
Policy CI-2.1: Implement traffic management and traffic signal operations measures, where feasible, to: ▪ Minimize delay and congestion for all modes, without adversely impacting transit, bicycles, and pedestrians, and ▪ Focus traffic onto arterial streets, and minimize intrusion into residential neighborhoods.	**No Conflict.** As discussed in Section 4.13, Transportation, all potential Project impacts related to Transportation would not be significant. Mitigation measures were incorporated to reduce impacts to a less-than-significant level. The study area intersections currently are forecasted to operate at LOS E or better under all analysis scenarios, which meets the City's traffic impact thresholds for the DMU district. In addition, the Project would facilitate access to site and maintain flow from the street system to the parking facilities by providing wayfinding signage at all parking garage ingress points.
Policy CI-2.2: Design and operate arterials and intersections for the safe operation of all modes, including transit, bicyclists, and pedestrians.	**No Conflict.** This policy is a responsibility of, and is directed to, the City. The Project includes objectives and design features to support cycling, walkability, and increased pedestrian access to support connectivity with the nearby Arcadia Metro L-Line Station. The Project would provide 18 commercial bicycle parking spaces along the E. Huntington Drive frontage, and 43 residential enclosed/secure bicycle parking spaces within the residential lobby at the southern end of the Project site with spaces both on the ground and second floors. Landscaping and pedestrian walkways would be provided throughout the Project site, with frontage improvements to Gateway Drive and E. Huntington Drive. The Derby courtyard plaza located along E. Huntington Drive is intended to serve both pedestrians and vehicles, with walkways, rails, landscaping, and other features to provide for a mixed mode environment. Pedestrian walkways are also proposed that would connect The Derby restaurant with the residential, parking, and other commercial uses throughout the Project site. In addition, all pedestrian areas within the Project site would meet American Disability Act (ADA) requirements and adhere to City design guidelines. Bicyclist and pedestrian safety would be maintained at existing levels in the area, and Project would not severely delay, impact, or reduce the service level of transit in the area.
Goal CI-3: Enhanced local and regional transit service	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, the Project site is located within a transit-priority area and within

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Goal/Policy	Analysis
	approximately 0.30 miles from Metro's A Line Arcadia station. Moreover, the Project would introduce residential land uses which would use local and regional transit service.
Policy CI-3.6: Cooperate with Metro and the Gold Line Authority to bring light rail service to Arcadia as soon as possible.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. At the time of drafting the 2010 General Plan, Metro's Gold Line (now known as the A Line) was planned to be extended to the City of Azusa and include a station within the City. Under existing conditions, the Arcadia Station is now operational and is near the Project site. Moreover, the Project is planned to support the nearby transit facility as a transit priority project.
Policy CI-3.7: Establish transit hubs at the planned Gold Line Station at Santa Clara Street and First Avenue, and other locations as appropriate, including possibly the race track property and regional mall.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, please see the conflict analysis provided above for Policy CI-3.6.
Policy CI-3.9: Require all new and substantially renovated office, retail, industrial, and multifamily developments to install and implement transit amenities, including bus turnouts, transit shelters, and other streetscape elements, as appropriate.	**No Conflict.** The Project meets the definition of a transit priority project approximately 0.30 miles from Metro's Gold Line (now A-Line) Arcadia station. The Project site is in the vicinity of existing bus service from Foothill Transit and Metro including on the corners of E. Huntington Drive and 2nd Avenue, as well as Huntington Drive and 5th Avenue. However, as there are no transit stops or General Plan-identified transit corridors adjacent to the Project site, the Project site and adjacent right-of-way are not the appropriate locations to install amenities such as bus turnouts or transit shelters. The Project would include updated landscaping, minor sidewalk improvements, and publicly accessible bicycle parking spaces adjacent to E. Huntington Avenue, which would improve the streetscape and commute conditions for pedestrians and cyclists enroute to the Arcadia Station or other nearby transit stops.
Goal CI-4: Connected, balanced, and integrated bicycle and pedestrian networks that provide viable alternatives to use of the car	**No Conflict**. See the conflict analysis provided for Policy CI-2.2, above.
Policy CI-4.1: Develop and maintain the citywide bicycle network of off-street bike paths, on-street bike lanes, and bike streets identified in Figure CI-7. Development of this plan will include use of easements and flood control channel rights-of-way.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. The City's General Plan Circulation and Infrastructure Element includes a Bikeway Plan that identifies bicycle routes to accommodate a future bicycle plan which will link to regional routes such as the Rio Hondo bike path system, south of the Project site. The proposed Bicycle Plan includes routes planned near the Project site. A Class I bike path is planned along Santa Anita Wash, approximately 600 feet east of the Project site; a Class II bike lane is proposed along 2nd Avenue and Colorado Boulevard, approximately 700 feet northwest of the Project site; a Class I bike lane is proposed along Santa Clara Street, approximately 600 feet north of the Project site. However, it should be noted that the City has constructed routes that may differ from those shown in Figure 4 of this element of the General Plan. For example, a Class II bike lane has been constructed along Santa Clara Street, between 1st Avenue and 5th Avenue; and a Class II bike lane has been constructed along 1st Avenue/Highland Oak Drive, between Duarte Road and Orange Grove Avenue, in place of the

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	Class III bike lane. Bike lockers and parking are also provided at the Arcadia Metro A Line Station. Furthermore, as discussed under Policy CI-2.2, the Project includes objectives and design features to support bicycling.
Policy CI-4.2: Establish bike hubs (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit and commercial nodes.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. The Project includes objectives and design features to support bicycling, including providing on-site bike parking and storage. In addition, the Project is approximately 0.30 miles from Metro's L-Line station, which provides a large, covered parking structure which includes bicycle parking and lockers.
Policy CI-4.3: Encourage the establishment of secure bike parking facilities throughout the City.	**No Conflict.** The Project proposes bicycle parking on the Project site. The proposed project would provide 18 commercial bicycle parking spaces along the E. Huntington Drive frontage, and 43 residential enclosed/secure bicycle parking spaces within the residential lobby at the southern end of the Project site with spaces both on the ground and second floors. These improvements would be made consistent with AMC Section 9103.07.150.
Policy CI-4.5: Develop and implement a comprehensive pedestrian circulation plan that includes, among other components: 1) enhanced pedestrian crossings of streets, 2) sidewalk improvement plans, 3) pedestrian amenities on sidewalks on major streets that are key pedestrian routes, including the benches, street trees, trash cans, and pedestrian scaled lighting 4) ADA-compliant crossings, 5) convenient crossing of arterials with landscaped medians, particularly in the vicinity of schools, and 6) strategies to remove barriers to pedestrian movement (for example, news racks, utility poles and boxes).	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, all pedestrian areas within the Project site would meet ADA requirements and adhere to City design guidelines. Furthermore, as identified in the conflict analyses found in Policies LU-10.1, 10.8, 10.9, and 10.14, the Project is designed to support a high-quality pedestrian environment and entice people to walk and explore near the City's Downtown. As discussed in Section 4.13, Transportation, pedestrian safety would be maintained at existing levels in the area.
Policy CI-4.6: Provide sidewalks on all arterial roadways.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, the Project site is currently supported by existing sidewalks along E. Huntington Drive and Gateway Drive. The Project would also contribute to walkability and pedestrian connectivity via onsite improvements including walkways throughout the Project site and frontage improvements to Gateway Drive and E. Huntington Drive.
Policy CI-4.7: Ensure that intersections and development at intersections are designed and maintained to provide for pedestrian safety.	**Not Applicable.** The Project includes objectives and design features to support walkability and increase pedestrian safety in the area, as described under Policy CI-2.2. All pedestrian areas within the Project site would meet ADA requirements and adhere to City design guidelines. As discussed in Section 4.13, Transportation, pedestrian safety would be maintained at existing levels in the area.

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Policy CI-4.9: Enhance pedestrian and bicycle access to local and regional transit, including connections to bus routes and the light rail station.	**No Conflict.** The Project proposes a mixed-use development within a transit priority area, approximately 0.30 miles southeast of the Metro Line A Arcadia Station. As such, the Project would be consistent with this policy by providing development in the vicinity to transit and other alternative forms of transportation from vehicles. The Project site is in the vicinity of existing bus service from Foothill Transit and Metro including on the corners of E. Huntington Drive and 2nd Avenue, as well as E. Huntington Drive and 5th Avenue. Implementation of the Project would support pedestrian-oriented development and construct bicycle parking facilities on site; see Policy CI-3.9. Therefore, the Project would support this City policy.
Policy CI-4.11: Encourage walking, biking, and use of transit through a variety of supportive land use development and urban design measures, including site planning that promotes safety, pedestrian-friendly design, and access to transit facilities.	**No Conflict.** See the conflict analysis for Policy CI-4.9, above.
Policy CI-4.12: Require new and substantially renovated office, retail, industrial, and multifamily developments to include bicycle and pedestrian amenities in the vicinity of the development to facilitate bicycling and walking, including on-site bike paths where appropriate, sidewalk improvements, benches, and pedestrian signal push-buttons at nearby signals.	**No Conflict.** See the conflict analysis for Policy CI-4.9, above.
Goal CI-5: Limited cut-through traffic in residential neighborhoods	**No Conflict**. Project site is located in an area of the City that that includes retail uses, commercial businesses, and professional offices, in addition to residential. As described in Appendix J, Transportation Impact Study, the net proposed Project trip assignments were added to the Opening Year (2025) peak hour traffic volumes to derive the Opening Year plus Project peak hour traffic volumes. At the Opening Year, the plus Project intersection analysis for the AM and PM peak hours shows all the study area intersections operating at satisfactory levels of service (LOS E or better) under Opening Year plus Project conditions. The study area intersections currently and are forecast to operate at LOS E or better under all analysis scenarios, which meets the City's traffic impact thresholds for the DMU district.
Policy CI-5.1: Develop a process or program for developing neighborhood traffic management programs, where appropriate, in residential neighborhoods and around schools, parks, and community centers.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, the Project is not located within a residential neighborhood; the Project proposes a General Plan Amendment from GC to DMU. See the conflict analysis for Goal CI-5, above.

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Policy CI-5.2: Develop and implement traffic-calming programs and management measures on local and collector streets, where determined to be necessary, to discourage traffic from diverting into or taking short-cuts through residential neighborhoods, and to control the volume and speed of traffic to appropriate levels consistent with adjacent land uses on local streets, near schools, and along streets with a significant amount of residential development.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, the Project is not located within a residential neighborhood; the Project proposes a General Plan Amendment from GC to DMU. See the conflict analysis for Goal CI-5, above.
Policy CI-5.5: Require that on-site loading facilities be located and designed to avoid interference with traffic on the street system and internal site circulation.	**No Conflict.** The Project would be required to comply with Section 9103.07 - Off-Street Parking and Loading, which states that all loading spaces shall have adequate ingress and egress and shall be designed and maintained so that the maneuvering, loading, or unloading of vehicles does not interfere with vehicular and pedestrian traffic.
Goal CI-7: Parking facilities that support diverse parking needs	**No Conflict.** As summarized in Section 4.13, Transportation, the Project is proposing 412 parking spaces consisting of 239 residential and 173 commercial/valet spaces. Approximately 10 percent of the spaces provided would include electric vehicle charging stations. The Project would also include 10 commercial motorcycle parking spaces and 11 residential motorcycle parking spaces, and residential bicycle parking for 43 bicycles and commercial bicycle parking in a bicycle storage room behind the new restaurant. The Derby Parking Management/Valet Parking Operations Analysis memo was prepared for the Project that discusses the City's parking requirements for the existing and proposed land uses on the Project site per Section 9103.07 (Off-Street Parking and Loading) of the City's Development Code. Per the memo, it was determined that the Project can accommodate both the proposed residential and commercial parking demands with a Density Bonus Law parking reduction. For these reasons, the Project would not conflict with this Goal in providing facilities to support diverse parking needs.
Policy CI-7.1: Ensure that parking requirements in the City's zoning regulations appropriately reflect the needs of businesses, residents, and institutions, and the evolving nature of personal transportation (for example, electric or other alternative fuel vehicles, car sizes, increased bicycle use).	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, see the conflict analysis for Goal CI-7 related to the Project's conflict with the City's parking requirements.
Policy CI-7.2: Accommodate shared use of public and private	**No Conflict**. See the conflict analysis for Goal CI-7 and Policy ED-2.3, above.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
parking facilities within business districts and where joint use of parking lots is appropriate given the uses sharing the facilities.	
Policy CI-8.2: Maintain consistency with the South Coast Air Quality Management District air quality mandates, the Los Angeles Congestion Management Program, and SCAG Regional Mobility Plan requirements.	**No Conflict.** The Project would not result in significant impacts related to the South Coast Air Quality Management Plan (AQMP) and would not conflict with SCAG's goals and policies. See Table 4.9-1. Potential to Conflict with Connect SoCal (SCAG 2020–2045 RTP/SCS), for potential to conflict with Connect SoCal, Section 4.2, Air Quality, for consistency with SCAQMD mandates, and Appendix J for compatibility with the 2010 Congestion Management Program.
Policy CI-9.6: Require developers to pay the full costs associated with water system improvements needed specifically to service their development, as well as fair-share costs for enhancements identified in the Water Master Plan and Capital Improvement and Equipment Plan.	**No Conflict.** The Project would result in the redevelopment of an existing property in an urban area. Project activities would result in new and more intensive land uses on the Project site when compared to existing conditions. As such, local water and wastewater systems may be impacted by the Project. As discussed in Section 4.15, Utilities and Service Systems, of this Draft EIR, the existing infrastructure would provide adequate potable water and fire flows to serve the proposed development and no additional off-site infrastructure improvements for water conveyance would be required. However, as a result of the Project's anticipated net increase in wastewater flows, a portion of the City's sewer pipeline must be replaced and increased from the existing 8-inch diameter to a larger 10-inch diameter pipeline. As a result, the Project would require the construction of new off-site sewer infrastructure. MM-UTL-1 (discussed in Section 4.15 of this Draft EIR) would require the timely replacement of an off-site sewer pipeline. As required, the Project Applicant must make a fair-share contribution to the City's costs to upgrade the sewer, which would be accomplished by the end of the City's 2024-25 fiscal year. The construction of the sewer infrastructure would be accomplished by the City and the impacts of the construction would be assessed under the City's environmental documentation pursuant to CEQA.
Policy CI-9.10: Support regional efforts to use recycled water to recharge groundwater basins.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. See Section 4.15, Utilities and Service Systems, of this Draft EIR for more discussion of the Project's water use.
Goal CI-10: A local wastewater collection system that provides quality service equally to all areas of Arcadia	**Not Applicable.** This goal is a responsibility of, and is directed to, the City. As discussed above in the conflict analysis for Policy CI-9.6, the Project would require off-site improvements to the City's wastewater collection system in order to accommodate the Project's anticipated net increase in sewage flows. The Project Applicant must make a fair-share contribution to the City's costs to upgrade a portion of the existing sewer system. The sewer improvement would be completed and operational by the time the proposed Project begins to occupy the available residential units, which is anticipated to be November 2025.
Policy CI-10.2: Provide adequate capacity to convey all sewage flows.	**No Conflict.** See the conflict analysis for Policy CI-9.6 and Goal CI-10, above.
Policy CI-10.5: Require developers to pay the full costs associated with sewer system	**No Conflict.** Article VII, Chapter 4 of the AMC regulates sewer line design, connection to the City's sewer system, fees, and permits. Article VII, Chapter 5 of the AMC regulates water system connection and fees, with

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
improvements needed specifically to service their development, as well as fair-share costs for enhancements identified in the Capital Improvement and Equipment Plan.	Part 5 addressing water use and the City's Water Conservation Ordinance and Water Efficient Landscaping Ordinance. The Project would be subject to all applicable fees. Additionally, Section 4.15, Utilities and Service Systems, describes required payment of fees associated with potential impacts from the Project.
Goal CI-11: Storm drain infrastructure that minimizes regional and localized flood hazards	**No Conflict.** The Project would result in the redevelopment of an existing site. Project activities would include demolition, grading, and construction on site. The Project also involves the installation of infiltration drywells; the storage provided in the drywell system would be 1,349 cubic feet, which is adequate to accommodate the mitigated volume anticipated (see Appendix G of this Draft EIR).Because the Project is not substantially increasing the amount of impervious surface area on the Project site, the peak flow rate on the site would not increase. The proposed drainage conditions, including drywells, settling chamber, and overflow pipes, would instead contribute to a peak flow rate reduction under Project conditions. Because the peak flow rate would be reduced, it is understood that the existing City storm drains would not be negatively affected by implementation of the Project. As described in Section 4.8, Hydrology and Water Quality of this Draft EIR, the drywells and settling chamber to be constructed as part of the Project would result in the treatment of the entire required volume for the Project site and the elimination of pollutant runoff up to the 85th percentile rain event.
Policy CI-11.5: Require developers to pay the full costs associated with storm drain system improvements needed specifically to service their development, as well as fair-share costs for enhancements identified in the Capital Improvement and Equipment Plan.	**No Conflict.** The Project would result in the redevelopment of an existing site. Project activities would result in new and more intensive land uses on the Project site when compared to existing conditions. As such, the Project would pay all fair-share costs for any storm drain improvements identified by the City. See the conflict analysis for Goal CI-11 (related to fair-share costs for storm drain improvements), and Policies CI-9.6 and 10.2 (related to fair-share costs for water and/or wastewater improvements), above.
Policy CI-12.2: Decrease overall community consumption of non-local, non-renewable, and non-recyclable materials.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, the Project would be required to comply with all applicable local and state regulations related to solid waste. The state has set a goal of 75 percent recycling, composting, and source reduction of solid waste. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organics recycling. Further, the local solid waste disposal facilities serving the Project all hold current solid waste facility permits issued by CalRecycle, the agency that regulates solid waste handling, processing, and disposal activities in the state. Compliance with applicable federal, state, and local laws is required for issuance of a solid waste facility permit, which is subject to review every five years. Additionally, the City is required to comply with the solid waste reduction and diversion requirements set forth by the state, including AB 939, AB 341, AB 1327, and AB 1826.
Policy CI-13.1: Work with telecommunications service	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. The Project would be adequately served by existing cable and

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
providers to meet the needs and demands of businesses, residents, and institutions for high-quality and state-of-the-art telecommunications infrastructure and services, including the provision of top-level signal quality and cell phone services throughout the City.	telecommunications services. Section 4.15, Utilities and Service Systems, of this Draft EIR for more discussion.
Policy CI-13.2: Continue to enforce City ordinances that facilitate the placement of utilities and telecommunications facilities in a manner that minimizes visual impact.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, all infrastructure improvements for the Project would be typical of a mixed-use development and most would be limited to the Project site boundaries or its immediate street frontages. The required off-site improvements to the City's wastewater system would involve replacement of a sewer pipeline, which would be undergrounded. The construction of the wastewater infrastructure would be accomplished by the City and the impacts of the construction would be assessed under the City's environmental documentation pursuant to CEQA. See Section 4.15, Utilities and Service Systems of this Draft EIR for further discussion.
Policy CI-13.3: Continue to require the placement of utilities underground for all new developments.	**No Conflict.** See the conflict analysis for Policy CI 13.2, above.
Housing Element	
Goal H-2: Provide suitable sites for housing development to accommodate a range of housing for residential use that meet the City's RHNA growth needs for all income levels.	**No Conflict.** The Project involves a General Plan Amendment and Zone Change which would allow for residential development on a site that is otherwise zoned for commercial uses. As described above under Goal LU-4, the Project would include a range of residential unit types. These Project would include 9 very-low-income affordable dwelling units and 205 market rate units. The unit mix would consist of 55 studios, 110 one-bedroom units (including four one-bedroom plus den units), and 49 two-bedroom units (including four two-bedroom plus den units). These new residential units would assist the City in meeting its mandated RHNA allocation, including the allocated very low/extremely units.
Policy H-2.1: Provide for a range of residential densities and products, including low-density single-family uses, moderate-density townhomes, higher density apartments/ condominiums, and units in mixed-use developments.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, the Project would provide residential units in a mixed-use development that would be consistent with this Policy on an individual, project-level, basis.
Policy H-2.2: Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, the Project would create a new residential use in proximity to employment, recreational facilities, schools, commercial areas, and transportation routes; see analysis provided under Policy LU-1.7 and Goal LU-10. Therefore, the Project would be consistent with this Policy on an individual, project-level, basis.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
Policy H-2.3: Encourage compatible residential development in areas with recyclable or underutilized land.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, the Project would create a new residential use on a site that is currently underutilized; as discussed under Policy LU-1-4, the Project site contains a commercial restaurant building that is currently vacant and therefore is considered underutilized land. As such, the Project would be consistent with this Policy on an individual, project-level, basis.
Policy H-2.6: Require that the density or intensity, as well as design of new developments, be compatible with adjacent neighborhoods.	**No Conflict.** See conflict analysis under Goal LU-1 and Goal LU-2, above.
Policy H-2.7: Encourage mixed-use development on commercial properties consistent with existing residential development standards to revitalize underutilized communities while maintaining Arcadia's neighborhood integrity.	**No Conflict.** The Project involves the development of a mixed-use facility on a site currently zoned and designated for commercial use. The Project involves a General Plan Amendment and Zone Change which would allow for residential development on a site that is otherwise zoned for commercial uses. The Project would comply with the development standards outlined in the DMU zone. Furthermore, the Project would include the redevelopment of a vacant commercial building and associated surface parking. The Project's proposed residential/commercial mixed-use would be consistent and compatible with existing surrounding uses. Parcels to the west of the Project site have the same land use designation of DMU. Other land use designations in the Project vicinity allow for commercial/retail uses. Therefore, the Project would maintain the integrity of the surrounding neighborhood.
Goal H-3: A range of housing choices for all social and economic segments of the community, including housing for persons with special needs.	**No Conflict.** See conflict analysis under Goal LU-4 and Goal H-2.
Policy H-3.1: Promote the use of State density bonus provisions to encourage affordable housing for lower, moderate income households and senior housing.	**No Conflict.** The Project proposes to take advantage of a 5 percent density bonus under the California Density Bonus Law (California Government Code Sections 65915-65918) which would facilitate the inclusion of nine very-low-income affordable dwelling units. As such, the Project would utilize State density bonus provisions to encourage affordable housing for lower income households.
Policy H-3.2: Facilitate homeownership opportunities for lower- and moderate-income households.	**No Conflict.** See conflict analysis under Goal LU-4 and Goal H-2.
Policy H-3.5: Promote the use of energy conservation features in the design of residential development to conserve natural resources and lower energy costs.	**No Conflict.** The Project would comply with sustainability-focused measures such as building design energy efficiency that meets or exceeds Title 24 requirements; specifically, these would include solar-ready design features for potential future solar panel installation. The installation of green infrastructure combined with high standards for energy-efficient buildings contained within the California Building Code, would ensure that Project meets regional goals for sustainability. In addition, the Project would increase density on a site with access to the region's transportation network and transit which could encourage the use of public transit and reduce reliance of personal vehicles.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
Resource Sustainability Element	
Goal RS-1: Continued improvement in local and regional air quality	**No Conflict.** The Project would result in the redevelopment of an existing site currently supporting commercial buildings. The Project would result in the demolition of existing buildings and surface parking and construct a new mixed-use building. See more discussion on the Project's potential impacts to air quality in Section 4.2, Air Quality, of this Draft EIR. According to this section, the Project would result in a less-than-significant impact regarding the potential to conflict with or obstruct implementation of an applicable air quality management plan in the SCAQMD.
Policy RS-1.1: Reduce local contributions of airborne pollutants to the air basin.	**No Conflict.** The Project would result less-than- significant impacts to all criteria pollutants. For more discussion on the Project's potential contribution to airborne pollutants, see Section 4.2, Air Quality, of this Draft EIR.
Policy RS-1.2: Limit, when feasible, locating sensitive receptors near pollutant emitting sources.	**No Conflict.** The Project site is located within an area near City's Downtown designated and would not be located near pollutant emitting sources. Adjacent land uses include commercial uses which are not a pollutant emitting source. See Section 4.2, Air Quality, of this Draft EIR for more discussion.
Policy RS-1.3: Continue to participate in regional efforts to meet state and federal air quality standards.	**No Conflict.** See response to Policy RS-1.1 above and Section 4.2, Air Quality, of this Draft EIR for more discussion.
Policy RS-1.4: Lower the emissions caused by motor vehicles through Transportation Demand Management strategies and land use patterns that reduce vehicle miles traveled.	**No Conflict.** Based on SB 743 and the revised CEQA Guidelines, the City's Transportation Study Guidelines for VMT and Level of Service Assessment, and the SGVCOG VMT Assessment tool, the Project would be screened from a project-level VMT analysis. The project is in a Low VMT generating area within a TPA. Therefore, a VMT analysis is not required and impacts to VMT can be presumed to be less than significant. The Project's potential to conflict with the Connect SoCal is summarized in Table 4.9-1. Furthermore, as discussed in Section 4.13, Transportation, the Project would also be with the Metro Long Range Transportation Plan.
Policy RS-1.5: Promote the reduction of vehicular traffic and improved efficiency of the City's circulation system (i.e. roadways) as a means to improving air quality.	**No Conflict.** See the conflict analysis for Goal RS-1 and Policy RS-1.4, above. Additionally, see Sections 4.2, Air Quality; 4.6, Greenhouse Gas Emissions; and 4.13, Transportation, of this Draft EIR for more discussion of the Project's impact on VMT.
Policy RS-1.6: Require projects that generate potentially significant levels of air pollutants to incorporate the most effective air quality mitigation into project design, as appropriate.	**No Conflict.** See the conflict analysis for Policy RS-1.1, above.
Policy RS-1.7: Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.	**No Conflict.** The Project would comply with sustainability-focused measures such as building design energy efficiency that meets or exceeds Title 24 requirements; specifically, these would require the Project to be solar-ready for future solar panel installation. The installation of green infrastructure combined with high standards for energy-efficient buildings contained within the California Building Code, would ensure that the

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
	Project meets regional goals for sustainability. In addition, the Project would increase density on a site with access to the region's transportation network and transit which could encourage the use of public transit and reduce reliance of personal vehicles. Construction and operational consumption of energy is analyzed in Section 4.4, Energy. As such, the Project would not conflict with this City policy.
Goal RS-2: Reducing Arcadia's carbon footprint in compliance with SB 375 and AB 32	**No Conflict.** To meet the goals of SB 375, the Connect SoCal is applicable to the Project; and Section 4.6, Greenhouse Gas Emissions includes a consistency discussion with Connect SoCal. The Project would support the use of the existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. Less reliance on automobiles and support for multi-modal transportation would help reduce GHG emissions and improve air quality. Table 4.9-1, above, and Table 4.6-4 in Section 4.6, Greenhouse Gas Emissions indicate that the net GHG emissions associated with development of the Project would be below the SCAQMD GHG threshold of 3,000 MT CO2e per year. Therefore, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. One of the benefits of the Project is to improve air quality by providing housing for those who work in the City so that they may reduce their VMT to the extent possible. Additionally, the Project would be required to meet at minimum, the applicable current CALGreen and Title 24 Building Energy Efficiency Standards regarding solar-ready requirements. As set forth in 2022 Building Energy Efficiency Standards, multifamily buildings, hotel/motel occupancies, and nonresidential buildings must include a "solar zone… located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy." Compliance with state laws, such as SB 375 and AB 32, are outlined and discussed within Section 4.6, Greenhouse Gas Emissions, of the Draft EIR.
Policy RS-2.1: Cooperate with the state to implement AB 32, which calls for reducing greenhouse gas emissions to 1990 levels by 2020, and Executive Order S-3-05, which calls for 1990 levels by 2020 and 80 percent below 1990 levels by 2050.	**No Conflict.** The Project would support the use of the existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. Less reliance on automobiles and support for multi-modal transportation would help reduce GHG emissions and improve air quality. Table 4.6-4, within Section 4.6, Greenhouse Gas Emissions, indicates that the net GHG emissions associated with development of the Project would be below the SCAQMD GHG threshold of 3,000 MT CO_2e per year. Therefore, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
Policy RS-2.2: Reduce per capita greenhouse gas emissions to 15 percent below 2005 levels by 2020, and total municipal greenhouse gas emissions to 15 percent below 2005 levels by 2020.	**No Conflict.** The Project would support the use of the existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. Less reliance on automobiles and support for multi-modal transportation would help reduce GHG emissions and improve air quality. Table 4.6-4, within Section 4.6, Greenhouse Gas Emissions, indicates that the net GHG emissions associated with development of the Project would be below the SCAQMD GHG threshold of 3,000 MT CO_2e per year.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
	Therefore, the Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
Policy RS-2.3: Participate in regional strategies and plan to implement SB 375, and in particular, use the legislatively authorized incentives, such as grants and transportation funding and waivers to environmental assessments, to encourage infill and transit-oriented development.	**Not Applicable.** The Project would not prevent the City's participation in regional strategies and plan to implement SB 375, and in particular, use the legislatively authorized incentives, such as grants and transportation funding and waivers to environmental assessments, to encourage infill and transit-oriented development.
Policy RS-2.4: Pursue the strategies in the Land Use and Community Design Element to encourage transit-oriented development in established focused areas.	**No Conflict.** The Project is a transit-oriented development within a transit priority area and a Focus Area. The Project supports the Policy and would not prevent the City from pursuing strategies in the Land Use and Community Design Element to encourage transit-oriented development in established focused areas.
Policy RS-2.5: Pursue the enhancement of bicycle and pedestrian infrastructure set forth in the Circulation and Infrastructure Element to help decrease vehicle miles traveled and vehicle trips.	**No Conflict.** The Project would support the use of the existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity.
Goal RS-3: Promoting and utilizing clean forms of transportation to reduce Arcadia's carbon footprint.	**Not Applicable.** This goal is directed towards the City. Furthermore, the Project would not prevent the City from achieving this goal.
Goal RS-4: Wise and sustainable water use practices that respond to and support the needs of City residents and businesses	**No Conflict.** The Project would adhere to the water conservation methods established in Title 20 of the California Code of Regulations and Title 24 of the California Building Code. The Project would also adhere to the City's Water Conservation Plan and Water Efficient Landscaping Ordinance, per Article VII, Chapter 5, Part 5, Division 3 and 4 of the AMC. See Section 4.15, Utilities and Service Systems, of this Draft EIR for more discussion on water usage.
Policy RS-4.1: Continue to participate in regional programs that protect water resources in Arcadia.	**No Conflict.** See the conflict analysis for Goal RS-4, above.
Policy RS -4.2: Address state-of-the-science approaches to water supply, demand, and conservation as part of regular updates to the City's Urban Water Management Plan, including the possibility of using reclaimed water as part of a groundwater basin recharge strategy.	**No Conflict.** The Project would adhere to the water conservation methods established in Title 20 of the California Code of Regulations and Title 24 of the California Building Code. The Project would also adhere to the City's Water Conservation Plan and Water Efficient Landscaping Ordinance, per Article VII, Chapter 5, Part 5, Division 3 and 4 of the AMC.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
Policy RS-4.3: Require that applications for major new development projects address the adequacy and reliability of water supplies as described in SB 610.	**No Conflict.** The City's Urban Water Management Plan (UWMP) presents the City's projected water demands based on population projections, land use policies, and demographic trends. The UWMP forecasts that the City's future water supplies will be sufficient to satisfy future demand, including during drought years and high water demand periods. As discussed in Section 4.15 of this Draft EIR, despite not being anticipated in the UWMP's projections, due to slower-than-projected residential development growth in the City, the Project's anticipated demand can be accommodated by the City's anticipated supply, as set forth in the UWMP. Furthermore, the City has historically maintained stable and reliable water supplies during average, single-dry, and multiple-dry years, and has the flexibility to increase groundwater production from the Main Basin, if needed. The Project would adhere to all applicable water conservation measures, including drought-tolerant landscaping requirements, which would help regulate water demand during its operation. Additionally, the Project would be subject to a development impact/connection fee, which would serve as the Project's fair share contribution to water infrastructure improvements in the City.
Policy RS-4.4: Maintain a high level of groundwater recharge capacity within formal recharge facilities belonging to the City.	**No Conflict.** The existing Project site largely consists of impervious surfaces in the form of buildings and paved parking lots, with minimum landscaping features within the parking lots and around the existing buildings and site boundaries. The Project site is not currently used for groundwater infiltration, either by spreading or by groundwater injection. As discussed in Section 4.8, Hydrology and Water Quality, the soil zones encountered on site are suitable for infiltration of stormwater, the Project would incorporate drywells to facilitate infiltration in compliance with applicable LID requirements. The Project also involves the installation of infiltration drywells; the storage provided in the drywell system would be 1,349 cubic feet, which is adequate to accommodate the mitigated volume anticipated (see Appendix G of this EIR). Because the Project is not substantially increasing the amount of impervious surface area on the Project site, the peak flow rate on the site would not increase. The proposed drainage conditions, including drywells, settling chamber, and overflow pipes, would instead contribute to a peak flow rate reduction under Project conditions. Because the peak flow rate would be reduced, it is understood that the existing City storm drains would not be negatively affected by implementation of the Project. As such, upon construction and operation of the drywells, groundwater recharge at the site would increase in comparison to existing conditions. See Section 4.8, Hydrology and Water Quality, of this Draft EIR for more discussion on impacts related to potential groundwater use and recharge.
Policy RS-4.9: Incorporate Low Impact Development (LID) strategies into new construction and city projects.	**No Conflict.** See the conflict analysis for Policy RS-4.4, above.
Policy RS-4.10: Fulfill the City's responsibilities relative to the requirements of the County's NPDES permit program by enforcing regulations aimed at	**No Conflict.** See the conflict analysis for Policy RS-4.4, above.

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Goal/Policy	Analysis
reducing groundwater and urban runoff pollution.	
Policy RS-4.12: Require the installation of efficient irrigation systems (e.g., drip irrigation, soil moisture sensors and automatic irrigation systems) which minimize runoff and evaporation, and which maximize the water that will reach the plant roots.	**No Conflict.** The Project would be required to include all drought-tolerant landscaping requirements included in local regulations. AMC Section 7554.4, Plan Check Requirements, requires that, as part of the broader general permitting process, a Landscape Design Plan and a Landscape Documentation Package be prepared by a licensed landscape architect that incorporates efficient use of water and best management practices (BMPs) into landscape project design.
Goal RS-5: Wise and creative energy use that incorporates new technologies for energy generation and new approaches to energy conservation	**No Conflict.** See the conflict analysis for RS-1.7, above.
Policy RS-5.3: Require that all new development meets or exceeds the state and local energy conservation requirements.	**No Conflict.** See the conflict analysis for RS-1.7, above.
Policy RS-5.8: Promote innovative building, site design, and orientation techniques which minimize energy use.	**No Conflict.** See the conflict analysis for RS-1.7, above.
Policy RS-5.9: Facilitate the provision of energy-efficient modes of transportation and fixed facilities which establish transit, bicycle, and pedestrian modes as viable alternatives.	**No Conflict.** The Project would result in the redevelopment of an existing site currently supporting commercial buildings. The Project would result in the demolition of existing buildings and surface parking and construct a new mixed-use building. Implementation of the Project would result in new housing near transit and the City's Downtown. The Project potential to conflict with transportation goals contained in the 2020–2045 RTP/SCS (Connect SoCal) is summarized in Table 4.9-1. Furthermore, as discussed in Section 4.13, Transportation, the Project would also be with the Metro Long Range Transportation Plan.
Goal RS-6: A higher level of waste reduction and recycling city-wide relative to 2009 achievements	**Not Applicable.** This goal is a responsibility of, and is directed to, the City. However, the Project would be built in compliance with local and state regulations regarding solid waste. See Section 4.15, Utilities and Service Systems, of this Draft EIR for more discussion on solid waste.
Parks, Recreation, and Community Resources Element	
Policy PR-1.1: Maintain a system of City parks and recreation facilities that provide a variety of active and passive recreational opportunities throughout the City.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, the Project would lead to an increase population that could decrease the City's ratio of park acres. This increase in population, however, would not be substantial, and would not result in significant impacts to existing recreational facilities. Furthermore, the Project would be subject to the City's Council Resolution 6602, Park Facilities Impact Fee (Section 9105.15.040 of the City's Development Code), which requires new development projects to pay impact fees, which would support park improvements as well as fund capital costs for other new and existing infrastructures. Further, the Project would include landscaped residential pool and amenity space, including an approximately 4,800 sf roof deck for

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
	residents. Additional residential amenities would include 6,500 square feet of landscaped courtyard, herb garden, and shared outdoor cooking space. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the Project's residents to recreate on the Project site while incrementally reducing impacts to off-site public parks and recreational facilities. Potential impacts to parks and recreational facilities are discussed in Section 4.12, Public Services and Recreation, of this Draft EIR.
Policy PR-1.2: Strive to provide a minimum of 2.43 acres of parkland per 1,000 residents.	**No Conflict.** See the conflict analysis for PR-1.1, above.
Policy PR-1.3: Provide park and recreation facilities that are appropriate for the individual neighborhoods in which they are located, reflect the needs and interests of the population they serve, and meet the performance standards identified in the General Plan.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.
Policy PR-1.4: Require parkland dedications, provision of onsite usable public space, and/or payment of in-lieu fees for development projects involving new residential construction.	**No Conflict.** See the conflict analysis for PR-1.1, above.
Policy PR-1.5: Maximize public space by requiring plazas and similar spaces in private developments that can serve multiple uses, including recreation and public gathering areas.	**No Conflict.** As described in Chapter 3, Project Description, the Project includes open space throughout the Project site. This open space would include on-site wayfinding features, minimized vehicular access, flexible pedestrian space, trees and enhanced plantings, lighting, and bicycle parking. The open space is proposed on site both as community open space and as private open space. Approximately 65 percent of the Project's proposed dwelling units would include private balconies. The Project would provide 7,022 square feet of residential open space in the form of private balconies and 14,603 square feet of common area open space (i.e., the courtyards/amenity areas on levels two, five, and six) for a total of 21,625 square feet of residential open space, which is in accordance with Table 2-11 and Section 9102.05.030(E) of the Development Code.For more discussion on the Project's open space requirements and proposals, see Chapter 3, Project Description, of this Draft EIR.
Policy PR-1.12: Maintain and enhance pedestrian, bicycle, and transit linkages to provide better access to parks, recreation, and public spaces and meet the needs of Arcadia residents.	**No Conflict.** The Project is designed to support a new pedestrian-oriented community near City's Downtown. Additionally, the Project site is located nearby a Metro A Line Station. Lastly, Arcadia County Park is located approximately 0.4 miles to the west of the Project site. Therefore, the Project supports the City's policy for multi-modal connectivity and community open space for residents.
Policy PR-1.16: Perform regular maintenance of facilities to ensure proper working order of all	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
recreation facilities and equipment.	
Goal PR-3: Ensuring that trees and the urban forest make a continuing and significant contribution to community character	**No Conflict.** See the conflict analysis for Policy LU-2.1, above and Policy PR-3-6, below.
Policy PR-3.4: Continue to use the Arcadia Tree Commission or any successor advisory group to further City objectives regarding public trees.	**No Conflict.** See the conflict analysis for Policy LU-2.1, above.
Policy PR-3.5: Require that new private and public developments incorporate trees in a manner that maximizes the utility of trees for passive cooling, screening, carbon sequestration, erosion and runoff control, and integration of landscape design into the overall design of the development.	**No Conflict.** See the conflict analysis for Policy LU-2.1, above, and Policy PR-3-6, below.
Policy PR-3.6: Ensure that existing mature trees on private property are considered in the planning and development process and are retained to the greatest extent feasible.	**No Conflict.** The Project is subject to the City's Site Plan and Design Review process. As such, the Project would be required to submit a landscaping plan that shows the proposed tree removals and replacements and meets the City's standards and regulations governing trees on private property. The Project proposes to remove 64 on-site trees and retain 2 existing on-site trees. As discussed in the Arborist Report, provided as Appendix B of this Draft EIR, per Section 9110.01, Tree Preservation of the City's Development Code. there are no protected trees on the Project site. As illustrated in Figure 3-8, Landscaping and Roof Overview in Chapter 3, Project Description, proposed landscaping features would include new trees. The Project would also preserve and maintain existing, mature trees in the public right-of-way along E. Huntington Drive and the median of Gateway Drive (see the consistency analysis for Policy LU-2.1, above regarding trees in the public right-of-way).
Policy PR-5.1: Continue funding City-sponsored programs that are produced and operated by the Recreation and Community Services Department.	**No Conflict.** See the conflict analysis for Policy PR-1.1. Additionally, the introduction of a new residential population in the City would result in the payment of in-lieu fees or other regulatory requirements to satisfy this City policy.
Policy PR-6.2: Require that new development provide adequate mitigation for impacts on area schools as provided in State law.	**No Conflict.** The Project would introduce a new population to the Project site with the development of the proposed residential building. The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. Pursuant to SB 50, the applicant would be required to pay development fees for schools to Arcadia Unified School District prior to the issuance of

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
	the Project's building permit. Potential impacts to school services are discussed in Section 4.12, Public Services and Recreation, of this Draft EIR.
Policy PR-6.6: Use development impact fees to fund City Library facilities, equipment, and programs that are needed as a result of new development projects.	**No Conflict.** The Project would introduce a new population to the Project site with the development of the proposed residential building. Library services are provided at the Arcadia Public Library as well as the Live Oak Library, which is managed by the County. As previously discussed, pursuant to the Section 9105.15.040 of the City's Development Code, the Project applicant/developer would pay its fair share of impact fees based on the fee category and adopted fee rates. Potential impacts to library services are discussed in Section 4.12, Public Services and Recreation, of this Draft EIR.
Goal PR-9: Retention and proper stewardship of historical and cultural resources	**No Conflict.** The Project involves the demolition and construction on an existing developed site. There are no historic resources on the Project site. The Project site contains The Derby restaurant which was evaluated by an architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for architectural history; the building was found to be ineligible for National Register of Historic Places, California Register of Historical Resources, and does not meet the local designation criteria (see Appendix D-1). As such, the structure, which would be demolished is not considered a historical resource for the purposes of CEQA. Implementation of mitigation would ensure that potential impacts related to inadvertent discovery of archaeological resources would be less than significant. See Section 4.3, Cultural Resources, of this Draft EIR for more discussion.
Policy PR-9.1: Encourage the maintenance and preservation of historically, culturally, and or/ architecturally significant structures and sites in the community.	**No Conflict.** See the conflict analysis for Goal PR-9, above.
Policy PR-9.5: Identify historic sites, structures, neighborhoods, and other resources through a Historic Resource Inventory.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.
Policy PR-9.6: Explore the establishment of a Cultural Heritage Ordinance.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.
Safety Element	
Goal S-1: Minimized potential for loss of life, physical injury, and property damage resulting from earthquakes and geologic hazards	**No Conflict.** The Project would be built to comply with the provisions of the California Building Code and City's Municipal and Development Codes governing building code and safety. Furthermore, the Project would be required to incorporate recommendations set forth in the final design-level site-specific geotechnical investigation. As such, compliance with the provisions found within local regulations, the Project would minimize the potential loss of life, physical injury, and property damage resulting from earthquakes and geologic hazards. For more discussion, see Section 4.5, Geology and Soils, of this Draft EIR.
Policy S-1.1: Explore the creation of a fault hazard management zone for the Sierra Madre fault.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
Policy S-1.2: Emphasize carefully planned development within seismic and geologic hazard areas to minimize potential hazards risk as the City's preferred hazards management strategy.	**No Conflict.** In accordance with the State CEQA Guidelines, analysis has been prepared to determine seismic and geologic hazards for the Project. See Section 4.5, Geology and Soils, of this Draft EIR for more discussion.
Policy S-1.3: Require detailed geologic investigations to accompany development proposals for sites that lie within known or suspected seismic and geologic hazard areas. Require that such investigations and reports conform to accepted professional standards and any applicable State and City requirements.	**No Conflict.** As described in the conflict analysis for Policy S-1.2, Section 4.5, Geology and Soils, of the Draft EIR includes the potential impacts related to seismic and geologic hazards. Moreover, please see Appendix E-1, Geotechnical Investigation, as referenced in Section 4.5, for more discussion on the Project's potential impacts and requirements needed to comply with local and State standards. Therefore, Project would be consistent with this City policy with the inclusion of Appendix E-1.
Policy S-1.5: Continue enforcing the most rigorous building and grading codes which govern seismic safety.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City of Arcadia. However, similar to the conflict analysis for Policy S-1.3, above, the Draft EIR includes discussion within Section 4.5, Geology and Soils, to ensure the Project as proposed complies with existing regulations found within the City's Municipal and Development Codes.
Policy S-2.3: Require that new development projects retain as much runoff as possible on the development site to reduce flow volumes into the storm drain system, allow for recharge of the groundwater basins, and comply with the City's storm water permitting requirements (consistent with the National Pollutant Discharge Elimination Systems program, or NPDES) and employ Best Management Practices (BMPs).	**No Conflict.** The Project would redevelop an existing Project site consisting of surface parking and commercial buildings. Project activities would be required to comply with regulations found within the City's Municipal and Development Codes, such as water quality permitting requirements. See Section 4.8, Hydrology and Water Quality, of this Draft EIR for more discussion.
Goal S-3: High level of protection from the dangers of wildland and urban fires	**No Conflict.** The Project site is located within a highly urbanized area and is not within a Very High Fire Hazard Severity Zone. The nearest wildland areas are located at the bottom of the San Gabriel Mountains, approximately 1 mile north of the Project site. Moreover, the Project would be served by existing service from local fire protection services. See Sections 4.7, Hazards and Hazardous Materials, and 4.12, Public Services and Recreation, of this Draft EIR for more discussion.
Policy S-3.4: Limit new development in designated high-fire-hazard areas. Where prior entitlements have been given, require and enforce strict adherence to City, County, and State codes that address building	**No Conflict.** See the conflict analysis for Goal S-3. The Project site is located within a highly urbanized area and is not within a Very High Fire Hazard Severity Zone. The nearest wildland areas are located at the bottom of the San Gabriel Mountains, approximately 1 mile north of the Project site.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
materials and approaches, defensible spaces, brush clearance, required fire flows, on-site or nearby fire-fighting equipment, and adequate emergency vehicle access to accommodate the weight and size of vehicles.	
Policy S-3.5: Prohibit new development in areas which do not have adequate water pressure or fire flows until sufficient pressure and fire flows can reliably be provided and maintained.	**No Conflict.** As discussed in the conflict analysis for Goal S-3, the Project site would be supported by existing fire protection services, who have reviewed the Project and provided guidance on the Project's potential impacts to service. A minimum requirement of 20 pounds per second (psi) is required at the building in accordance with the California Plumbing Code and based on the pressure available in the water main on Huntington Drive and Gateway Drive. The existing infrastructure would provide adequate flows to serve the proposed development and no additional off-site infrastructure improvements would be required. See Section 4.15 for additional discussion related to water supplies and applicable fire-flow requirements.
Policy S-3.7: Perform regular life safety inspections of all commercial, multifamily, and brush area occupancies to ensure compliance with City and State fire codes, standards, and regulations.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.
Goal S-4: A continued high level of protection from risks to life, the environment, and property associated with human-caused hazards in Arcadia	**No Conflict.** In accordance with the State CEQA Guidelines, Project-related impacts related to hazards has been analyzed in Section 4.7, Hazards and Hazardous Materials, of this Draft EIR. The analysis concluded that impacts related to hazards would be less than significant with the implementation of mitigation measures. These measures require abatement of hazardous materials identified on the Project site that would remove the potential for exposure of the public and the environment to accidental release of hazardous materials. These measures would also require that contaminated soil would be properly managed, transported, and disposed of by following a project-specific soil management plan.
Policy S-4.1: Adopt and strictly enforce the most current regulations governing hazardous waste management.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.
Policy S-4.2: Minimize exposure of the environment, critical facilities, and residences to hazardous materials.	**No Conflict.** In accordance with the State CEQA Guidelines, Project-related impacts related to the accidental upset of hazardous materials has been analyzed in Section 4.7, Hazards and Hazardous Materials, of this Draft EIR. See Goal S-4 for more discussion.
Policy S-4.3: Ensure that all businesses and hazardous materials transportation services within the City adhere to the requirements of the City's	**Not Applicable.** This policy is a responsibility of, and is directed to, the City. However, during construction and operation, the Project would comply with existing regulations governing the transport of hazardous materials. Moreover, in accordance with the State CEQA Guidelines, Project-related impacts related to the transport of hazardous materials has been analyzed in Section 4.7, Hazards and Hazardous Materials, of this Draft EIR; these

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
hazardous materials plans and programs.	impacts were determined to be less-than-significant with mitigation. For more discussion, see Section 4.7.
Goal S-5: To provide a continued high level of fire and police protection services, with an emphasis on prevention and education	**No Conflict.** The Project would be constructed in compliance with all applicable AMC requirements and would pay all applicable development fees and would generate an expanded tax base for the City to support fire and police protection services. For more discussion on this topic, see Section 4.12, Public Services and Recreation, of this Draft EIR.
Policy S-5.1: Involve Police and Fire Department personnel as an integral part of new development and redevelopment review process.	**No Conflict.** As part of the preparation of this Draft EIR, information request letters were sent to agencies and local departments within the City to determine potential impacts to public services. No new facilities are required to support the Project. See Appendix I, Public Services Correspondence Letters, and Section 4.12, Public Services and Recreation, of this Draft EIR for more discussion.
Policy S-5.3: Maintain fire and police stations, facilities, and services sufficient to meet high public safety standards, as established by the City Council.	**No Conflict.** The Project would introduce a new population into the City of Arcadia. No new facilities are required to support the Project. See Section 4.12, Public Services and Recreation, of this Draft EIR.
Policy S-5.9: Provide the City of Arcadia with an all-risk fire service by providing and maintaining a full-range of services that are intended to instill a sense of safety and well-being throughout the community. Services will include emergency medical services; fire prevention and education; protection from hazards of fire; hazardous materials, and domestic terrorism; and urban search and rescue.	**No Conflict.** As stated above in the conflict analysis for Policy S-5.1, information request letters were sent to agencies and local departments within the City to determine potential impacts to public services. No new facilities are required to support the Project. See Appendix I, Public Services Correspondence Letters, and Section 4.12, Public Services and Recreation, of this Draft EIR for more discussion.
Policy S-5.11: Require new development projects to pay their fair share of costs associated with any necessary increases in public safety equipment, facilities, and staffing to provide life safety protection.	**No Conflict.** As stated above in the conflict analysis for Policy S-5.1, information request letters were sent to agencies and local departments within the City to determine potential impacts to public services. No new facilities are required to support the Project. See Appendix I, Public Services Correspondence Letters, and Section 4.12, Public Services and Recreation, of this Draft EIR for more discussion.
Goal S-6: Comprehensive and effective emergency and disaster response preparedness	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.
Policy S-6.3: Maintain an up-to-date Emergency Operations Plan and Natural Hazard Mitigation Plan on a five-year basis to secure adequate federal resources in the event of a disaster.	**Not Applicable.** This policy is a responsibility of, and is directed to, the City.

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
Noise Element	
Goal N-1: Effective incorporation of noise considerations into land use planning decisions	**No Conflict.** As detailed in Section 4.10, Noise, of this Draft EIR, the Project would comply with existing noise regulations and restrictions designated for the Project site. However, the Project would require mitigation to reduce construction noise. With mitigation impacts were determined to be less than significant. All other impacts were not found to be significant.
Policy N-1.1: Consider noise impacts as part of the development review process relative to residential and other noise-sensitive land uses.	**No Conflict.** Implementation of the Project would result in the demolition and construction on an existing developed site. The Project would comply with existing regulations governing noise. However, the Project would require mitigation to reduce construction noise. With mitigation impacts were determined to be less than significant. All other impacts were not found to be significant. See Section 4.10, Noise, of this Draft EIR for more discussion.
Policy N-1.2: Ensure that acceptable noise levels are maintained near schools, hospitals, and other sensitive areas in accordance with the Noise/Land Use Compatibility Guidelines in Figure N-4, Table N-2 Interior/Exterior Noise Standards, and the City's noise ordinance.	**No Conflict.** The Project would result in the demolition and construction activities on site. First Avenue Middle School is the nearest school to the Project site. The nearby school as well as other sensitive receptors are considered in the Project's analysis on potential noise-related impacts, as shown in Table 4.10-8, Construction Noise Modeling Results, Table 4.10-9, TNM Predicted Noise Levels, and Table 4.10-10, Stationary Operations Noise Modeling Results. The Project would comply with existing regulations governing noise. However, the Project would require mitigation to reduce construction noise. With mitigation impacts were determined to be less than significant. All other impacts were not found to be significant. See Section 4.10, Noise, of this Draft EIR for more discussion.
Policy N-1.4: Discourage new development of residential or other noise-sensitive uses in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels that comply with Noise/Land Use Compatibility Guidelines in Figure N-4 and Table N-2 Interior/ Exterior Noise Standards.	**No Conflict.** Implementation of the Project would result the construction of a new mixed-use building near the City's Downtown and would comply with all applicable regulations related to noise. Existing conditions as well as potential noise-related impacts are discussed in Section 4.10, Noise, of this Draft EIR. Furthermore, in accordance with CEQA, if a significant impact has been identified, feasible mitigation is required to be incorporated to reduce the impact to a less-than-significant level. The Project would require mitigation to reduce construction noise. With mitigation impacts were determined to be less than significant. All other impacts were not found to be significant. See Section 4.10 for more discussion, including compliance with local noise guidelines on land use compatibility and noise standards.
Policy N-1.5: Require that proposed projects that have the potential to result in noise impacts include an acoustical analysis and appropriate mitigation to achieve the interior and exterior noise standards indicated in Table N-2 Interior/ Exterior Noise Standards.	**No Conflict.** Similar to the conflict analysis for Policy N-1.4, CEQA requires mitigation to be incorporated if a significant impact has been identified. As such, the discussion found within Section 4.10, Noise, of this Draft EIR includes analysis on potential noise impacts, specifically related local standards. The Project would comply with existing regulations governing noise. However, the Project would require mitigation to reduce construction noise. With mitigation impacts were determined to be less than significant. All other impacts were not found to be significant.
Policy N-2-5: Enforce truck routes established in the Circulation and	**No Conflict.** The Project would result in off-site noise associated with trucks traveling to and from the Project site during construction and operation. The Project would comply with existing regulations governing

Table 4.9-2. Potential to Conflict With General Plan Goals and Policies

Goal/Policy	Analysis
Infrastructure Element and the Municipal Code.	noise and no noise mitigation would be required to reduce off-site traffic noise. See Section 4.10, Noise, of this Draft EIR for discussion on off-site traffic noise and potential impacts related to applicable noise standards.
Goal N-3: Limited intrusion of point-source noise within residential neighborhoods and on noise-sensitive uses	**No Conflict.** See the conflict analysis for Policy N-1.1 and Section 4.10, Noise, of this Draft EIR for discussion.
Policy N-3-1: Enforce the noise ordinance to protect residents and noise-sensitive uses from excessive noise levels associated with stationary sources.	**No Conflict.** The Project would result in noise-related impacts during construction and operation. The Project would require mitigation to reduce construction noise. With mitigation impacts were determined to be less than significant. All other impacts were not found to be significant. See Section 4.10, Noise, of the Draft EIR for details on construction and operational noise impacts to sensitive noise receptors.
Policy N-3-3: Explore requiring the use of noise suppression devices and techniques on all exterior noise sources (construction operations, pumps, fans, leaf blowers) to lower exterior noise to levels that are compatible with adjacent land uses.	**No Conflict.** The Project would result in noise-related impacts during construction and operation. The Project would comply with existing regulations governing noise. However, the Project would require mitigation to reduce construction noise. With mitigation impacts were determined to be less than significant. All other impacts were not found to be significant. See Section 4.10, Noise, of the Draft EIR for details on construction and operational noise impacts and compatibility with adjacent land uses.
Policy N-3-4: Require any new mixed-use structures to be designed to minimize the transfer of noise and vibration from commercial or industrial to residential and other noise-sensitive uses.	**No Conflict.** The Project would result in noise- and vibration-related impacts during construction and operation. The Project would comply with existing regulations governing noise. However, the Project would require mitigation to reduce construction noise. With mitigation impacts were determined to be less than significant. All other impacts were not found to be significant. See Section 4.10, Noise, of the Draft EIR for details on construction and operational noise and vibration impacts to sensitive noise receptors.
Policy N-3-5: Require noise created by new non-transportation noise sources to be mitigated so as not to exceed acceptable interior and exterior noise level standards identified in this Noise Element.	**No Conflict.** The Project would result in non-transportation noise on site during construction and operation The Project would comply with existing regulations governing noise. However, the Project would require mitigation to reduce construction noise. With mitigation impacts were determined to be less than significant. All other impacts were not found to be significant. See Section 4.10, Noise, of the Draft EIR for details on construction and operational noise impacts to the City's noise level standards.

Source: City of Arcadia 2010.

As described in Section 3.6, Discretionary Actions, in Chapter 3 of this Draft EIR, the Project requests the approval of a General Plan Amendment (GPA No. 22-01) to change the Land Use Designation from C-G to DMU with an accompanying Land Use map change. Upon approval of the proposed amendment, the Project would be brought into compliance with the General Plan Land Use Designation. Based on Table 4.9-2 and the reasons described above, the Project would be consistent with the General Plan for the purposes of avoiding or mitigating environmental effect.

City of Arcadia Municipal Code

The City of Arcadia Development Code, in conformance with the General Plan, regulates land use development in the City. In each zone, the zoning regulations specify the permitted and prohibited uses, and the development standards, including setbacks, height, parking, and design standards, among others. As described in Section 3.6, Discretionary Actions, in Chapter 3 of this Draft EIR, the Project requests a Zone Change (ZC No. 22-01) from C-G to DMU with H7 Height Overlay.

The current C-G zone has a maximum allowable building height of 40 feet and does not allow for residential use. Thus, the zone change would be required to rezone the Project site to DMU, which would allow for the Project's proposed mixed-use development. The proposed Zone Change would also include an H7 Special Height Overlay, pursuant to Section 9102.11.040 of the City's Development Code (Development Code) (AMC, Chapter 1, Article IX, Section 9101 et seq.) An overlay zone, such as height overlay, supplements the base zoning provisions for the purpose of establishing specific development regulations for a particular site or area. The H7 Special Height Overlay would increase the maximum allowable building height on the Project site to 75 feet, thus allowing for the proposed six-story mixed-use building, which would have an overall maximum height of 71 feet, including a 3-foot parapet. Upon approval of the proposed zoning change, the Project would be consistent with the Arcadia Municipal Development Code for the purposes of avoiding or mitigating environmental effect.

Under the proposed DMU zoning, the Project site would have an allowable base density of 80 dwelling units per acre, allowing for a total of 178 dwelling units on the 2.23-acre site. The Project proposes to use a 5 percent density bonus under the California Density Bonus Law (California Government Code Sections 65915 – 65918) to increase the number of housing units. In accordance with Section 9103.15 (Density Bonuses for Affordable and Senior Housing) of the Development Code, the Project is required to complete an application for Site Plan and Design Review pursuant to Section 9107.19 (Site Plan and Design Review) of the Development Code. The required Site Plan and Design Review application would be subject to "Major Review" by the Planning Commission and subject to the following criteria (Development Code Section 9107.19.040[5]):

- Compliance with applicable sections of the Development Code and all other applicable City regulations and policies
- Consistency with the General Plan and any applicable specific plan
- Consistency with any adopted Design Guidelines, policies, and standards
- Efficient site and layout and design
- Compatibility with neighboring properties and developments; in terms of scale and aesthetic treatment of proposed structures with public areas

Through the application process, the City would thoroughly review all plans for the Project to ensure compliance with the AMC, and other relevant plans, policies, and regulations. Upon approval of these discretionary land-use entitlements, less than significant impacts would occur related to land use regulations adopted for the purposes of avoiding or mitigating an environmental effect.

Conclusion

Based on the analysis provided above, the Project would not conflict with the applicable goals and policies of the SCAG's Connect SoCal, City of Arcadia General Plan, and the City's Development Code. The Project proposes to create a new residential community and businesses within an existing developed site. The introduction of new housing would further mix the existing land uses within the Project site and would reduce automobile trips by

creating a pedestrian-oriented, multi-modal environment. The Project would comply with applicable development standards for the Project site. Thus, the Project is generally consistent and would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project site adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

4.9.5 Cumulative Impact Analysis

This section provides an analysis of cumulative impacts from Project implementation including other past, present, and reasonably foreseeable future projects, as required by Section 15130 of the State CEQA Guidelines. As described in Chapter 2, Environmental Setting, the geographic context for the cumulative analysis as it relates to land use and planning is the regional and local area surrounding the Project site including the SCAG region and the City. The scope of the cumulative impact analysis for land use and planning includes projections based on applicable local and regional plans (i.e., General Plan and the Connect SoCal).

Threshold 4.9a. Would the Project physically divide an established community?

The physical division of an established community typically refers to the construction of a linear feature (e.g., a major highway or railroad tracks) or removal of a means of access (e.g., a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. Under the existing condition, the Project site is developed land and is not used as a connection or thoroughfare between established communities. Instead, connectivity within the area surrounding the Project site is facilitated via local roadways.

As described in the Section 3.6, Discretionary Actions, the Project includes a Lot Line Adjustment which would merge two exiting parcels into one legal parcel. In addition, the Project would involve reconfiguration of two existing access points along E. Huntington Drive and one access point along Gateway Drive to provide one full access driveway along E. Huntington Drive and two access points along Gateway Drive. Therefore, the number of access point for ingress/egress would not change under the Project. Furthermore, the Project site would be improved with a new full access driveway onto E. Huntington Drive and by the removal of an existing median on Gateway Drive, which would allow for improved access along E. Huntington Drive and Gateway Drive for vehicles, bicyclists, and pedestrians.

Given the above, the Project, in combination with the cumulative projects, would be less than significant.

Threshold 4.9b. 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?

Cumulative land use impacts could occur if any of the related projects would result in incompatible land uses, or result in land uses that are inconsistent with adopted land use plans when combined with the impacts of the Project. Given the built-out conditions of the greater Los Angeles Metropolitan region, including the Project site, cumulative development would likely convert existing underutilized properties in the Project site's area to revitalized higher-density developments to respond to the need for housing, sources of employment, and associated retail land uses. The Project would benefit the surrounding community by replacing underutilized properties; add residential uses to a job-rich community; and improve local and regional access to the regional transportation network. Furthermore, by providing additional housing and employment in close proximity to transit, the Project would assist the City and region in achieving short- and long-term planning goals and objectives related to reducing urban sprawl, efficiently using existing infrastructure, reducing regional congestion, and improving air quality through the reduction of VMT.

This would not conflict with SCAG and other regional policies for promoting more intense land uses adjacent to transit stations and job centers.

Generally, land use conflicts would be related to noise, traffic, air quality, and hazards/human health and safety issues, which are discussed in the relevant sections of the Draft EIR. Land use conflicts are also typically site-specific and not cumulative in nature; in other words, despite the number of cumulative projects in a given area, they would not necessarily compound to create cumulative land use conflicts. Cumulative incompatibility issues associated with surrounding developments or projects are anticipated to be addressed and mitigated for on a project-by-project basis. In addition, the cumulative environmental effects associated with implementation of the Project have been addressed in the technical sections of this Draft EIR.

Further, all cumulative projects in the City would be subject to the same local development standards, such as those identified in the City's Development Code, as the Project. Therefore, cumulative impacts related to land use and planning would be less than significant. No mitigation is required.

4.9.6 Mitigation Measures

No mitigation measures are required.

4.9.7 Significance Conclusion

Threshold 4.9a. The Project would have a **less-than-significant impact** related to the physical division of an established community.

Threshold 4.9b. The Project would have a **less-than-significant impact** related to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.9.8 References

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4.10 Noise

This section describes the existing conditions of The Derby Mixed-Use Project (Project) site and vicinity related to transportation, identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, mitigation measures, level of significance after mitigation, and references. Information contained in this section is based on publicly available data as well as the following:

- Appendix H-1 Photographs of Measurement Locations and Field Notes, prepared by Dudek (November 2022)
- Appendix H-2 Selected Traffic Noise Model Input/Output, prepared by Dudek (November 2022)
- Appendix H-3 Construction Noise Model Worksheets, prepared by Dudek (November 2022)
- Appendix J Transportation Impact Study, The Derby Mixed-Use Project, prepared by Dudek (June 2023)

Other sources consulted are listed in Section 4.10.8, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.10.1 Existing Conditions

4.10.1.1 Noise Terminology and Characteristics

Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or an annoying sound. In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receptor, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receptor determine the sound level and characteristics of the noise perceived by the receptor. The field of acoustics deals primarily with the propagation and control of sound.

Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise

environments can range from less than 100 to 100,000,000 mPa. Because of this huge range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20 mPa.

Addition of Decibels

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a receptor equidistant to each sound source would be 3 dB higher than one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB—rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of dBA) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, D-, and G-scales), but these scales are rarely used in conjunction with highway traffic noise. Noise levels for traffic noise reports are typically reported in terms of A-weighted decibels (dBA). Table 4.10-1 arranges typical outdoor and indoor noise sources against a decreasing linear scale of A-weighted sound levels.

Table 4.10-1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		

Table 4.10-1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 2013.

Human Response to Changes in Noise Levels

As discussed above, doubling sound energy results in a 3 dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dB changes in sound levels, when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000 Hz–8,000 Hz) range (Caltrans 2013). In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3 dB increase in sound would generally be perceived as barely detectable.

Noise Descriptors

Noise in our daily environment fluctuates over time at varying rates. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors are utilized in this analysis.

- **Equivalent Sound Level (Leq):** L_{eq} represents an energy average of the sound level occurring over a specified period. The 1-hour A-weighted equivalent sound level ($L_{eq}[h]$) is the energy average of A-weighted sound levels occurring during a one-hour period and is the basis for noise abatement criteria used by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA). Note that L_{eq} is not an arithmetic average of varying dB levels over a period of time, it accounts for greater sound energy represented by higher decibel contributions.

- **Percentile-Exceeded Sound Level (Lxx):** L_{xx} represents the sound level exceeded for a given percentage of a specified period (e.g., L_{10} is the sound level exceeded 10% of the time, and L_{90} is the sound level exceeded 90% of the time).
- **Maximum Sound Level (Lmax):** L_{max} is the highest instantaneous sound level measured during a specified period.
- **Day-Night Level (Ldn):** L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10 p.m. and 7 a.m.
- **Community Noise Equivalent Level (CNEL):** Similar to L_{dn}, CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m., and a 5 dB penalty applied to the A-weighted sound levels occurring during evening hours between 7 p.m. and 10 p.m.

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on the following factors:

- **Geometric Spreading –** Sound from a localized source (i.e., an ideal point source) propagates uniformly outward in a spherical pattern (or hemispherical when near a surface). The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Roadways consist of several localized noise sources on a defined path, and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.
- **Ground Absorption –** The propagation path of noise from a sound emission source to a receptor is usually horizontal and proximate to the ground. Under these conditions, noise attenuation from ground absorption and reflective-wave canceling can add to the attenuation associated with geometric spreading. For acoustically "hard" paths over which sound may traverse (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or "soft" sites (i.e., those sites with an absorptive ground surface between the source and the receptor, such as fresh-fallen snow, soft dirt, or dense vegetative ground cover), an additional ground-attenuation value of +1.5 dB per doubling of distance is normally assumed. When added to cylindrical spreading for line source sound propagation, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance.
- **Atmospheric Absorption –** In addition to aforementioned geometric spreading, the fluid medium (i.e., the air) through which sound travels yields frequency-dependent attenuation that increases in magnitude with increasing frequency. The effect is influenced by temperature and relative humidity, and typically negligible over short source-to-receptor distances (e.g., less than 500 feet); but it helps explain why lower-frequency sound such as a thunderclap appears to "travel farther" over great distances.
- **Meteorological Effects –** Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound pressure levels can also be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects when distances between a source and receptor are large.

- **Shielding by Natural or Human-Made Features –** A large object or barrier in the direct path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and ridgelines) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receptor specifically to reduce noise. A barrier that breaks the line of sight between a source and a receptor will typically result in at least 5 dB of noise reduction. Taller barriers provide increased noise reduction. While a line of trees may visually occlude the direct line between a source and a receptor, its actual noise-reducing effect is usually negligible because it does not create an acoustically solid barrier. Deep expanses of dense wooded areas, on the other hand, can offer noise reduction under the right conditions.

Vibration Characteristics

Vibration is oscillatory movement of mass (typically a solid) over time. It is described in terms of frequency and amplitude and, unlike sound, can be expressed as displacement, velocity, or acceleration. For environmental studies, vibration is often studied as a velocity that, akin to the discussion of sound pressure levels, can also be expressed in dB as a way to cast a large range of quantities into a more convenient scale. In such cases, the vibration velocity is a root-mean-square (RMS) amplitude (v), and the VdB value is calculated as follows: $Lv = 20*LOG(v/v_{ref})$, where v_{ref} is reference magnitude (one micro-inch per second).

Vibration impacts to buildings are generally discussed in terms of inches per second (ips) peak particle velocity (PPV), which will be used herein to discuss vibration levels for ease of reading and comparison with relevant standards. Vibration can also be annoying and thereby impact occupants of structures, and vibration of sufficient amplitude can disrupt sensitive equipment and processes (Caltrans 2020), such as those involving the use of electron microscopes and lithography equipment. Common sources of vibration within communities typically include construction activities and railroads. Ground-borne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities where sudden releases of subterranean energy or powerful impacts of tools on hard materials occur. Depending on their distances to a sensitive receptor, operation of large bulldozers, graders, loaded dump trucks, or other heavy construction equipment and vehicles on a construction site also have the potential to cause high vibration amplitudes. The maximum vibration level standard used by Caltrans for the prevention of structural damage to typical older residential buildings is 0.3 ips PPV (Caltrans 2020). For human annoyance, Caltrans guidance indicates that a more stringent threshold of 0.2 ips PPV due to continuous vibration (e.g., nearby roadway traffic) would be "annoying." Vibration velocity limits for transient or single events tend to be less stringent than those for continuous or "steady-state" vibration sources.

The southwestern corner of the Project site is approximately 200 feet to the northbound track of the Metro L Line, suggesting that it and existing traffic on local roadways such as E. Huntington Drive would represent the nearest sources of pre-existing groundborne vibration. The Federal Transit Administration (FTA) indicates in its Transit Noise & Vibration Impact Assessment Manual that "rapid transit or light rail systems typically generate vibration levels of 70 VdB or more near their tracks, while buses and trucks rarely create vibration that exceeds 70 VdB unless there are bumps due to frequent potholes in the road." (FTA 2018). In terms of PPV, 70 VdB converts to approximately 0.01 ips after application of a crest factor of 4 per FTA guidance (FTA 2018) and would unlikely be perceived by a building occupant due to foundation-attributed "coupling losses" and other environmental factors.

Sensitive Receptors

Noise- and vibration-sensitive land uses are typically considered locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, and hospitals are usual examples, with others depending on what the local jurisdiction may have defined or established. Based on context from the City of Arcadia's (City's) Noise Ordinance and General Plan Noise Element, as summarized in Section 4.10.2, Regulatory Requirements, sensitive receptors include residences, schools, hospitals, hotels and motels, places of worship, and open space/recreation uses. Hotels are the nearest noise-sensitive land uses in the vicinity of the Project site. The closest sensitive receptor to the Project site is a hotel located adjacent to the northern boundary of the site. These existing sensitive receptors represent the nearest land uses with the potential to be impacted by construction and operation of the Project, including noise levels associated with the addition of Project-related traffic on the local roadway network.

Existing Aircraft Operations

The nearest major public airport to the Project site is the Burbank Airport, over eighteen miles away. The San Gabriel Valley Airport (a.k.a., El Monte Airport) is much closer, located approximately 3.3 miles south of the Project site. At this distance, the Project site is well beyond the 65 dBA CNEL noise contour associated with existing aviation noise from operations at this closest airport (County of Los Angeles 2022).

4.10.1.2 Ambient Noise Measurements

The existing noise environment of the Project area and its vicinity includes a variety of acoustical contributors that include proximate roadway traffic on 2nd Avenue, E. Huntington Drive, Gateway Drive, and other nearby arterial roadways, and an assortment of stationary noise sources that include commercial and industrial activities as well as operating heating, ventilating, and air-conditioning systems (HVAC) from commercial land uses.

A sound pressure level measurement survey was conducted at three (3) representative positions in the vicinity of the Project site on November 11, 2022 to characterize the existing outdoor ambient noise level and help validate the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) v.2.5 model used herein to predict noise from studied segments of proximate roadway traffic flows. The noise measurement locations are shown in Figure 4.10-1.

Table 4.10-2 provides a summary of the noise measurement results as well as the location, date, and time that the noise level measurement was performed. As shown in Table 4.10-2, the short-term (15-minute duration at each location) measured noise levels ranged from 54 dBA L_{eq} at ST2 to 68 dBA L_{eq} at ST3. The measurements were conducted by a Dudek investigator with a SoftdB "Piccolo" model sound level meter equipped with a windscreen-protected, 0.5-inch diameter pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute (ANSI) standard for a Type 2 (General Use) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurement was conducted with the microphone positioned approximately five feet above the ground. Appendix H-1 provides sample digital photographs of the field noise level survey locations, followed by Dudek investigator field notes.

Table 4.10-2. Measured Outdoor Ambient Noise Levels

Survey Location	Location (and noted sounds)	Date	Time	L_{eq} (dBA)	L_{max} (dBA)	L_{min} (dBA)
ST1	Northwest corner of 2nd Ave. and E. Huntington Dr. (traffic)	11/11/2022	1:46 p.m. - 2:01 p.m.	65.7	80.9	50.7
ST2	Northern side of the Project site, adjacent to the Hampton Inn pool (traffic, a/c and electrical buzz from Hampton Inn)	11/11/2022	2:28 p.m. - 2:43 p.m.	54.3	64.8	51.3
ST3	Northeast corner of Gateway Dr. and E. Huntington Dr. (traffic)	11/11/2022	2:05 p.m. - 2:20 p.m.	67.6	88.0	50.2

Source: Dudek 2022.
Notes: Leq = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; Lmax = maximum sound level during the measurement interval; Lmin = minimum sound level during the measurement interval. See Figure 4.10-1 for noise measurement locations.

4.10.1.3 Traffic Noise Model Validation

In accordance with industry standards and accepted best-practices, a computer-aided prediction model of existing vehicle traffic noise from nearby roadway segments in the vicinity of the Project was developed using the FHWA Traffic Noise Model (TNM). TNM model validation is the process by which the precision of the modeled relationship between existing objects (roadways, buildings, terrain, and other objects between the source and receptor), hourly-equivalent traffic (classified volumes and speeds) and predicted noise levels is confirmed. Since the TNM can only predict traffic-induced noise levels, TNM models can only be validated for locations for which traffic was the dominant noise source.

TNM model validation is performed by comparing monitored ambient equivalent sound levels to TNM-predicted traffic noise levels generated by the observed traffic volumes. A TNM model is considered validated if it is a reasonable representation of the existing Project area, and the TNM-predicted traffic noise levels are within ±3.0 dB(A) of the monitored equivalent sound levels obtained at locations for which traffic was the dominant noise source. TNM validation was fully achieved for the two of the three (ST1 and ST3) noise measurements conducted for the effort. ST2 was located within the Project site, away from roadways, and was conducted to determine the ambient noise level for that acoustical environment. The validation results are included in Table 4.10-3. Appendix H-2 provides the validation results and traffic input from the TNM model.

Table 4.10-3. FHWA TNM (version 2.5) Validation Results

Survey Location	Measured L_{eq} (dBA)	Modeled L_{eq} (dBA)	Delta (dBA)
ST1	65.7	67.6	1.9
ST3	67.6	69.8	2.2

Source: Dudek 2022.
Notes: Leq = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels.

4.10.2 Regulatory Requirements

4.10.2.1 Federal

There are no federal noise standards that would directly regulate environmental noise during construction and operation of the Project. The following is provided because guidance summarized herein is used or pertains to the analysis.

Federal Transit Administration - Vibration

Although intended for federally funded mass transit projects, selected impact assessment procedures and relevant criteria or reference data included in the aforementioned Federal Transit Administration (FTA) guidance manual are routinely used for projects proposed by or under the jurisdiction of counties or municipalities.

Federal Interagency Committee on Noise

Some guidance regarding the determination of a substantial permanent increase in ambient noise levels in the Project vicinity above existing levels is provided by the 1992 findings of the Federal Interagency Committee on Noise (FICON 1992), which assessed the annoyance effects of changes in ambient noise levels resulting from aircraft operations. The FICON recommendations are based upon studies that relate aircraft and traffic noise levels to the percentage of persons highly annoyed by the noise. Annoyance is a qualitative measure of the adverse reaction of people to noise that generates speech interference, sleep disturbance, or interference with the desire for a tranquil environment.

The rationale for the FICON recommendations is that it is possible to consistently describe the annoyance of people exposed to transportation noise in terms of L_{dn}. The changes in noise exposure that are shown below are expected to result in equal changes in annoyance at sensitive land uses. Although the FICON recommendations were specifically developed to address aircraft noise impacts, they are used in this analysis to define a substantial increase in community noise levels related to all transportation noise sources and permanent non-transportation noise sources.

- Outdoor ambient sound level without the project is less than 60 dBA L_{dn}, then a project-attributed increase of 5 dBA or more would be considered significant;
- Outdoor ambient sound level without the project is between 60 and 65 dBA L_{dn}, project-attributed increase of 3 dBA or more would be considered significant; and
- Outdoor ambient sound level without the project is greater than 65 dBA L_{dn}, then project-attributed increase of 2 dBA or more would be considered significant.

4.10.2.2 State

The following state regulations and guidance pertaining to noise and vibration assessment would apply to the proposed Project.

California Noise Control Act of 1973

Sections 46000 through 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, declares that excessive noise is a serious hazard to the public health and welfare and that exposure to

certain levels of noise can result in physiological, psychological, and economic damage. It also identifies a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the state to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

California Department of Transportation

In its Transportation and Construction Vibration Guidance Manual, Caltrans indicates a groundborne vibration velocity level of 0.2 ips PPV from traffic or similar continuous or intermittent sources would be "annoying" to building occupants. Although this Caltrans guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the local jurisdictional level. Similarly, thresholds to assess building damage risk due to construction vibration vary with the type of structure and its fragility; for example, 0.3 ips PPV is recommended as a limit to minimize damage risk for older residential structures, while 0.5 ips PPV would be applicable to newer homes (Caltrans 2020).

California Code of Regulations, Title 24

Title 24, also known as the California Building Standards Code, establishes building standards applicable to all occupancies throughout the state. The current 2019 code provides acoustical regulations for both exterior-to-interior sound insulation as well as sound and impact isolation between adjacent spaces of various occupied units. Title 24 regulations state that interior noise levels generated by exterior noise sources shall not exceed 45 dBA Ldn, with windows closed, in any habitable room for general residential uses. While these regulations are applicable to the proposed Project, as of January 2019 they are merely informative with respect to CEQA noise impact assessment because the updated Appendix G significance thresholds have eliminated the previous "expose persons to" clause and thus—aside from aviation noise assessment—limits impact significance assessment to the project-attributed noise emission (or indirectly via changes to roadway traffic flows on local roadways) to the surrounding environment.

California Government Code Section 65302(g)

California Government Code Section 65302(g) requires the preparation of a Noise Element in a general plan, which shall identify and appraise the noise problems in the community. The Noise Element shall recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall quantify, to the extent practicable, current and projected noise levels for the following sources:

- Highways and freeways
- Primary arterials and major local streets
- Passenger and freight on-line railroad operations and ground rapid transit systems
- Aviation and airport-related operations
- Local industrial plants
- Other ground stationary noise sources contributing to the community noise environment

California General Plan Guidelines

The California General Plan Guidelines, published by the Governor's Office of Planning and Research, provides guidance for the acceptability of specific land use types within areas of specific noise exposure. Table 4.10-4 summarizes these guidelines for determining acceptable and unacceptable community noise exposure limits for the various indicated land use categories.

Table 4.10-4. Land Use Compatibility for Community Noise Environments

Land Use Type	Community Noise Exposure (CNEL)			
	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential-low density, single-family, duplex, mobile homes	50–60	55–70	70–75	75–85
Residential – multiple-family	50–65	60–70	70–75	70–85
Transit lodging – motel, hotels	50–65	60–70	70–80	80–85
Schools, libraries, churches, hospitals, nursing homes	50–70	60–70	70–80	80–85
Auditoriums, concert halls, amphitheaters	NA	50–70	NA	65–85
Sports arenas, outdoor spectators' sports	NA	50–75	NA	70–85
Playgrounds, neighborhood parks	50–70	NA	67.5–77.5	72.5–85
Golf courses, riding stables, water recreation, cemeteries	50–70	NA	70–80	80–85
Office buildings, business commercial and professional	50–70	67.5–77.5	75–85	NA
Industrial, manufacturing, utilities, agriculture	50–75	70–80	75–85	NA

Source: Appendix D, Figure 2 from Office of Planning and Research (OPR) 2017.
Notes:
CNEL = Community Noise Equivalent Level; NA = not applicable
1 Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
2 Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
3 Normally Unacceptable: New construction or development should be discouraged. If new construction of development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.
4 Clearly Unacceptable: New construction or development should generally not be undertaken.

The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. The Office of Planning and Research guidelines are advisory in nature. Local jurisdictions, including the City, have the responsibility to set specific noise standards based on local conditions.

Department of Occupational Safety and Health

Within the State of California, the Department of Occupational Safety and Health (DOSH), better known as Cal/OSHA, aims to protect and improve occupational health and safety. Its occupational noise regulations are similar to those of the federal government and while they are intended to apply to occupational health and safety,

they can be utilized for purposes of construction noise impacts. Cal/OSHA sets an "Action Level" (AL), of 85 dBA. The AL is defined as the average employee noise exposure for an 8-hour day, which when reached or exceeded requires the implementation of actions to reduce the risk of noise induced hearing loss. Cal/OSHA sets a "Permissible Exposure Level" (PEL) of 90 dBA. The PEL is the average employee noise exposure for an 8-hour day, 40-hour week at which nearly all employees may be exposed without adverse health effects. Note that these levels are conservative because they assume a career-long exposure; in the case of assessing noise level exposures at nearby offsite receptors (e.g., hotel guests at an outdoor pool) due to construction activities, the noise exposure during construction activities would be temporary.

4.10.2.3 Regional and Local

The following local regulations and guidance pertaining to noise and vibration assessment would apply to the proposed Project.

City of Arcadia 2010 General Plan

The City's 2010 General Plan Update (City of Arcadia 2010) adopted in November 2010 provides goals and policies pertaining to noise and vibration concerns that include (but are not limited to) the following: reproduced from its Noise Element (Section 9):

Goal N-1 Effective incorporation of noise considerations into land use planning decisions

Policy N-1.1 Consider noise impacts as part of the development review process relative to residential and other noise-sensitive land uses.

Policy N-1.2 Ensure that acceptable noise levels are maintained near schools, hospitals, and other noise sensitive areas in accordance with the City's noise ordinance.

Policy N-1.3 New commercial and industrial developments located adjacent to residential areas and identified noise-sensitive uses shall demonstrate reduction of potential noise impacts on neighboring sensitive uses to acceptable levels.

Policy N-1.4 Discourage new development of residential or other noise-sensitive uses in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels that comply with Noise/Land Use compatibility guidelines.

Policy N-1.5 Require that proposed projects that have the potential to result in noise impacts include an acoustical analysis and appropriate mitigation to achieve the interior and exterior noise standards.

Goal N-3 Limited intrusion of point-source noise within residential neighborhoods and on noise-sensitive uses

Policy N-3.1 Enforce the noise ordinance to protect residents and noise-sensitive uses from excessive noise levels associated with stationary sources.

Policy N-3.2 Encourage industrial and commercial activities to restrict their receiving operations to daytime periods, and condition such operations for new development projects.

Policy N-3.3 Explore requiring the use of noise suppression devices and techniques on all exterior noise sources (construction operations, pumps, fans, leaf blowers) to lower exterior noise to levels that are compatible with adjacent land uses.

Policy N-3.4 Require any new mixed use structures to be designed to minimize the transfer of noise and vibration from commercial or industrial to residential and other noise-sensitive uses.

Policy N-3.5 Require noise created by new non-transportation noise sources to be mitigated so as not to exceed acceptable interior and exterior noise level standards identified in this Noise Element.

The Noise Element serves as an aid in defining acceptable land uses and as a guideline for compliance with California Noise Insulation Standards. As stated in Government Code Section 65302(f), the ultimate purpose of noise control policies and programs is to "minimize the exposure of community residents to excessive noise." Land use planning decisions in the City are guided by the Noise/Land Use Compatibility Criteria set forth in Figure N-4 of the Noise Element, which resemble those of the State Planning Guidelines shown in Table 4.10-4. Table 4.10-5 presents the City's interior and exterior CNEL standards, reproduced from its Noise Element Table N-2, that are expected to be used on a "project-specific basis" (City of Arcadia 2010) and with respect to received noise exposure at a proposed land use from the surrounding community.

Table 4.10-5. Interior/Exterior Noise Standards

Land Use	Maximum Exterior Noise Level	Maximum Interior Noise Level
Residential: Rural, Single-Family, and Multifamily	65 dBA CNEL	45 dBA CNEL
Schools		
Classroom	70 dBA CNEL	45 dBA L_{eq}
Playground	70 dBA CNEL	----
Libraries	----	45 dBA
Hospitals/Convalescent Facilities		
Sleeping Areas	65 dBA CNEL	45 dBA CNEL
Living Areas	----	50 dBA CNEL
Reception, Office	----	50 dBA L_{eq}
Hotels/Motels		
Sleeping Areas	----	45 dBA CNEL
Reception, Office	----	50 dBA L_{eq}
Places of Worship	65 dBA CNEL	45 dBA L_{eq}
Open Space/Recreation		
Wildlife Habitat	60 dBA CNEL	----
Passive Recreation Areas	65 dBA CNEL	----
Active Recreation Areas	70 dBA CNEL	----
Commercial and Business Park		
Office	----	55 dBA L_{eq}
Restaurant, Retail, Service	----	65 dBA L_{eq}
Warehousing/Industrial	----	70 dBA L_{eq}

Source: City of Arcadia General Plan Noise Element, Table N-2.

City of Arcadia Municipal Code

The City's Noise Ordinance (Chapter 6, Part 1, Section 4610.3 of the City of Arcadia Municipal Code [AMC]), is designed to control unnecessary, excessive, and annoying sounds from sources on private property by setting limits that cannot be exceeded at adjacent properties and establishes the maximum exterior noise levels for residential, commercial, and industrial land uses. The Noise Ordinance establishes base ambient noise level limits that apply according to the land use zone and time for stationary noise sources for residential, commercial, and industrial activities during the daytime and nighttime. The City's Noise Ordinance standards are presented in Table 4.10-6.

Table 4.10-6. Noise Standard at Affected Land Use

Noise Level That May Not Be Exceeded for More Than…	Noise Standard at Affected Land Use				
	Residential		Commercial		
	Daytime 7 a.m. - 10 p.m.	Nighttime 7 a.m. - 10 p.m.	Daytime 7 a.m. - 10 p.m.	Nighttime 7 a.m. - 10 p.m.	Industrial
30 min/hr	55 dBA	50 dBA	65 dBA	60 dBA	70 dBA
15 min/hr	60 dBA	55 dBA	70 dBA	65 dBA	75 dBA
5 min/hr	65 dBA	60 dBA	75 dBA	70 dBA	80 dBA
1 min/hr	70 dBA	65 dBA	80 dBA	75 dBA	85 dBA
Anytime	75 dBA	70 dBA	85 dBA	80 dBA	90 dBA

Source: City of Arcadia Municipal Code, Section 4610.3.
Note: Due to wind noise, the maximum permissible noise level may be adjusted so that it is no greater than 5 dBA above the ambient noise level.

Article IV, Chapter 2, Part 6 (Nighttime Construction, Section 4261 "Prohibited Hours Defined," Section 4262 "Construction Limited," Section 4262.1 "Same. Exception," and Section 4263 "Permit") of the AMC prohibits construction activities during the nighttime hours of 6:00 p.m. to 7:00 a.m. on any weekday, 5:00 p.m. to 8:00 a.m. on any Saturday, and any time on Sunday. Construction during holidays is also prohibited.

Section 4610.3(c) of the AMC states: "It shall be unlawful for any person to produce or cause or allow to be produced sound or noise from air-conditioning equipment, pumps, fans or similar machinery which is received on residentially zoned property occupied by another person in excess of 55 dBA, provided, however, that if such machinery was installed prior to December 1, 1970, the noise level shall not be in excess of 60 dBA."

With respect to operating electro-mechanical equipment or other potential sources of onsite vibration, Section 9103.13.080, Vibration, of the AMC mandates that no existing or proposed use, activity, or process or portion thereof shall cause or create a steady state or impact vibration on or beyond any property line with a vibration displacement by frequency bands in excess of that indicated in Table 4.10-7. However, Section 9103.13.010(B)(3) exempts temporary construction activity from these vibration limits appearing in Table 4.10-7.

Table 4.10-7. Operational (non-Construction) Vibration Limits

Frequency	Vibration Displacement (in inches)	
Cycles Per Second	Steady State	Impact
Under 10	0.0005	0.0010
10-19	0.0004	0.0008
20-29	0.0003	0.0006
30-39	0.0002	0.0004
40 and over	0.0001	0.0002

Source: The City of Arcadia Municipal Code, Section 9103.13.080, Vibration

Conditions of Approval

The following standard construction best management practices (BMPs) are recommended on all City projects – regardless of level of significance and would be included as a condition of approval for the Project. The construction contractors' specifications will include the following best practices, to be implemented during construction activities:

- Construction shall not take place between the hours of 6:00 p.m. and 7:00 a.m. on weekdays, between 5:00 p.m. and 8:00 a.m. on Saturday, or at any time on Sunday or a federal holiday.
- Stationary construction noise sources such as generators or pumps should be located at least 100 feet from sensitive land uses to the maximum extent feasible.
- Construction staging areas should be located as far from noise-sensitive land uses to the maximum extent feasible.
- During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise-attenuating devices. Idling equipment shall be turned off when not in use.
- Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

4.10.3 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to noise are listed below. A project may have a significant impact if it would result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

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, a project may have a significant impact if it would expose people residing or working in the project area to excessive noise levels.

Based upon relevant regulations and other agency standards described in Section 4.10.2, quantitative thresholds have been established for the purposes of this noise and vibration impact assessment and are listed below.

- **Construction Noise –** Through adherence to the limitation of allowable construction times provided in the AMC, construction-related noise would be considered compliant with the Municipal Code. However, based on the recent project noise study for the Alexan Arcadia project, the City expects construction noise levels to comply with a Cal/OSHA "action level" standard of 85 dBA 8-hour L_{eq}.
- **Off-site Traffic Noise –** Noise impacts due to Project-generated traffic would be considered significant if it causes an increase of 3 dBA CNEL (a barely perceptible difference) compared to existing traffic noise levels or cause noise levels to exceed a 65 dBA CNEL noise threshold at residential land uses or other applicable thresholds based upon the City's General Plan (as summarized in Table 4.10-5).
- **On-site Operations Noise –** Noise emissions from Project-related HVAC systems would need to comply with the Section 4610.3(c) of the City's Municipal Code and summarized in Table 4.10-6: 55 dBA and 50 dBA for daytime and nighttime at residential land uses, respectively; and 65 dBA and 60 dBA for daytime and nighttime at commercial land uses, respectively. Exceedance of these standards would be considered a significant impact.
- **Construction Vibration -** For groundborne vibration during construction, guidance from Caltrans indicates that a vibration velocity level of 0.2 ips PPV received at a structure would be considered annoying by occupants (Caltrans 2020). As for the receiving structure itself, aforementioned Caltrans guidance from Section 4.10.2 recommends that a vibration level of 0.3 ips PPV and 0.5 ips PPV would represent the thresholds for building damage risk to older and newer residential structures, respectively, when exposed to continuous or frequently intermittent vibration events.

4.10.3.1 Approach and Methodology

Construction Noise

Project-generated construction noise will vary depending on the construction process, the type of equipment involved, the location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week), and the duration of the construction work. Using information provided by the Project applicant as well as typical equipment identified by CalEEMod for this type and size of mixed-use development, aggregate Project construction noise level exposure at the nearest representative receptor for each of six distinct onsite construction activity sets or "phases" was predicted for two distance-based scenarios using a spreadsheet-based model emulating the Federal Highway Administration (FHWA) Roadway Construction Noise Model (FHWA 2008). Appendix H-3 presents the equipment list used for the construction noise analysis.

The first of these source-to-receptor distance scenarios for evaluating construction noise is considered a conservative approach to assess what might be characterized as a peak exposure level, applicable to not more than approximately 10%–15% of the total construction period and when the studied construction activity is taking place with loudest equipment along the property boundary closest to these nearest off-site receivers. This "nearest" method also assumes that only one piece of equipment per type within a studied activity phase would be at these nearest distances; otherwise, most of the equipment would unrealistically "stack" near the boundary line and not be working other areas of the construction site.

The second scenario utilizes the "acoustic centroid" technique to represent a time-averaged location for the phase equipment, thereby yielding average noise levels to represent overall noise exposure as experienced for the nearby

receiver over the duration of each construction phase. Appendix H-3 displays the construction noise model worksheets, and their input parameters, for each of these analysis approaches.

Offsite Traffic Noise

Existing offsite roadway traffic noise levels and changes to those levels attributed to Project traffic volumes or trips added (or subtracted) to the local roadway network were predicted with the FHWA Traffic Noise Model (version 2.5).

The Project is expected to generate a net total of 2,163 daily trips to the roadway system. As shown in Table 1 of the Project's Transportation Impact Study (Appendix J), during the afternoon (PM) peak-hour, approximately 350 vehicles are estimated to enter or exit the Project site. Using this information, as well as additional traffic data shown in Attachment H-2, the FHWA TNM v.2.5 model was used to predict potential noise impacts at adjacent noise-sensitive land uses. The average daily traffic (ADT) volumes for major Project roadways were obtained from the City's Traffic Volume Map (City of Arcadia 2019) and converted to peak volumes by assuming a "k" factor of 10%. The truck percentages used in the noise model for existing arterials were 2.0% medium trucks and 1.0% heavy trucks, generally consistent with similar studies where such arterial roadways accept truck traffic. Receptors were modeled at adjacent hotel outdoor use areas and near the Project facade.

Onsite Operation Noise

The aggregate noise emission from onsite and typically stationary sources of project sound, such as outdoor-exposed heating, ventilating, and air-conditioning (HVAC) equipment, represents an added and durable acoustical contribution to the existing outdoor ambient sound environment that must be assessed for potential impacts to the surrounding community of receptors. Because outdoor-exposed HVAC equipment, typically on rooftops, operates 24 hours per day to provide building ventilation and interior comfort for occupants and can thus be considered a continuous source of noise, it is assumed herein to be the dominant source of onsite operations noise emission. Other equipment-based sound emission sources, including but not limited to trash compactors, are often enclosed by structures or operate only intermittently. Since the City's exterior noise standards, appearing in Table 4.10-6, increase in dB with decreasing cumulative minutes within a studied hour, this assessment focuses its analysis on outdoor-exposed HVAC sources and for which the most stringent dB thresholds apply.

The analysis herein as utilized the commercially available Datakustik CadnaA sound propagation program, which incorporates relevant algorithms and reference data per International Organization of Standardization (ISO) Standard 9613-2, "Attenuation of Sound During Propagation Outdoors, Part 2: General Method of Calculation" (ISO 1996). The CadnaA computer software allows one to position sources of sound emission in a simulated three-dimensional (3-D) space atop rendered "blocks" of building masses having heights and footprints consistent with a project's architectural plans and elevations.

Based on the available architectural plans and other design information for the Project, there are a number of HVAC units proposed on the roof of the Project buildings. Rooftop HVAC reference sound levels were calculated from a combination of inputs that include the gross square footage values for the Project's residential, commercial, and underground parking facilities, Project applicant response to data requests, and manufacturer sound power level data.

In addition to the above-mentioned sound source inputs and building-block structures that define the three-dimensional sound propagation model space, the following assumptions and parameters are included in this CadnaA-supported stationary noise source assessment:

- Ground effect acoustical absorption coefficient equal to 0.1, which intends to represent an average or blending of ground covers that are characterized largely by hard reflective pavements and existing building surfaces across the Project site and the surroundings;
- Reflection order of 1, which allows for a single reflection of sound paths on encountered structural surfaces such as the modeled building masses;
- Off-site residential structures and the commercial buildings have not been rendered in the model;
- Calm meteorological conditions (i.e., no wind) with 68 degrees Fahrenheit and 50% relative humidity; and
- For purposes of impact assessment as evaluated herein, all of the modeled HVAC equipment are operating concurrently and continuously for a minimum period of 1 hour.

Construction Vibration

The primary sources of groundborne vibration that would occur due to Project is construction activity, and the magnitudes of these sources depend on factors that include equipment type. Ground-borne vibration information related to construction/heavy equipment activities has been collected by Caltrans and can be found in its Transportation and Construction Vibration Guidance Manual (Caltrans 2020). The FTA also features reference vibration levels for a variety of common conventional equipment types (FTA 2018).

The attenuation of groundborne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with information provided in FTA and Caltrans guidance. By way of example, for a large bulldozer (having a reference vibration velocity of 0.089 ips PPV at a horizontal distance of 25 feet [FTA 2018] between the equipment and a receptor) operating at 20 feet from the nearest receiving sensitive land use, the estimated groundborne vibration velocity level received by the structure would be less than 0.12 ips PPV, per the following expression:

$$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5} = 0.12 = 0.089 * (25/20)^{1.5}$$

In the above, D is the distance (feet) between the vibration source (i.e., the large bulldozer in this example), PPV_{rcvr} is the vibration velocity at the receiving structure in units of inches per second PPV, and PPV_{ref} is the above-mentioned reference vibration velocity of the equipment at the indicated reference distance of 25 feet.

As for what structure occupants may experience upon receiving that groundborne vibration, FTA guidance indicates that a building foundation provides a “coupling loss” ranging from 5 to 13 dB that would be subtracted from the VdB conversion of the PPV_{rcvr} value calculated from the above expression. For large multi-story masonry buildings that typify the Project surroundings, one could expect a reduction of 7-10 VdB. Conservatively, the analysis herein will apply a 5 dB reduction normally attributed to “wood-frame houses”, should that structure type (and corresponding mass and foundation type) better represent these existing offsite buildings.

After construction completion, vibration emission from operation of Project HVAC equipment and other typical onsite electro-mechanical sources (e.g., elevators) would be much lower. Such systems installed for the Project would be expected to operate for many years and are designed, engineered, and manufactured with rotating or reciprocating components that may cause vibration but within very strict tolerances. Furthermore, these electro-mechanical

and/or fluid-handling systems often feature means of vibration isolation to suppress or dampen vibrational energy to surrounding structure. For instance, a fan within an air-handling unit (AHU) may feature spring isolators on its mounting base, or the entire AHU may feature similar isolators as part of its roof curb mounting system. For these reasons, vibration from operating Project HVAC systems and other onsite equipment is expected to comply with quantified standards appearing in Table 4.10-7 and therefore would result in a less-than-significant impact and is not studied further.

4.10.4 Impact Analysis

Threshold 4.10a. ***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 general plan or noise ordinance, or applicable standards of other agencies?***

Construction

Construction noise is considered a short-term impact and would be considered significant if construction activities occur outside the City's allowable hours of operation (see Conditions of Approval under Section 4.10.2.3). Noise-sensitive land uses in the vicinity of the Project include outdoor land uses associated with the hotels adjacent to the Project site. Although additional hotels, residences and other noise-sensitive receivers are farther afield, the construction noise assessment focused on Project-attributed noise exposure levels predicted to occur at the Hampton Inn hotel pool. Construction noise levels at more distant receivers would be substantially lower, consistent with established acoustical principles of attenuation with geometric divergence and other factors. Using the provided construction information, prediction results are summarized in Table 4.10-8 at the nearest noise-sensitive receptor (the Hampton Inn hotel pool) for the calculation scenarios ("nearest" source-to-receptor distance, and "acoustic centroid") as introduced in Section 4.10.4.1.

Table 4.10-8. Construction Noise Modeling Results

Receiver Location (distance [ft] to loudest construction equipment)	Land Use	Construction Noise Level (8-hour dBA L_{eq}) by Construction Phase					
		Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating
Nearest Distance from Project to Hotel Property Line (~20 feet)	Hotel	89	87	87	85	85	79
Acoustic Center from Project to Hotel Property Line (~50 feet)	Hotel	87	84	85	81	84	72

Source: Dudek 2022.

Contrasted with the sample measurements of existing outdoor ambient sound level as shown in Table 4.10-2, construction of the Project would generate noise that could expose nearby receptors (i.e., guests at the hotel pool)

to momentary elevated noise levels that may disrupt communication and routine outdoor activities. However, these temporary construction-attributed noise levels would not be high enough to pose a hazard to human health based on the Division of Occupational Safety and Health (DOSH) standards.

As noted above, at the nearest noise sensitive receptor location, Table 4.10-8 illustrates that construction noise would reach up to 89 dBA L_{eq}, which is below Cal/OSHA's PEL (90 dBA) but greater than the AL limit (85 dBA) and thus trigger a potential impact. Therefore, mitigation measure MM-NOI-1 is included to reduce construction noise exposure levels below the action level when construction activities are allowed to occur during specified time periods. Outside of these hours, and as emphasized by the City's Conditions of Approval, Sections 4261-4263 of the AMC prohibits construction activity during these hours: 6:00 p.m. to 7:00 a.m. on any weekday, 5:00 p.m. to 8:00 a.m. on any Saturday, and any time on Sunday or holidays. Therefore, under such conditions, construction noise would be less-than-significant with mitigation.

MM-NOI-1 offers the Project applicant (or its construction contractors) flexible and practical options to implement it successfully and yield compliant noise exposure levels. The apparent mitigation need, quantified as a noise reduction level, ranges from 0 to 4 dB and is thus within the expected sound abatement performance range of a typical solid barrier (e.g., field-erected plywood sheeting, suspended acoustical blankets, etc.) as supported by Caltrans guidance (Caltrans 2013). Hence, with MM-NOI-1 applied to the Project, construction noise would be considered less than significant.

Offsite Traffic

The change in localized roadway traffic noise levels was calculated from the prediction of two cases: existing conditions and existing-plus-Project conditions. Table 4.10-9 contains a summary of the predicted noise levels. Figure 4.10-2 shows the TNM modeled receiver locations.

Table 4.10-9. TNM Predicted Noise Levels

Receiver ID	Location	Predicted Noise Level (dBA L_{eq})		
		Existing (2019)	Existing + Project	Delta (dB)
R1	Residence Inn Pool	55.9	57.1	1.2
R2	Residence Inn Sports Court	55.0	56.0	1.0
R3 / ST2	Hampton Inn Pool	50.7	51.2	0.5
R4	Hampton Inn Pool	48.0	48.7	0.7
R5	Embassy Suites Entrance	64.1	64.8	0.7
R6	Hilton Garden Inn Pool	62.7	63.6	0.9
R7	Springhill Suites Pool	65.0	65.6	0.6
R8 / ST1	Northeast Corner of 2nd Ave. and E. Huntington Dr.	70.3	70.9	0.6
R9	Southwest Corner of Project site	67.9	68.3	0.4
R10 / ST3	Northwest Corner of Gateway Dr. and E. Huntington Dr.	72.2	72.5	0.3

Source: Dudek 2022.
Notes: Leq = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; Delta = the arithmetic difference in decibels between the Existing + Project and Existing predicted noise levels.

In the context of community noise (i.e., outside of a controlled environment) a change in noise levels of less than 3 dBA is not perceptible to the average human listener. Additionally, based upon the FICON thresholds presented in Section 4.10.2, an increase of less than 5 dBA when the ambient sound level is less than 60 dBA L_{dn}/CNEL, less than 3 dBA when the ambient sound level is less than between 60 and 65 dBA L_{dn}/CNEL, or less than 2 dBA when the ambient sound level is greater than 65 dBA L_{dn}/CNEL would not be substantial. The predicted increases in traffic noise attributed to the added Project volumes are less than these FICON-based guidance criteria.

As shown in Table 4.10-7, the predicted change in roadway traffic noise would be less than 2-3 dBA which is considered a less-than-significant impact. Additionally, the added Project traffic contribution would not cause a traffic noise level greater than 65 dBA CNEL where the existing traffic noise level is already at or exceeds that level. In light of these predicted findings, Project-attributed traffic would cause increases in roadway volumes or trips on 2nd Avenue, E. Huntington Drive, Gateway Drive, and Fifth Avenue, but not at levels expected to yield significant impacts. Therefore, noise associated with traffic would be a less-than-significant impact.

Rooftop HVAC

Table 4.10-10 presents the predicted aggregate noise level exposures from these operating HVAC systems at each of five (5) nearby offsite noise-sensitive receptors (i.e., existing hotel outdoor land uses, at positions akin to those studied for roadway traffic noise in the preceding narrative). Predicted levels shown in Table 4.10-10 range between 31 to 44 dBA hourly Leq, which is below the City's noise standard of 50 dBA Leq for commercial properties. Figure 4.10-3 displays the location of the studied noise-sensitive receptors and noise contours.

Table 4.10-10. Stationary Operations Noise Modeling Results

Studied Noise Sensitive Receptor	Location	Predicted Project Attributed HVAC Noise Exposure Level (dBA L_{eq})
R1	Residence Inn Pool	37.6
R2	Residence Inn Sports Court	32.3
R3	Hampton Inn Pool	43.6
R6	Hilton Garden Inn Pool	32.8
R7	Marriott Springhill Suites Pool	32.8

Source: Dudek 2022.
Notes: Leq = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels.

Aggregate noise emission from continuously operating outdoor-exposed rooftop HVAC units is expected to be below the City's exterior noise threshold of 60 dBA Leq for commercial land uses. Please see accompanying Figure 4.10-3 depicting the prediction results of the sound emission model, with the color-coded bands of sound level displayed as a horizontal plane five feet above grade.

Therefore, noise associated with stationary operations related to rooftop HVAC equipment would be considered a less-than-significant impact.

Threshold 4.10b. ***Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?***

The main concern associated with ground-borne vibration is annoyance; however, in extreme cases, vibration can cause damage risk to buildings, particularly those that are old or otherwise fragile. Offsite buildings surrounding the

Project site appear to be modern, multi-story commercial-use structures that would not be categorized as either of these receiving structure types.

The closest distance between anticipated vibration-producing construction equipment (e.g., a roller) and offsite occupied structures appears to be at least 20 feet, which according to FTA prediction methodology would be adequate for attenuating ground-borne vibration to levels that, per FTA or Caltrans guidance with respect to building damage risk and occupant annoyance, would not exceed relevant criteria and thus be a less-than-significant impact. In detail, the ground-borne vibration propagation expression appearing in Section 4.10.3 can be used with FTA reference data for a roller (0.21 ips PPV at 25 feet) as follows:

$$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5} = 0.29 = 0.21 * (25/20)^{1.5}$$

The predicted 0.29 ips PPV for the on-site roller is less than the Caltrans vibration threshold of 0.5 ips PPV for building damage risk to newer residential structures and would therefore be considered a less-than-significant impact.

With respect to building occupants within these offsite structures, application of a -5 dB coupling loss adjustment results in a reduced vibration velocity magnitude of 0.16 ips PPV, which would be less than the Caltrans annoyance standard of 0.2 ips PPV and thus be considered a less than significant impact. Therefore, groundborne vibration would be considered a less-than-significant impact.

Threshold 4.10c. ***Would the Project expose people residing or working in the Project area to excessive noise levels due to proximity 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?***

The San Gabriel Valley Airport (a.k.a., El Monte Airport) is located approximately 3.3 miles south of the Project site. At this distance, the Project site is well beyond the 65 dBA CNEL noise contour associated with existing aviation noise from operations at this closest airport (County of Los Angeles 2022). Therefore, there would be no impact to Project onsite employees or future residents with respect to exposure to aviation noise.

4.10.5 Cumulative Impact Analysis

Future development within the City, including the Project, would affect the future (cumulative) ambient noise environment. While it is difficult to project exactly how the ambient noise conditions within the area would change, it is expected that traffic noise levels would increase due to the additional traffic generated by the Project and other development in the City. In the cumulative scenario, ongoing development in the City would be expected to increase the ambient noise environment in the area as a result of increased traffic volumes, increased residential population and commercial activities.

The primary factor for the cumulative noise impact analysis is the consideration of future traffic volumes. Non-transportation noise sources (e.g., Project operation) and construction noise impacts are typically project-specific and highly localized. Construction activities associated with anticipated development within the area would contribute temporarily to the noise levels in the cumulative ambient noise environment, but in a highly localized and transient manner. As other development occurs in the area, noise from different types of uses (e.g., traffic, aircraft, fixed noise sources) would continue to combine, albeit on a localized basis, to cause increases in overall background noise conditions within the area. As a result, such sources do not significantly contribute to cumulative noise impacts at distant locations and are not evaluated on a cumulative level.

This section provides an analysis of cumulative impacts from construction and operation of the Project and other past, present, and reasonably foreseeable future projects, as required by Section 15130 of the State CEQA Guidelines. The past, present, and reasonably foreseeable future projects (i.e., cumulative projects) used for this analysis are presented in Section 2.4, Cumulative Impacts, and on Figure 2-6, Cumulative Projects Location Map, of Chapter 2, Environmental Setting, of this Draft EIR. For purposes of noise, the geographical area of cumulative impacts varies by threshold, further detailed below.

Threshold 4.10a. ***Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the General Plan or noise ordinance, or applicable standards of other agencies?***

Noise in Excess of Standards

Implementation of the Project as well as unrelated development projects within its vicinity would all be individually subject to applicable noise standards (descriptions of the standards applicable within the City are described throughout this section). On this basis, and because noise impacts of the Project with respect to relevant standards would be less than significant with mitigation, the Project would not contribute to cumulative exceedances of noise standards, and its incremental effect would be a less-than-significant impact.

Temporary/Periodic Increases in Ambient Noise Levels

The Project would result in temporary noise increases during construction activities, as discussed under Threshold 4.10a above. A few projects appearing in Chapter 2, Table 2-3 of Section 2.4 are approved and thus may have future construction periods that could potentially overlap that of the Project. However, even if this schedule overlap were to occur, Figure 2.6 illustrates that these other projects within the cities of Arcadia and Monrovia are over 700 feet away from noise-sensitive receptors studied for the Project. Due to the decrease in noise levels with distance and the presence of physical barriers (i.e., intervening buildings and topography), noise due to construction of other cumulative projects would therefore not meaningfully combine with construction noise from the Project to produce a cumulative noise effect. By way of illustration, if there are two concurrent construction projects of comparable sound emission intensity, and the activity nearest to the studied noise-sensitive receptor is compliant with the City's applicable noise threshold, the other activity could be no closer than three times the distance of the receptor to the nearest activity and not make a cumulatively measurable contribution to the total and still City-compliant noise exposure level. If two concurrent projects were close to a receptor, the cumulative noise would be one of the following:

- the louder (in dBA) of the two concurrent activities; or,
- a logarithmic sum of the two activity noise levels that, per acoustic principles, cannot be more than 3 dBA greater than the louder of the two individual noise-producing activities.

In sum, cumulative construction noise is likely to be dominated by the closest or loudest activity to the receptor, and the combination will be no more than a barely perceptible difference (i.e., up to a 3 dBA change). Based on the cumulative project list provided by the City for the Project, there are no construction projects that would potentially contribute construction noise that would, in combination with the Project, result in cumulative impacts. Thus, cumulative impacts associated with temporary increases in ambient noise levels would be considered less than significant.

Permanent Increase in Ambient Noise Levels

Off-Site Traffic

Implementation of the Project along with development from other cumulative projects would generate off-site traffic noise. As shown in Table 4.10-9, predicted noise increases attributed to Project-added volumes or trips to the volumes of the existing roadway network result in less than significant impacts. Future traffic conditions, such as during the "horizon" year studied in Section 4.13, are likely to exhibit greater volumes of traffic along the same roadways adjoining the Project. This means that a future year traffic noise setting without the Project traffic added but including cumulative contribution from other projects such as those listed in Section 2.4, would result in a higher noise level against which a horizon-plus-Project case would be compared. Since the Project traffic contribution would be the same, its additive effect to the future traffic volumes would be smaller; hence, the increase in traffic noise level would be less than the predicted dB increases appearing in Table 4.10-9, and consequently less than the allowable dB increase of 3 dB. On this basis, the Project would have a less-than-significant cumulative traffic noise impact.

Stationary Sources

Noise from operation of stationary mechanical equipment added to the outdoor ambient sound environment as a result of Project implementation would include permanent on-site noise sources (e.g., rooftop HVAC equipment) as addressed under Threshold 4.10a, a cumulative increase in the outdoor ambient sound environment due to such operation of Project onsite noise sources and comparable sound sources from other unrelated future projects could occur, but only if distances to a common receptor position were sufficiently short. Noise emission from HVAC equipment and other potential onsite sources attenuates with distance and can be occluded by structures and terrain. With Figure 2.6 showing the nearest unrelated project being at least 700 feet away from a noise-sensitive receptor studied for the Project, the attenuated noise from the other project would not make a cumulatively meaningful contribution to the increase in outdoor ambient sound environment attributed to the Project. Hence, cumulative impacts to outdoor ambient noise levels resulting from Project stationary sources would be less than significant.

Threshold 4.10b. ***Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?***

Groundborne vibration attenuates very rapidly with distance. For example, and as presented earlier, at 25 feet from an operating heavy dozer the reported vibration velocity level is 0.089 ips PPV per FTA reference data (FTA 2018). At a distance of at least 700 feet, the apparent nearest distance of an unrelated project shown in Figure 2.6 with respect to a noise-sensitive receptor in the studied vicinity of the Project, the predicted vibration level would be less than 0.0006 ips PPV. Due to potentially concurrent construction activities, the frequency of vibration occurrences may increase in quantity at a common receptor position; but at such a low magnitude, and because such vibrations are frequency-dependent and therefore unlikely to combine additively, this predicted PPV from construction of an unrelated project will not cause a cumulatively considerable effect at the studied receptor. For these reasons, such cumulative construction vibration impact would be less than significant.

Threshold 4.10c. ***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?***

Neither the Project nor any of the cumulative list projects is located within the vicinity of a private airstrip or within 2 miles of a public airport. The 60-65 dBA CNEL noise contour associated with the closest public airport (San Gabriel Valley Airport, located approximately 3 miles south of the cumulative list projects) does not extend into the vicinity; therefore, there would be no cumulative impact. The Project would not result in a cumulatively considerable impact.

4.10.6 Mitigation Measures

MM-NOI-1 Prior to the issuance of a demolition permit, the Project applicant/developer shall ensure that the following measures are included in the construction contractor's contract specifications and that the following measures are implemented and monitored for compliance throughout construction:

- All construction equipment must have supplier-approved sound muffling devices (e.g., engine air intake or exhaust treatment) installed and used in compliance with relevant industry standards and Cal/OSHA regulations pertaining to construction noise, which shall be properly maintained and used at all times such equipment is in operation.
- The construction contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site, including the hotels located adjacent to the northern and northwestern boundaries of the Project site.
- The construction contractor shall locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during the construction period.
- All noise producing construction activities, including warming-up or servicing equipment and any preparation for construction, shall be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays.
- An eight (8) foot tall temporary noise barrier shall be erected or installed along an extent of the northern Project site property line where it is adjacent to the nearest noise-sensitive receptor. The barrier can comprise one or more materials of construction and/or assembly, so long as the net sound transmission class (STC) is 15 or better, and thus expected to yield a minimum of 5 dB noise reduction when blocking direct sound paths between onsite Project construction noise-producing activities or equipment and the offsite receptor of concern. The horizontal extent of the installed barrier should be compatible with Caltrans or other industry guidance with respect to minimizing flanking effects around the ends of the barrier, based on both the offsite receptor position and the onsite position or zone of construction activity.

4.10.7 Significance Conclusion

Threshold 4.10a. The Project would have **a less-than-significant impact with mitigation** incorporated related to construction noise. The Project would have **a less-than-significant impact** related to offsite traffic noise and other operational noise.

Threshold 4.10b. The Project would have **a less-than-significant impact** related to generation of excessive groundborne vibration or groundborne noise levels.

Threshold 4.10c. The Project would have **no impact** related to exposure of people to airstrip or airport noise.

4.10.8 References

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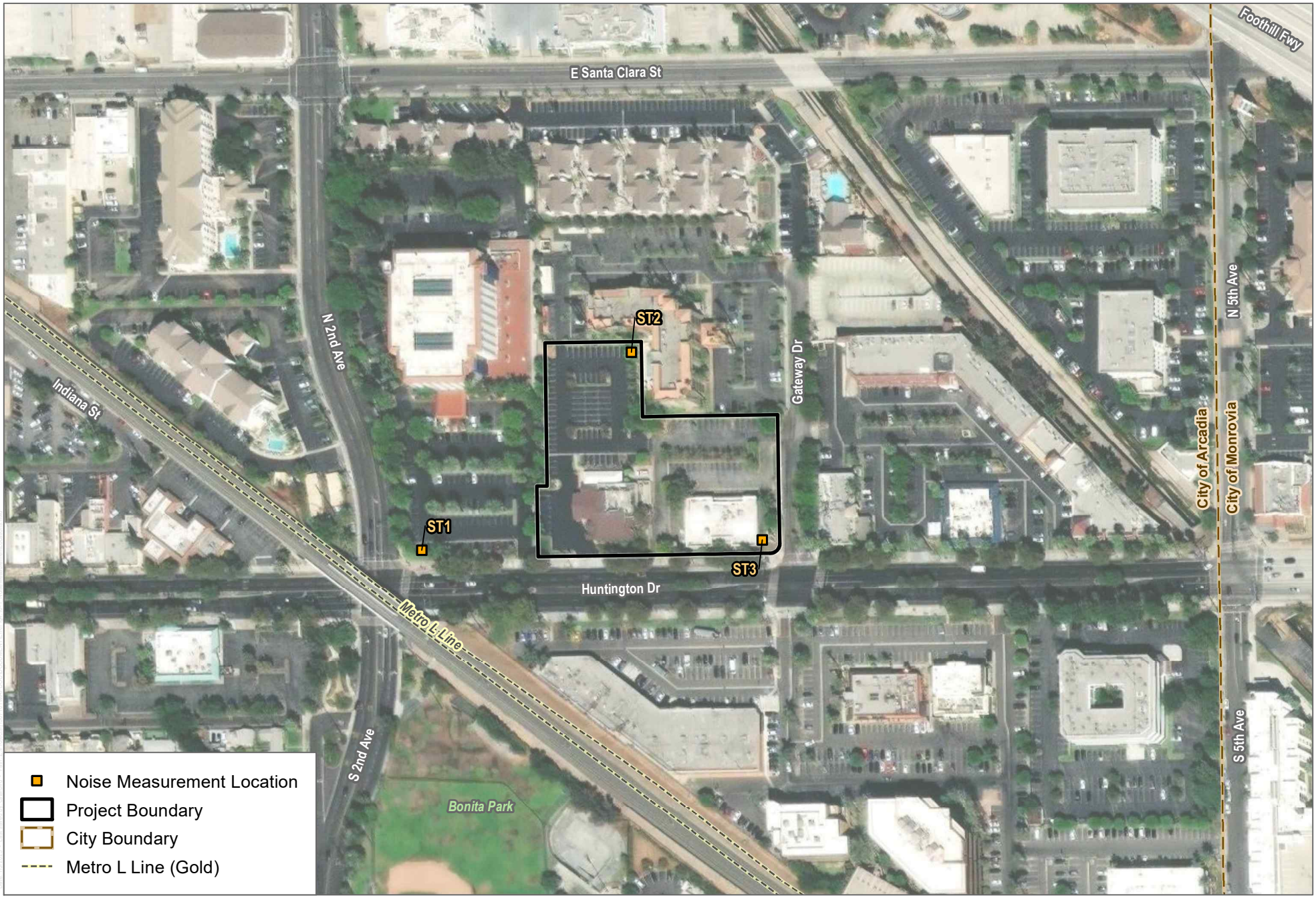
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SOURCE: ESRI 2020, Open Street Map 2019

DUDEK

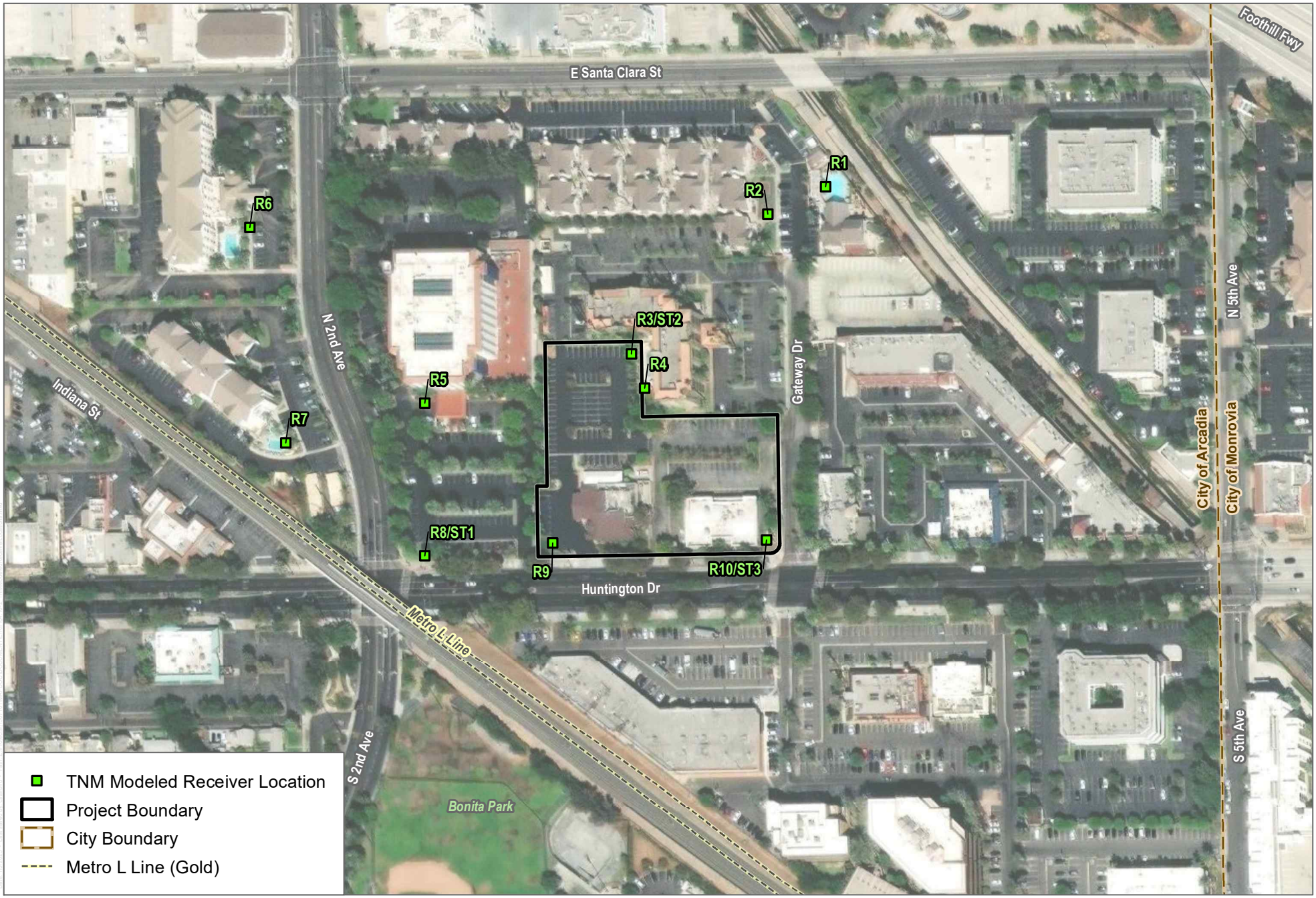
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FIGURE 4.10-1

Noise Measurement Locations

The Derby Mixed-Use Project

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SOURCE: ESRI 2020, Open Street Map 2019

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FIGURE 4.10-2

TNM Modeled Receiver Locations

The Derby Mixed-Use Project

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SOURCE: ESRI 2020, Open Street Map 2019

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FIGURE 4.10-3

Aggregate Stationary Sources Operational Noise Level Prediction

The Derby Mixed-Use Project

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4.11 Population and Housing

This section describes the existing population and housing conditions within The Derby Mixed-Use Development Project (Project) site and vicinity, identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, level of significance, and references.

Information contained in this section is based on local and regional forecasts of the Project area from the Southern California Association of Governments (SCAG) and the City of Arcadia 2010 General Plan. All population, housing, and employment data is based on the most recent U.S. Census Bureau data. Other sources consulted are listed in Section 4.11.8, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.11.1 Existing Conditions

4.11.1.1 Existing Population, Housing, and Employment Data

Southern California Association of Governments Region Overview

SCAG is the nation's largest metropolitan planning organization, representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), 191 cities, and approximately 19 million residents. The Project site is located in the City of Arcadia (City) within Los Angeles County (County). The SCAG region is a major hub of global economic activity, representing the 16th largest economy in the world and contains two of the largest ports in the nation. At the time of the issuance of the NOP, the applicable regional growth forecasts were included in SCAG's Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as adopted in September 2020 (SCAG 2020).

SCAG completes a comprehensive update of the RTP/SCS every four years to update the regional growth forecast, integrate new projects and programs funded by the six county transportation commissions, confirm alignment with federal and state performance standards and environmental requirements, and to review and refine regional strategies to address gaps in achieving the region's vision for greater mobility, sustainability, and economic prosperity. The plan is a "living" document that can be amended and refined in between the four-year cycles, as necessary, to address regionally significant changes in transportation programs and funding. SCAG is currently in the development process of updating its Connect SoCal 2024, which is its next 2024-2050 RTP/SCS.

The adopted 2020–2045 RTP/SCS (also referred to as Connect SoCal) was made available for public review in March 2020 (SCAG 2020). On May 7, 2020, the Regional Council adopted Resolution No. 20-621-1 certifying the "Connect SoCal" and the associated Program Environmental Impact Report (PEIR) and approving Connect SoCal for federal conformity purposes only. On September 3, 2020, the SCAG Regional Council unanimously voted to approve Resolution No. 20-624-1 to: (1) adopt the 2020–2045 RTP/SCS (Connect SoCal) PEIR Addendum and Revised Mitigation Monitoring and Reporting Program; (2) approve Connect SoCal in its entirety; and (3) submit Connect SoCal to the California Air Resources Board for confirmation that the Plan meets greenhouse gas reduction targets.

Connect SoCal is a long-range planning document that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable regional growth pattern. Over 4,000 individual transportation capital projects and programs through 2045, advanced through local and countywide plans, form the foundation of Connect SoCal. The implementation of the plan is anticipated to generate and support 168,000 annual jobs stemming from direct transportation investments and 264,500 jobs annually from the enhanced economic competitiveness that infrastructure improvements will provide (SCAG 2020a).

According to SCAG, for the purpose of determining consistency with Connect SoCal under the California Environmental Quality Act (CEQA), lead agencies, such as the City, have the sole discretion in determining a local project's consistency; consistency should be evaluated using the goals and policies of Connect SoCal and its associated PEIR. Connect SoCal does not supersede or otherwise affect a local jurisdiction's authority or decisions on future development, including entitlements and development agreements. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal (SCAG 2020a).

A combination of forecasts for population, households, and employment within the SCAG region and the County, is included in SCAG's Demographics and Growth Forecast Technical Report (SCAG 2020b), and is presented below in Table 4.11-1.

Table 4.11-1. SCAG Regional Population, Households, and Employment Forecasts

	2020	2045	Total Change	Percent Change
SCAG Region				
Population	19,518,000	22,504,000	2,986,000	19.5%
Households	6,333,000	7,633,000	1,300,000	27.0%
Employment	8,695,000	10,049,000	1,354,000	19.8%
Los Angeles County				
Population	10,407,000	11,674,000	1,267,000	12.2%
Households	3,472,000	4,119,000	647,000	24.1%
Employment	4,838,000	5,382,000	544,000	13.5%

Source: SCAG 2020b; Table 13.

According to the Connect SoCal data, on a national level, population growth has slowed, with the U.S. Census Bureau projecting a decrease in national annual growth rate from about 0.75% in 2016 to approximately 0.40% by the 2040s. In the SCAG region, growth is similarly slowing down, from about 0.85% in 2020 to about 0.45% by 2045. While growth rates are at a historic low; an increase to the total population is expected. In the SCAG region, a 0.6% annual growth rate corresponds to about 114,000 new residents annually, nearly 3 million new residents between 2020 and 2045. For the County, a total population increase of 12.2% is anticipated between 2020 and 2045 (SCAG 2020b).

County and City Demographic Overview

Population Growth

Table 4.11-2 presents historic data and projections for population growth in the City and the County between 2020 and 2045 based on data from the U.S. Census Bureau (2020 Census data projections), and from SCAG's Connect SoCal.

Table 4.11-2. City and Los Angeles County Population Growth and Forecasts 2020–2045

Year	City of Arcadia Total Residents	County of Los Angeles Total Residents
2020	56,681[a]	10,407,000[b]
2030[b]	—	10,900,000
2035[b]	—	11,174,000
2045[b]	62,200	11,647,000
Forecasted Change 2020–2045	**5,519**	**1,240,000**
Total Percentage Change 2020–2045	**9.7%**	**11.9%**
Average Annual Percentage Change 2020–2045	**0.4%**	**0.5%**

Sources:
[a] U.S. Census Bureau 2021.
[b] SCAG 2020b (Tables 13 and 14).
Note: The U.S. Census Bureau and SCAG have not estimated population growth for City for the years 2030 and 2035.

As shown in Table 4.11-2, the City's projected total and average annual rate of population growth is slightly lower than the County's population growth rate when compared over the same time period. According to Table 4.11-2, a total of 5,519 new residents are anticipated to move to the City between 2020 and 2045.

Household Growth

Table 4.11-3 presents historic data and projections in the City's and the County's housing between 2020 and 2045 based on data from the California Department of Finance 2022 estimates and from SCAG's Connect SoCal.

Table 4.11-3. City and Los Angeles County Housing Growth and Forecasts 2020–2045

Year	City of Arcadia Total Housing Units	County of Los Angeles Total Housing Units
2020	20,511[b]	3,472,000[a]
2030[a]	—	3,749,000
2035[a]	—	3,885,000
2045[a]	22,400	4,119,000
Forecasted Change 2020–2045	**1,889**	**647,000**
Total Percentage Change 2020–2045	**9.2%**	**18.6%**
Average Annual Percentage Change 2020–2045	**0.4%**	**0.8%**

Sources:
[a] SCAG 2020b (Tables 13 and 14).
[b] DOF 2022.

As shown in Table 4.11-3, the City's projected total and average annual rate of growth in the housing stock is lower than the County's growth rate in housing when compared over the same time period. According to Table 4.11-3, a total of 1,889 households are forecasted in the City between 2020 and 2045.

Employment Growth

Table 4.11-4 presents historic data and forecasts of employment in the City and the County between 2016 and 2045 based on data from SCAG's Connect SoCal.

Table 4.11-4. City and Los Angeles County Employment and Forecasts 2020–2045

Year	City of Arcadia Total Employment	County of Los Angeles Total Employment
2020	25,200[a]	4,838,000[a]
2030[b]	—	5,060,000
2035[b]	—	5,172,000
2045[b]	36,100	5,382,000
Forecasted Change 2016–2045	**10,900**	**1,026,100**
Total Percentage Change 2016–2045	**43.3%**	**23.6%**
Average Annual Percentage Change 2016–2045	**1.7%**	**0.9%**

Sources:
[a] EDD 2022
[b] SCAG 2020b (Tables 13 and 14).
Note: SCAG has not provided employment totals and forecasts for City for the years 2020, 2030, and 2035.

As shown in Table 4.11-4, the City's projected total and average annual rate of growth in employment is higher than the County's growth rate in employment when compared over the same time period. According to the State Employment Development Department and SCAG, a total of 10,900 new jobs are anticipated to be created in the City between 2020 and 2045.

City of Arcadia 2010 General Plan

General Plan Buildout

The City's 2010 General Plan includes buildout projections for the City based on the Land Use designations. Table 4.11-5 includes the General Plan's 2035 buildout projections for population, dwelling units, and non-residential square footage (based on SCAG's 2012-2035 RTP/SCS).

Table 4.11-5. 2010 Arcadia General Plan Buildout Projections for 2035

City of Arcadia	2035
Population	61,994
Dwelling Units	22,535
Non-Residential Square Footage	13,459,717

Sources: City of Arcadia 2010a, Table LU-2.

Population. As shown in Table 4.11-5, the City's 2010 General Plan anticipates a General Plan buildout population of 61,994 persons by 2035. SCAG's Connect SoCal projections of 62,200 persons by 2045 (see Table 4.11-2) represents an expectation that the City will meet the population growth set forth in the General Plan. Since incorporation in 1903, the majority of development in the City occurred prior to 1960, as part of the post-war population boom, with the City's population increasing from 696 persons in 1910 to 41,005 persons in 1960. Since then, the City has experienced moderate levels of growth. In the 2010 Census, the City had reached a population

of 56,364, while the 2020 Census found the City's population to be 56,681 in 2020 (U.S. Census Bureau 2021). According to the decennial census data, the City's population increased by only 317 people between 2010 and 2020 (average of 32 people per year).

According to the State Department of Finance, the City had a population of 56,894 residents in 2020, with projections of 56,240 in 2021 and 55,934 in 2022 (DOF 2023). The State Department of Finance estimates indicate a reduction in population in recent years. However, over the next approximately 15 years, City projections for future growth anticipate a moderate, yet steady, increase in population. The City's General Plan projections indicate that the population of Arcadia could reach 61,994 persons by 2035 (City of Arcadia 2013). Furthermore, SCAG's Connect SoCal estimates a total City population of 62,200 by 2045 (see Table 4.11-2), which indicates that the City will meet the growth projections set forth in the General Plan.

Housing. The City's General Plan projected 22,535 housing units by the year 2035. This number is slightly higher than the SCAG-estimated number of 22,400 units for the City by 2045, as shown in Table 4.11-3. According to the State Department of Finance, the City included 20,511 residential units in 2020, with projections of 20,508 in 2021 and 20,619 in 2022 (DOF, 2023). These projections indicate a potential increase in housing units of 9.2% over 25 years between 2020 and 2045.

The average household size estimated for 2010 was 2.83 persons per household (City of Arcadia 2013). According to the State Department of Finance, the average household size estimated for 2022 was 2.84 persons per household (DOF 2022).

Housing Element Regional Housing Needs Allocation

In 2022, the City updated the Housing Element of the General Plan. The 2021–2029 Housing Element sets forth the City's strategy to preserve and enhance the community's residential character, expand housing opportunities for all economic segments, and provide guidance and direction for local government decision-making in all matters relating to housing. On February 15, 2022, the City Council approved the Housing Element. Since the Council approval of the project, the City has received additional comments from HCD. The Draft Element has been updated to incorporate all the comments, including the related materials. The fourth Draft was revised on October 13, 2022 and submitted to HCD on October 20, 2022. On January 6, 2023, the City received notice from the State that the Housing Element Update is not yet in full compliance with all requirements related to rezoning. Nonetheless, the updated Housing Element contains the most accurate data regarding the City's current housing conditions and needs as well as its goals and policies. Therefore, the 2021-2029 Housing Element Update is the primary source of housing data for the purpose of this analysis.

The Regional Housing Needs Assessment (RHNA) is part of the State's housing element law that determines the projected and existing housing needs for each jurisdiction in the State. State Housing Element law requires that a local jurisdiction accommodate their share of the region's projected housing needs for the planning period. State law mandates that jurisdictions provide sufficient land to accommodate a variety of housing opportunities for all economic segments of the community (City of Arcadia 2022). SCAG is responsible for allocating the RHNA to individual jurisdictions within the region. The RHNA is distributed by income category for the 2021-2029 Housing Element. The RHNA planning period is between October 15, 2021 through October 31, 2029 (i.e., 2021–2029 RHNA).

The City's 2021-2029 RHNA allocation calls for development of 3,214 total units distributed as follows:

- Very Low/Extremely Low Income (up to 50% of Area Median Income [AMI]): 1,102 units (34.3%)
- Low Income (51% to 80% of AMI): 570 units (17.7%)

- Moderate Income (81% to 120% of AMI): 605 units (18.8%)
- Above Moderate Income (more than 120% of AMI): 937 units (29.15%)

The Project would provide 5% very low income units (for a total of 9 very low income units), which would count towards the City's RHNA allocation.

Jobs/Housing Balance

A jobs/housing balance is a ratio that indicates the number of available jobs in the City compared to the number of available housing units. The ratio is one potential indicator of a community's ability to reduce commuter traffic and overall vehicle miles traveled (VMT) by maintaining a balance between employment and housing in close proximity (e.g., within the City limits).

A general measure of the balance of a community's employment opportunities with the needs of its residents is through a "jobs–housing balance" test. A balanced community would have a match between employment and housing opportunities so that most of the residents could also work in the community. Connect SoCal provides the data required to calculate the City's jobs-housing balance, as shown in Tables 4.11-3 and 4.11-4. Assuming a 2020 housing stock of 20,511 units and a 2020 employment of 25,200 jobs, the City maintained a 1.2:1 jobs to housing ratio in the City, which translates to being a slightly jobs-rich community. Assuming a 2045 housing stock of 22,400 and a 2045 employment of 36,100, the City would maintain a jobs-rich community with a 1.6:1 jobs to housing ratio in the City (SCAG 2020b).

Project Site Demographics

The Project encompasses 363,302 gross square feet and is located on a 2.23-acre site in the eastern portion of the City. The Project site does not currently include any housing. The site consists of The Derby, which is an existing two-story restaurant building and a vacant one-story restaurant building along with surface parking lots. Project implementation would result in the demolition and removal of the existing buildings and surface parking lots to reconstruct The Derby restaurant along with space for another restaurant, café, and 214 for-rent dwelling units in a proposed six-story mixed-use building. The Derby restaurant currently employs approximately 49 people.

4.11.2 Regulatory Requirements

4.11.2.1 Federal

There are no federal programs, policies, or regulations related to population or housing that are applicable to the Project.

4.11.2.2 State

Section 65580 of the Government Code (Housing Element Law)

Pursuant to Section 65580 of the Government Code, a Housing Element of a General Plan must contain local commitments to the following:

- Provide sites with appropriate zoning and development standards and with services and facilities to accommodate the jurisdiction's RHNA for each income level. The RHNA is the only population and/or housing requirement that applies to the General Plan Update.

- Assist in the development of adequate housing to meet the needs of lower and moderate-income households.
- Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities.
- Conserve and improve the condition of the existing affordable housing stock.
- Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status or disability.
- Preserve assisted housing developments for lower income households.

Department of Housing and Community Development

State law requires that jurisdictions provide their fair share of regional housing needs. The California Department of Housing and Community Development (HCD) is mandated to determine the statewide housing need. The HCD, in cooperation with local governments and councils of governments, are charged with making a determination of the existing and projected housing need as a share of the statewide housing need of their city or region. The housing need is determined for four broad household income categories: very low (households making less than 50% of median family income), low (50% to 80% of median family income), moderate (80% to 120% of median family income), and above moderate (more than 120% of median family income). The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

The "fair share" allocation process begins with the California Department of Finance's projection of statewide housing demand for an 8-year period, which is then apportioned by the HCD among each of the state's official regions, which are represented by councils of government. A local jurisdiction's fair share of regional housing need is the number of additional dwelling units that would need to be constructed during a given 8-year planning period. Once a local government has received its final RHNA, it must revise its Housing Element to show how it plans to accommodate its portion of the region's housing need.

Senate Bill 1818 (Government Code 65915)

Senate Bill (SB) 1818 amended the State Density Bonus program (Government Code 65915) and became effective on January 1, 2005. See discussion for Section 9103.15, Density Bonuses for Affordable and Senior Housing, of the Arcadia Development Code, below.

4.11.2.3 Regional and Local

Southern California Association of Governments

SCAG is the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. As the designated Metropolitan Planning Organization, SCAG is mandated to research and develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG is responsible for planning efforts that result in the RTP and the Federal Transportation Improvement Program; SCAG also develops the SCS to reduce greenhouse gas emissions as required by the Sustainable Communities and Climate Protection Act (Senate Bill 375).

SCAG is responsible for developing demographic projections; developing land use, housing, employment, transportation programs and strategies for the South Coast Air Quality Management District; ensuring that the RTP and the Federal Transportation Improvement Program conform to the State Implementation Plans for transportation-related criteria air pollutants, per the Clean Air Act; preparing the Regional Housing Needs Assessment, including planning for future population, housing, and employment growth throughout the SCAG region; and preparing the Southern California Hazardous Waste Management Plan. SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts within the SCAG region. SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of the anticipated growth. Growth forecasts contained in the RTP/SCS for the County and the City are used in this section to analyze population, housing, and employment forecasts.

Regional Transportation Plan/Sustainable Communities Strategy

The RTP is a long-range transportation plan that is developed and updated by SCAG every four years to guide transportation investments throughout the region. The SCS is a required element of the RTP that integrates land use and transportation strategies to achieve California Air Resources Board emissions reduction targets pursuant to Senate Bill 375. On September 3, 2020, the SCAG Regional Council adopted the 2020-2045 RTP/SCS (Connect SoCal). The RTP/SCS includes goals to increase mobility and enhance sustainability for the region's residents and visitors. The RTP/SCS encompasses three principles to improve the region's future: mobility, economy, and sustainability. The RTP/SCS provides a regional investment framework to address the region's transportation and related challenges, while enhancing the existing transportation system and integrating land use into transportation planning (SCAG 2020a).

To address the mobility challenge of the region's continuing roadway congestion, the RTP/SCS proposes transportation investments in transit; passenger and high-speed rail; active transportation; transportation demand management; transportation systems management; highways; arterials; goods movement; aviation and airport ground access; and operations and maintenance projects. The RTP/SCS recommends local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce VMT, congestion, and greenhouse gas emissions. The RTP/SCS approach to sustainably manage growth and transportation demand would reduce the distance and barriers between new housing, jobs, and services and would reduce vehicle travel and greenhouse gas emissions. As part of its RTP/SCS document, SCAG develops population and housing forecasts for the SCAG region and for the jurisdictions that make up the SCAG region.

Regional Housing Needs Allocation (RHNA)

The RHNA is mandated by the State Housing Law as part of a periodic process of updating local housing elements in city and county general plans. The RHNA is produced by SCAG and contains a forecast of housing needs within each jurisdiction within the SCAG region for eight-year periods. The RHNA provides an allocation of the existing and future housing needs by jurisdiction that represents the jurisdiction's fair share allocation of the projected regional population growth. The future housing needs allocations are broken down by income level so that each jurisdiction is responsible for the development of affordable housing units to meet future housing needs.

The 6th Cycle RHNA Allocation Plan is the RHNA that was in effect at the time that the NOP was issued for the Project and covers a planning period of October 2021 through October 2029; it showed a need for 1,341,827 additional housing units within the SCAG region (SCAG 2021).

As described in Section 4.11.1, Existing Conditions, SCAG's Regional Council adopted the 2020–2045 RTP/SCS and certified the PEIR in September 2020.

SCAG is required to develop a final RHNA methodology to distribute existing and projected housing need for the 6th cycle RHNA for each jurisdiction, which covers the planning period October 2021 through October 2029. Several guiding principles that SCAG staff has developed to use as the basis for developing the distribution mechanism for the RHNA methodology. These principles are based on the input and guidance provided by the RHNA Subcommittee during their discussions on RHNA methodology between February and June 2019.

1. The housing crisis is a result of housing building not keeping up with growth over the last several decades. The RHNA allocation for all jurisdictions is expected to be higher than the 5th RHNA cycle.
2. Each jurisdiction must receive a fair share of their regional housing need. This includes a fair share of planning for enough housing for all income levels, and consideration of factors that indicate areas that have high and low concentration of access to opportunity.
3. It is important to emphasize the linkage to other regional planning principles to develop more efficient land use patterns, reduce greenhouse gas emissions, and improve overall quality of life.

HCD provided SCAG a final regional determination of 1,341,827 units for the 6th cycle RHNA on October 15, 2019. Based on SCAG's determination of existing need and projected needs, which considers anticipated vacancies and projected household growth, the regional existing need for additional housing units has been determined to be 836,857 units, and the regional projected need is 504,970 units (SCAG 2020c). HCD's regional determination of 1,341,827 exceeds SCAG's 2020–2045 household growth forecast of 1,297,000 by 3.68% (SCAG 2020c).

SCAG's 6th Cycle RHNA allocation to local jurisdictions based on the Regional Council-approved Final RHNA Methodology described above includes the allocations shown in Table 4.11-6. On March 22, 2021, HCD approved SCAG's adopted 2021-2029 RHNA Plan. This is an increase of 2,160 units, from 1,054 to 3,214 units for the City from the prior 2014-2021 RHNA allocation.

Table 4.11-6. SCAG's 6th Cycle Final RHNA Allocation

Total	Very-Low Income	Low Income	Moderate Income	Above Moderate Income
SCAG Region				
1,341,827	351,796	206,807	223,957	559,267
Los Angeles County				
812,060	217,273	123,022	131,381	340,384
City of Arcadia				
3,214	1,102	570	605	937

Source: SCAG 2021.

City of Arcadia 2010 General Plan

Housing Element

The Housing Element is one of the seven required General Plan elements mandated by state law. State law requires that each jurisdiction's Housing Element consist of "identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled program actions for the preservation,

improvement and development of housing." The Housing Element must analyze and plan for housing for all segments of the community. As discussed above, the City is currently within the process of updating its Housing Element for the 2021-2029 planning period, and a draft Housing Element was released for public review in October 2022 (City of Arcadia 2022). This Housing Element covers the Planning Period from October 2021 to October 2029, consistent with the State-mandated update required for all jurisdictions within the SCAG region.

Land Use and Community Design Element

A land use element is a required element of the General Plan, specified in Government Code Section 65302(a). Arcadia's Land Use and Community Design Element has the broadest scope of all the General Plan elements. It is intended to portray the future direction of the City. The Land Use and Community Design Element is a guide for the future, as stated in the goals, objectives, policies, and program statements. Under state law, the City's other ordinances and plans, for example the Development Code, must be consistent with the General Plan, and therefore with the Land Use and Community Design Element.

Economic Development Element

The Economic Development Element is concerned with the economic health of the City. It focuses on the expansion and maintenance of the City's economic base and on the enhancement of the City's business climate. Economic development goals and policies direct City activities toward maximizing the City's economic development potential. The Economic Development Element is an optional element in Arcadia's General Plan. Government Code Section 65303 enables cities to adopt optional general plan elements. The City elected to include an Economic Development Element because it focuses on issues significant to the City's future that are not addressed elsewhere (City of Arcadia 2010a).

City of Arcadia Development Code

9103.15 – Density Bonuses for Affordable and Senior Housing

This section of the City's Development Code codifies the requirements of California State Government Code Sections 65915 through 65918. The program offers incentives for the development of affordable housing for low-income, moderate-income, and senior citizen households. Where regulations are not specifically addressed in this Section or where conflicts exist between these provisions and the provisions of Government Code Sections 65915 through 65918, the provisions of the Government Code, as they may be amended over time, apply.

4.11.3 Thresholds of Significance

The significance criteria used to evaluate a project's impacts to population and housing are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to population and housing would occur if the Project would:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

4.11.4 Impacts Analysis

Threshold 4.3a. ***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)?***

Project impacts associated with an increase in population housing, and employment are based on estimates of the number of new residents, households, and employees that may be generated by the Project in comparison to local and regional growth forecasts set forth in the City's General Plan and SCAG's Connect SoCal (i.e., the 2020–2045 RTP/SCS).

Construction

Construction activities at the Project site would lead to the temporary need for construction workers, which may come from the City, other areas of the County, or elsewhere within the SCAG region. The Project involves fairly common construction requirements that would not require a highly specialized labor force to permanently relocate from other regions. Construction of the Project is anticipated to start in March 2024, in which construction would last approximately 21 months, ending in November 2025. Different Project construction activities require specific skill sets for a much shorter duration than the overall construction schedule. Because most construction workers would not be needed continuously and would only be needed for various components of the Project (e.g., drywall installers, electricians, plumbers, etc.), it is reasonable to assume that most workers/crews would work at the Project site on a temporary basis only, and thus, are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. Because the demand for construction workers would be short-term, and because the Project site is located within an urban metropolitan region with a high diversity of skilled labor available, a permanent need for new workers to relocate in order to accommodate the Project's temporary construction workforce is not anticipated. Any changes in the City or regional population, housing, or employment due to short-term construction activities would result in a less-than-significant impact.

Operation

The Project would demolish an existing two-story restaurant, The Derby, and a vacant one-story restaurant building along with surface parking lots. After demolition, the Project would redevelop the site with a six-story mixed-use building that includes a larger restaurant space for The Derby, space for another restaurant and a café, and 214 for-rent dwelling units.

Implementation of the Project would require a General Plan Amendment (No. GPA 22-01) to change the land use designation from Commercial to Downtown Mixed Use; and a Zone Change (No. ZC 22-01) to rezone the Project site from General Commercial (GC) to Downtown Mixed Use (DMU). These proposed changes would thereby enable future residential development. As such, the Project would directly result in the building of new housing where housing currently does not exist.

Population Projections

SCAG estimated that the County had 10,407,000 residents in 2020 and estimates the County would have 11,647,000 residents by 2045 (see Tables 4.11-1 and 4.11-2). The U.S. Census Bureau determined the City had a total of 56,681 residents in 2020 and SCAG estimates the City would grow to approximately 62,200 residents by 2045 (see Table 4.11-2). As such, the forecasted population growth for the City is approximately 5,519 persons between 2020 and 2045.

Using population and housing estimates from the California Department of Finance, the City maintains, on average, 2.84 persons per household (DOF 2022). Assuming 2.84 persons per household[1], the proposed Project's residential units would accommodate up to 608 individuals.[2] Additionally, it is likely that the proposed residential units would accommodate a combination of existing residents and new residents that either currently work within the City and/or new residents that would be hired as a result of projected employment generation within the City.

The City's General Plan estimated a 2010 population of 56,719, and a buildout population of 61,994 residents by 2035 (see Table 4.11-5) (City of Arcadia 2010b). As discussed above, implementation of the Project would require a General Plan Amendment to change the land use designation from Commercial to Downtown Mixed Use and a Zone Change to rezone the Project site from GC to DMU. As such, the Project would introduce new residential land uses on commercially-designated property, which would not have been anticipated in the General Plan growth projections. However, based on the General Plan's growth projections between 2010 and 2035, there was an estimated average growth of 211 persons per year (City of Arcadia 2010b). Accordingly, it could be estimated that the General Plan assumed a population of 58,829 people in 2020. Therefore, when compared to the U.S. Census data for 2020, it can be shown that the General Plan anticipated a larger population growth rate than has occurred within the City to date (i.e., approximately 2,148 fewer people in 2020).

SCAG's Connect SoCal projections of 62,200 persons by 2045 (see Table 4.11-2) represents an expectation that the City will meet the population growth set forth in the General Plan. Therefore, when considering the 2035 buildout of the General Plan, the Project's anticipated population of 608 new residents would assist the City in meeting its 2035 population projection anticipated within the City's General Plan and would be within the overall population growth projections included in the Connect SoCal of 5,519 new residents in the City between 2020 and 2045 (see Table 4.11-2).

The Project would be considered growth-accommodating rather than growth-inducing in that the Project's 214 new residential units would accommodate up to 608 residents, which are anticipated to be a mix of current and future residents to the City. However, even if all 608 residents were new to the City, the Project would still be within the overall population growth projections included in the General Plan and Connect SoCal.

Because the Project would support the General Plan's and SCAG's goals and strategies for growth in the region and the state's goals for increasing the housing stock for all income groups (as described in Section 4.9, Land Use and Planning) and improve the City's job/housing balance (as described below), the Project would not induce substantial unplanned population growth and impacts would be less than significant.

Employment Projections

As described in Chapter 3, Project Description, the Project is proposing development of a new mixed-use building, which would require staffing to support on-site services such as restaurants, residential leasing, and valet/parking operations.

The existing The Derby restaurant currently supports approximately 49 jobs. However, the Project involves the redevelopment of a larger restaurant which would require a total of 67 jobs; an increase of 18 new jobs, as shown below in Table 4.11-7. In addition, the Project would generate four jobs for the café, 10 new jobs for the additional

[1] The DOF persons per household occupancy rate (2.84 persons per household) was used for this calculation because it is slightly higher, and therefore more conservative, than the occupancy rate provided in the City's General Plan (2.83 persons per household).

[2] This estimated number of new residents conservatively assumes full occupancy of all units - 214 new housing units x 2.84 persons per household = 608 residents accommodate by the Project.

restaurant, two new leasing office jobs, and four valet/parking jobs, resulting in a net addition of 34 new jobs as compared to existing conditions (see Table 4.1-7).

Table 4.11-7. Employment Estimate

Land Use	Existing Employees	Proposed Employees	Net Change (+)
Restaurant/Café			
The Derby	49	67	18
Café*	0	4	4
Additional Restaurant*	0	10	10
Total	**49**	**81**	**32**
Residential			
Leasing Office	0	2	2
Total	**0**	**2**	**2**
Other			
Valet/Parking	4	4	0
Other Total	**4**	**4**	**0**
Project Total	**53**	**87**	**34**

Source: Vidov 2022; SCAG 2001.
Notes: A "square feet per employee" generation factor from the Southern California Association of Government's 2001 Employment Density Report (SCAG 2001, Table 4A) was used to estimate projected employment for the cafe and additional restaurant space. All other existing and projected employment data was provided by the Project applicant (Vidov 2022).

Although the Project would result in the addition of 34 new employment opportunities at the Project site, the increase in jobs would not result in a significant effect to the City or region. According to the California Employment Development Department (EDD), preliminary results find approximately 4.9% (243,200 persons) of the County's 4,945,900 person-labor force were unemployed as of August 2022, and approximately 3.5% (1,000 persons) of the City's 28,200 person-labor force were unemployed in August 2022 (EDD 2022).Therefore, it can be assumed that many of the 34 new jobs would be filled by individuals that live within the City or the County.

With the occupancy of the Project, the number of jobs in the City would increase by approximately 34 positions, which could be filled by unemployed persons in the City or the County. The Project's anticipated employment would represent a nominal percent (0.005%) of SCAG's projected 639,000 new jobs in the County between 2016 and 2045. SCAG estimates that the City would have 36,100 jobs by 2045 (see Table 4.11-4), which would represent an increase of 3,500 jobs from 2016. The Project's anticipated employment of 34 new jobs would represent a nominal percent (0.97%) of SCAG's projected 3,500 new jobs in the City between 2016 and 2045.

The estimated 34 new jobs resulting from the Project would make up a small percentage of the overall expected growth in the City and would not exceed the SCAG employment projections or induce substantial unplanned population growth to fill these jobs. Therefore, the impact is less than significant.

Housing Projections Analysis

Housing projections state that the County will have an increase of 647,000 housing units between 2020 and 2045, and that the City will have an increase of 1,889 units during this same period (see Table 4.11-3), which represents an average growth rate of approximately 76 units per year in the City over this 25 year period. The Project's 214

residential units, which would be constructed over an approximately 21-month period, would represent 0.03% of SCAG's projected housing for the County and 11.3% of the projected housing for the City.

As discussed above under "Population Projections," the Project would introduce new residential land uses on commercially-designated property, which would not have been anticipated in SCAG's growth projections for 2045. However, to date, the City has not kept pace with this anticipated growth in residential development. Based on communications with the City, housing growth between 2017 and 2022 was 227 units, or an average of 45 units per year (Graham 2022). Prior to that, between 2010 and 2016, a total of 186 units were permitted, or an average of 31 units per year (Graham 2022). As such, when considering the City's actual growth in new housing units of approximately 45 units per year, compared to projections of approximately 76 units per year, recent growth has lagged behind projections within the City by approximately 69 percent.[3] Therefore, the proposed Project's housing units would not exceed the projections for housing within the City, as set forth in the 2020–2045 RTP/SCS.

California's housing element law requires that each city and county develop local housing programs designed to meet its fair share of existing and future housing needs for all income groups. This effort is coordinated when preparing the state-mandated Housing Element of the City's General Plan. This fair share allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of, not only its resident population, but for all households that might reasonably be expected to reside within the jurisdiction, particularly lower income households. This assumes the availability of a variety and choice of housing accommodations appropriate to their needs, as well as certain mobility among households within the regional market.

Table 4.11-6 provides the 6th Cycle RHNA allocation for 2021 to 2029, as set forth in the Connect SoCal 2020–2045 RTP/SCS. The City's fair share allocation for the current housing cycle is 3,214 units. This indicates that between the years 2021 to 2029, the City needs to accommodate at least 3,214 housing units, consisting of a variety of housing types to accommodate extremely low, very low, low, moderate, and above moderate-income households to keep pace with housing demand. The Project would create new housing and would include 205 market rate units and nine very-low-income affordable units in accordance with SB 1818. The proposed very-low-income units would satisfy a portion of the City's mandated RHNA allocation.

As such, the Project's 214 new residential units would assist the City in meeting the mandated RHNA allocation and would be consistent with and supportive of the City's Housing Element projections for new residential units within the City. The Project would not exceed SCAG or the City's housing projections or induce substantial unplanned population growth. Therefore, the impact is less than significant.

Jobs/Housing Balance

As previously described under Section 4.11.1, Existing Conditions, the City is considered to be a jobs-rich community. The Project would generate additional housing available for the community, as the jobs-housing balance of the Project would be 0.41:1[4], which would be considered a housing-rich Project. As such, the Project would be contributing additional housing to the City's jobs-rich community and would assist in meeting the City's mandated RHNA allocation of housing units. In conclusion, the Project would facilitate a more balanced jobs-housing profile for the City by adding more housing and jobs to the City with an approximately 1.2:1 jobs to housing ratio (SCAG 2020b) and impacts would be considered less than significant.

[3] (76 units – 45 units) / 45 units = approximately 0.69 × 100 = 69%
[4] 87 jobs and 214 housing units = 87/214 = 0.41

Threshold 4.3b. ***Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

The Project site is developed with two commercial buildings as well as surface parking. No housing units are located on the Project site. Thus, Project implementation would not require demolition of existing housing or displace people or housing. The Project would include the construction of a mixed-use development that would add 214 housing units to the City. The Project would not displace any existing residents or housing units requiring construction of replacement housing; thus, there would be no impact.

4.11.5 Cumulative Impact Analysis

This section provides an analysis of cumulative impacts from construction and operation of the Project and other past, present, and reasonably foreseeable future projects, as required by Section 15130 of the State CEQA Guidelines.

Planned related or cumulative projects identified in below in Table 4.11-8 (as well as in Section 2.4, Cumulative Projects, in Section 2, Environmental Setting of this Draft EIR) identify other projects varying in size and type with four of the nine projects proposed as mixed-use developments with residential and commercial uses. The remaining cumulative projects would primarily be increasing employment in the City and potentially further exacerbating the jobs-rich profile of the City, which could increase the vehicle miles traveled between employment centers and residential land uses. While the Project would provide employment opportunities to the local and regional area, the employment growth caused by the Project falls well within current projections for employment growth in the City and County. The proposed housing growth generated by the Project would further the goals and strategies of SCAG and the City's General Plan by providing housing in an urban setting in close proximity to transit and downtown, while contributing to a more balanced jobs-housing community. With the addition of the 214 housing units, the Project is anticipated to facilitate a more balanced jobs-housing profile for the City.

Table 4.11-8. List of Cumulative Projects Estimates

Address	Name/Use	Units	Square Footage (SF)	Population Projections
City of Arcadia				
205 North Santa Anita Avenue	Santa Anita Mixed Use	108 Residential	7,787 SF Commercial	307
117 East Huntington Drive	Huntington Plaza/ Mixed Use	170 Residential	13,900 SF Commercial	483
123 West Huntington Drive	Hilton Hotel	175 Hotel rooms	2,500 SF Restaurant	N/A
142 La Porte Street	New Warehouse	—	3,384 SF	N/A
150 La Porte Street	New Warehouse	—	4,004 SF	N/A
11-19 West Huntington Drive and 25 North Santa Anita Avenue	Arcadia Towne Center	181 Residential (condos)	13,130 SF Commercial	514
150 N. Santa Anita Avenue	Alexan Mixed-Use Development Project	319 Residential (Existing 8 story commercial building to be retained)	—	906

Table 4.11-8. List of Cumulative Projects Estimates

Address	Name/Use	Units	Square Footage (SF)	Population Projections
City of Monrovia				
820 Huntington Drive	Chick-Fil-A/ Starbucks	—	4,562 SF Restaurant; 2,200 SF Starbucks	N/A
102-140 West Huntington Drive	TownePlace Suites	109 Hotel rooms	—	N/A
945 West Huntington Drive	Raising Cane's	—	3,172 SF Restaurant	N/A
Total Cumulative Housing Units Projected		**778 units**		
Total Cumulative Population Projected		**2,210 people**		

Source: Dudek 2022.
Note: Assuming 2.84 persons per household, rounded to the nearest whole number.

Threshold 4.3a. ***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)?***

As discussed above, assuming 2.84 persons per household, the Project's residential units would accommodate up to 608 residents. Additionally, the Project is estimated to result in a net addition of 34 employees as compared to under existing conditions. As shown in Table 4.11-8, a total of 778 units are proposed within the City limits. In addition to the Project's proposed 214 units, the cumulative total of housing units would be estimated at 992 new units[5]. Given that the City's Housing Element is currently undergoing an update in accordance with state law and at the time of this Draft EIR's production, state and regional housing and population projections are used for analysis comparison. Table 4.11-3 reveals the California Department of Finance estimates 20,511 housing units exist within the City in 2020. Moreover, SCAG estimates a total of 22,400 new units would be built by 2045. As such, the addition of 992 units would result in 21,503 new units in the City once the Project is operational in 2025. Therefore, the estimated household growth is within the state and regional growth projections. Furthermore, the proposed housing growth generated by the Project would further the goals and strategies of SCAG and the City's General Plan by providing housing in an urban setting in close proximity to transit and Downtown, while contributing to a more balanced jobs-housing community. Although, the Project's residential population would not exceed SCAG's population projections, it can also be assumed that many of the residential units would accommodate workers within the City which could reduce the total amount of vehicle miles traveled by providing housing in proximity to employment centers.

Cumulative population growth could be assumed using the previously identified 2.84 persons per household. Thus, the cumulative projects could result in approximately 2,210 persons[6]. In addition to proposed population growth generated by the Project (608 residents), a total of 2,818 persons[7] is anticipated could be generated by 2025. Therefore, the expected population growth of that the cumulative projects combined with the Project would be captured within the overall population growth projections included in the Connect SoCal of 5,519 City residents

5 778 + 214 = 992
6 Total of 778 units x 2.84 persons per household = 2,210 persons
7 608 + 2,210 = 2,818

between 2020 and 2045 (see Table 4.11-2). Furthermore, 59,499[8] persons are estimated at build out of both the cumulative projects and the Project, which is within SCAG's projected population growth of 62,200 persons for the City by 2045.

Given the above, it is not anticipated that the Project, in combination with other past, present or future foreseeable projects, would create a cumulatively considerable impact to population, housing or employment. Therefore, cumulative impacts would be less than significant.

Threshold 4.3b. ***Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

The Project site is developed with two commercial buildings as well as surface parking. No housing units are located on the Project site. Thus, the Project would not displace people or housing. Cumulative projects, such as the two located at 142 La Porte Street and 150 La Porte Street in the City would result in the demolition of existing housing. However, given that the Project would not displace existing housing or people, the Project would not result in a cumulatively considerable impact related to displacement. Moreover, the Project would include the construction of a mixed-use development that would add 214 housing units to the City. Therefore, cumulative impacts would be less than significant.

4.11.6 Mitigation Measures

No mitigation measures are required.

4.11.7 Significance Conclusion

Threshold 4.11a. The Project would have a **less-than-significant impact** related to substantial unplanned population growth in an area.

Threshold 4.11b. The Project would have a **less-than-significant impact** related to displacement of substantial numbers of existing people or housing.

4.11.8 References

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[8] 56,681 (latest US Census population) + 2,818 (cumulative added population for Project and relevant projects) = 59,499

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4.12 Public Services and Recreation

This section describes the potential adverse physical impacts associated with the provision or need for new or physically altered governmental (police and fire stations, schools, library facilities) or recreational facilities (parks) to meet acceptable response times, service ratios, or increase in usage of recreational facilities such that deterioration would occur from implementation of the proposed The Derby Mixed-Use Development Project (Project) site. This section also establishes the significance criteria used to evaluate Project impacts based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, as well as the regulatory framework necessary to analyze and identify environmental impacts, both cumulative and otherwise, that could potentially result from Project design, construction, and/or implementation. Finally, this section reviews any necessary mitigation measures, and assesses relative levels of significance both before and after mitigation.

Information contained in this section is based on a review of the Arcadia General Plan, the Arcadia General Plan EIR (State Clearing House Number 2009081034), relevant online data from the City of Arcadia (City) website and written correspondence with the City of Arcadia Fire Department (AFD), the Arcadia Police Department (APD), the Arcadia and Live Oak County Public Libraries, the Arcadia Recreation and Community Services Department (ARCSD), and the Arcadia Unified School District (AUSD). For specific correspondence, refer to the following appendices:

- Appendix I-1 Public Services Correspondence Letter, Fire Protection
- Appendix I-2 Public Services Correspondence Letter, Police Protection
- Appendix I-3 Public Services Correspondence Letter, Schools
- Appendix I-4 Public Services Correspondence Letter, Parks
- Appendix I-5 Public Services Correspondence Letter, Libraries

Other sources consulted are listed in Section 4.12.8, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.12.1 Existing Conditions

4.12.1.1 Fire Protection & Emergency Medical Services

Fire and emergency response services at the Project site are provided by the AFD, under the direction of Fire Chief Chen Suen (City of Arcadia Fire Department 2022). According to the City's General Plan, the AFD is an "all-risk" department, providing services such as "fire suppression, urban search and rescue, paramedic ambulance service, fire prevention inspections/permits, public fire, education programs, emergency preparedness planning, fire cause and origin investigation, fire patrols, and other services based on community needs" (City of Arcadia 2010b).

The AFD is made up of 26 on-duty firefighters and support personnel (Appendix I-1). Of the three stations within the City (Stations 105, 106, & 107), Station 105 is the closest to the Project site, approximately 0.70-mile southwest at 710 South Santa Anita Avenue. Station 105's primary service area includes the Downtown business district where the Project site is located; however, each station also responds to emergencies outside of their priority areas,

as needed by the community. Station 106 is located and 630 South Baldwin Street approximately 1.8 miles southwest of the site, while Station 107 is located at 79 West Orange Grove, approximately 1.3 miles northwest of the site. Table 4-13-1 (p. 4.13-4) of the City's General Plan EIR lists minimum staffing and equipment needed at each of the three locations (City of Arcadia 2010a). Figure 4.12-1, Existing Fire and Police Stations shows the location of the City's three fire stations. Current resources at these fire stations include:

- Station 105
  - Fire Administration: Fire Chief, Deputy Fire Chief, Senior Management Analyst, and Fire Administrative Specialist
  - Fire Prevention: Fire Marshal, Administrative Assistant, Fire Inspectors
  - Fire Suppression: BLS Fire Engine, Tractor Drawn Aerial Ladder Truck, Rescue Ambulance, Command Vehicle
- Station 106
  - Fire Suppression: Fire Engine, Rescue Ambulance, Urban Search and Rescue Truck
- Station 107
  - Fire Suppression: Assessment Fire Engine

AFD follows established performance standards for both emergency medical and fire protection services. For emergency medical services, the arrival of advanced life support on scene within five minutes is 90% of the time. For fire protection services, the performance standards for the arrival of the first arriving engine company at the fire suppression incident is within four minutes and the deployment of a full first fire alarm assignment within eight minutes is 90% of the time. According to the AFD, data from the previous three years shows that response times are increasing due to call volume, pandemic effects, and other factors such as increase in traffic, calls for emergency response in adjacent districts, and hospital bed availability (Appendix I-1). Future projects may be subject to a fair share contribution to the City's traffic mitigation system for affected intersections in order to reduce response times to serve the City (Appendix I-1).

Fire Prevention Services

The Fire Prevention Bureau of the AFD is responsible for "…public education; plan check of new and temporary construction of buildings; fire sprinkler, fire alarm, and extinguishing systems for compliance with applicable codes and standards; fire alarm tests; and fire zone information (City of Arcadia 2010a). The Fire Prevention Bureau is assigned to Station 105 and is comprised of three personnel that include a Fire Marshal, an Administrative, Assistant, and a Fire Prevention Specialist (City of Arcadia 2010a). According to the General Plan's Safety Element, the City's Fire Prevention Program, overseen and implemented by the AFD, has "greatly reduced" property damage, injury and loss of life associated with fire and fire related incidents. The staffing of the Fire Prevention Bureau is evaluated on an as needed basis and is expected to increase along with increases in the City's commercial occupancy (City of Arcadia 2010b).

Fire Suppression Services

The Fire Suppression Division is responsible for "…firefighting services, hazardous material services, and disaster response. The Suppression Division also provides mandatory and continuous training for new recruits and in-service firefighters, and also procures, maintains, and develops specifications for firefighting equipment and tools" (City of Arcadia 2010a).

The City adheres to the National Fire Protection Association (NFPA) Standard 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, which sets minimum standards for firefighter engine and truck company staffing. The City also maintains mutual aid agreements for fire suppression with surrounding cities, including Monrovia, Pasadena, South Pasadena, San Marino, San Gabriel, Sierra Madre, Alhambra, Monterey Park, Glendale, and Burbank and Los Angeles County, as well as with the United States Forest Service (City of Arcadia 2010b). In addition, the AFD is part of the California Master Mutual Aid program in which fire personnel mobilize from unaffected areas to support other areas that are experiencing an emergency, such as a large brush fire, earthquake, mudslide, or any number of natural or human-caused disaster (City of Arcadia 2010a). Response times for the Suppression Division have been provided by the AFD and are as follows: Four (4) minutes or less for the arrival of the first arriving engine company at the fire suppression incident or eight (8) minutes or less for the deployment of a full first alarm assignment 90% of the time (Appendix I-1).

Fire Hazard Areas

According to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire Hazard Severity Zone maps and the General Plan Safety Element, the Project site is not within a designated Fire Hazard Severity Zones or within a State Responsibility Area (CAL FIRE 2022; City of Arcadia 2010b). Due to the urban setting of the Project site, the potential for wildland fire hazards in the immediate Project vicinity are extremely limited; however, portions of the City approximately 0.75 miles north of the Project site are within a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area. Other areas approximately 2.7 miles to the north are within a VHFHSZ in a State Responsibility Area. The General Plan EIR identifies Interstate (I)-210 (running east-west through the City) and I-605 (running along the City's southeastern corner) as the official area-wide evacuation routes. As identified by CAL FIRE, all of the incorporated Fire Hazard Severity Zones within and adjacent to the City are north of the I-210, as are the main arterial roadways that would likely be used by residents of these zones in the event of a wildfire evacuation (CAL FIRE 2022). The Project site is located south of the I-210 and west of I-605. As such, potential residents of the proposed Project would likely not access the designated area-wide evacuation routes via the same arterial roadways as the residents living north of the site in and around areas designated as Very High Fire Hazard Severity Zones and/or other Low, Moderate/High/Fire Hazard Severity Zones.

Emergency Medical Services

As previously mentioned, the AFD is responsible for providing both fire and emergency medical response for the proposed Project site and vicinity. The City also offers a Paramedic Membership Program (PMP) which provides both commercial and residential community members 24-hour emergency paramedic and ambulance services for a small annual fee. The current emergency medical response performance standard is the arrival of advanced life support arriving on scene within 5 minutes 90% of the time (Appendix I-1).

4.12.1.2 Police Protection

As shown in Figure 4.12-1, Existing Fire and Police Stations, the APD is located adjacent to City Hall at 250 West Huntington Drive, approximately 0.6-miles southwest of the Project site. The APD employs over 70 officers and 25 support staff (Appendix I-2) and provides police protection services to the City via the Administration Division and the Operations Division. Both are managed by a Division Captain, who oversees police staff and personnel, and who reports directly to the Chief of Police, Roy Nakamura. The Operations Division is the department's largest and most visible, consisting of the Patrol Division, the Special Weapons and Tactics (SWAT) team, as well as reserve officers. The Operations Division's primary duties include responding to various calls for service, conducting

preliminary investigations, preparing initial police reports, providing high visibility patrol, and coordinating traffic and parking enforcement (APD 2022). The APD is also a member of the Foothill Area Support Team (FAST) a regional police helicopter program that includes the neighboring cities of Alhambra, Arcadia, Monrovia, Covina, Pasadena, Glendora, La Verne, San Marino, Sierra Madre, and West Covina (City of Arcadia 2010b).

The APD maintains a minimum staffing level of no less than 5 officers per patrol shift and up to 8 officers per patrol team. The department provides patrol services 24 hours a day and prioritizes emergency service request responses based on the best available information. Average response times were approximately two to three minutes for emergency calls in 2021 (City of Arcadia 2021).

4.12.1.3 Schools

The AUSD provides public educational services to the Project site and has a current enrollment of over 9,000 students across eleven 11 schools: six elementary schools, three middle schools, one high school, and one alternative school (AUSD 2022a). In addition to the AUSD public schools, there are private and charter schools in the City. Public schools serving the Project site include Camino Grove Elementary, Dana Middle School, and Arcadia High School (AUSD 2022b). For the 2022-2023 school year, these schools had an enrollment of 666, 622, and 3,022, respectively as shown in Table 4.12-1 (Appendix I-3). In 2017, City residents voted to extend Measure A, a parcel tax that directly funds the AUSD, and is expected to generate approximately $77 million before it expires in 2035 (AUSD 2022a). Figure 4.12-2, Existing School Facilities, maps the respective locations of the three AUSD schools serving the Project, as well as other schools in the district. Table 4.12-1 provides the addresses, enrollment and approximate distances of the schools from the Project site.

Table 4.12-1. Public Schools Serving the Project Site

School	Address	2022-2023 Enrollment	Distance from Project Site (Miles)
Camino Grove Elementary School	700 Camino Grove Avenue	666	1.07
First Avenue Middle School	301 South First Avenue	622	1.05
Arcadia High School	180 Campus Drive	3,022	0.85

Sources: AUSD 2021b.

4.12.1.4 Parks/Recreation

Parks and Facilities

The City's Recreation and Community Services Department is responsible for developed park land that provides a wide variety of attractions and amenities including more than 12 parks, athletic fields, community centers, a dog park and a public golf course. Table 4.12-2 indicates the parks and recreational facilities serving the City, including location and acreage, which are also shown in Figure 4.12-3, Parks and Recreational Facilities.

Table 4.12-2. Park and Recreation Facilities Serving the Project Site

Map Key	Park Facility Name	Address	Size (in acres)
Mini Parks			
1	Bicentennial Park	Corner of 6th Ave. & Longden Ave.	0.63
2	Fairview Avenue Park	Arcadia Ave. b/t La Cadena Ave. and Baldwin Ave.	0.91
3	Forest Avenue Park	West Forest Ave. b/t Rodeo Rd. and Tinaldo Rd.	0.26
4	Tripolis Friendship Park	Corner of South Golden West Ave. & Fairview Ave.	0.34
		Total Mini Park Acreage	**2.14**
Neighborhood Parks			
5	Eisenhower Park and Dog Park	Corner of 2nd Ave. & East Colorado Ave.	5.39
6	Newcastle Park	142 Colorado Blvd.	2.64
7	Orange Grove Park	1440 North Baldwin Ave.	2.66
8	Tierra Verde Park	Corner of East Camino Real Ave. & 2nd Ave.	1.55
		Total Neighborhood Park Acres	**12.24**
Community Parks			
9	Wilderness Park	2240 Highland Oaks Dr.	120.0[1]
		Total Community Park Acres	**120.0**
Special Parks			
10	Arcadia Community Center/Senior Center	365 Campus Dr.	4.98
11	Bonita Park and Skate Park	207 Bonita St.	3.38
12	Civic Center Athletic Field	240 W Huntington Dr.	2.24
13	Longden Park	Adjacent to 1179 East Longden Ave.	0.99
14	Par-3 Golf Course	620 Live Oak Ave.	25.5
		Total Special Park Acres	**37.09**
Joint-Use Parks and Facilities			
15	Arcadia High School	180 Campus Dr.	20.47
16, 17	Baldwin Stocker Elementary School and Park	422 West Lemon Ave.	2.88
18, 19	Camino Grove Elementary School and Park	700 Camino Grove Ave.	5.89
20	Dana Middle School	1401 South 1st Ave.	5.46
21	First Avenue Middle School	301 South 1st Ave.	3.30
22	Foothills Middle School	171 East Sycamore Ave.	6.72
23	Highland Oaks Elementary School	10 Virginia Rd.	3.84

Table 4.12-2. Park and Recreation Facilities Serving the Project Site

Map Key	Park Facility Name	Address	Size (in acres)
24	Holly Avenue Elementary School	360 West Duarte Rd.	3.98
25, 26	Hugo Reid Elementary School and Park	1000 Hugo Reid Dr.	6.79[1, 2]
27	Hugo Reid Primary School	1153 De Anza Pl.	0.98
28	Longley Way Elementary School	2601 Longley Way	2.56
		Total Joint-Use Park and Facilities Acres	**62.87**
County Parks and Facilities			
29	Los Angeles County Arboretum and Botanical Garden	301 North Baldwin Ave.	127
30	Arcadia Community Regional Park	405 South Santa Anita Ave	52
31	Peck Road Water Conservation Park	5401 Peck Rd.	120
32	Santa Anita Golf Course	405 South Santa Anita Ave.	147
		Total County Parks and Facilities Acreage	**446**
		Gross Total Parks and Recreational Facility Acreage	**680.34**
		Parks and Recreational Facilities Deducted[3]	*545.21*
		Net Total Parks and Recreational Facility Acreage	**135.13**

Source: City of Arcadia 2010.
Notes:
1 120 acres represents the gross total of park acreage; only 8.7 acres of parkland is improved, 111.13 acres are unimproved.
2 Per the City's 2017 Recreation and Parks Master Plan, 4.35 acres are dedicated to park use and 2.42 acres are of school recreational facilities (City of Arcadia 2017).
3 Per the City's 2017 Recreation and Parks Master Plan: Area Deducted from Arcadia Parkland Inventory.

Per the City's General Plan, the City strives to provide a minimum of 2.43 acres of parkland per 1,000 residents (Appendix I-4).

As shown in Table 4.12-2, the City does not consider the Special Parks, Joint-Use Parks and Facilities, County Parks and Facilities as municipal assets for recreation and does not take credit for these facilities in the calculation of acres of parkland per residents. However, these additional 545 acres of parks and recreation facilities within the City do provide an important asset for City residents and go towards the overall available open space and recreation amenities available within the City.

Table 4.12-3 shows the City's performance meeting ARCSD park standards under existing conditions.

Table 4.12-3 Parks Performance Standard and Methodology in the City

Title of Agency	Performance Standard (park acres/ 1,000 residents)	Current Performance (park acres/ 1,000 residents)	Existing Population Used for Performance Calculation	Total Park Acreage Used for Performance Calculation	Standard Met Under Existing Conditions?
City of Arcadia Recreation and Community Services Department	2.43	2.43	55,345	135	**Yes**

Source: Appendix I-4.

Recreation Programs and Activities

The City also offers a wide variety of recreational programs and activities for residents including soccer drills and yoga classes for kids and engaging seminars for adults and seniors. The City also maintains a website with postings related to volunteer opportunities within the City (ARCSD 2022). Additionally, the Gilb Museum of Arcadia Heritage collects and preserves artifacts that celebrate the City's history, providing exhibits and educational programs to encourage community involvement. The Friends of the Arcadia Museum is a 501(c)3 organization that gives financial support to the Gilb Museum and hosts a variety of Museum programs (APL 2022).

4.12.1.5 Library Services

There are two libraries within the City that service the Project site, the Los Angeles County Public Library (Live Oak) and the Arcadia Public Library (APL). Live Oak is located at 4153 East Live Oak Avenue and is managed by the County, while APL is the only City managed library, located at 20 West Duarte Road. Figure 4.12-4, Existing Library Facilities, identifies the location of the Live Oak and APL.

The APL offers a digital library with eBooks and Audiobooks, as well as online resources including databases, newspapers, reading sources, and general reference guides. The library received almost 500,000 annual library visits and contains more than 206,000 items, including books, magazines, compact discs, and DVDs (APL 2022). The Friends of the Arcadia Public Library supports the APL through accepting memberships dues and other tax-deductible donations.

The American Library Association no longer sets prescriptive standards for libraries in the United States as communities have different needs. The APL does use benchmarks, however, to help evaluate performance. As provided by the APL, the desired staffing ratio would be 0.90 full-time employees (FTEs) per 1,000 residents served (Appendix I-5). Currently, the APL is not meeting the desired service ratio. The APLs current service ratio is approximately 0.47 FTEs per 1,000 residents served, which is 0.43 FTEs per 1,000 residents below their stated goal (Appendix I-5, City of Arcadia 2021).

4.12.2 Regulatory Requirements

4.12.2.1 Federal

National Fire Protection Association

The National Fire Protection Association Standard 1710 calls for response time targets of 4 minutes or less for the arrival of the first arriving engine company at a fire suppression incident and 8 minutes or less for the deployment of a full crew. It also establishes EMS response times of 4 minutes or less for a first responder and 8 minutes or less for a full company. The 2020 Edition also calls for the arrival of a second "properly staffed four-person unit" to arrive within 6 minutes or less (NFPA 2020).

Title 1 Programs

While public education is generally regulated at the state and local levels, the federal government is involved in providing funding for specialized programs (i.e., school meals, Title 1, Special Education, School to Work, Child Development, and Adult Education). However, these are not used for general educational purposes and are not applicable to the discussion herein.

4.12.2.2 State

AB 1191 "Quimby Act"

California Government Code Section 66477, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fees are based upon the residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities or the development of public-school grounds.

California Building Code and California Fire Code

The California Building Code (CBC) is a compilation of building standards, including fire safety standards for new buildings, which are provided in the California Fire Code (CFC). The CFC is provided in Chapter 9 of Title 24 of the California Code of Regulations (CCR). The CFC provides regulations for safeguarding life and property from fire and explosion hazards derived from the storage, handling, and use of hazardous substances, materials, and devices. The provisions of this code apply to construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenance connected or attached to such building structures throughout the state.

California Occupational Safety and Health Administration

In accordance with CCR, Title 8, Section 1270, Fire Prevention, and Section 6773, Fire Protection and Fire Equipment, the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials; fire hose size requirements; restrictions on the use of compressed air; requirements for access roads; and guidelines for testing, maintaining, and using all firefighting and emergency medical equipment.

California Constitution Article XIII, Section 35

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50% sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051–30056 provide rules to implement Proposition 172. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992–1993 fiscal year. An agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In City of Hayward v. Board of Trustee of California State University (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection, emergency medical services, and police protection services, and that it is reasonable to conclude that the County would comply with that provision to ensure that public safety services are provided.

California Education Code

The facilities and services of the AUSD are subject to the rules and regulations of the California Education Code and governance of the State Board of Education. Traditionally, the state has passed legislation for the funding of local and public schools and provided the majority of monies to fund education in the state. To assist in providing facilities to serve students generated from new development projects, the state passed Assembly Bill 2926 in 1986, allowing school districts to collect impact fees from developers of new residential, commercial, and industrial developments. These fees, known as development impact fees, are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of the cost of construction, modernization, or reconstruction of school facilities. Subsequent legislation has modified the fee structure and general guidelines. Section 65996 of the California Government Code designates Section 17620 of the Education Code (the mitigation fees authorized by Senate Bill [SB] 50) and Section 65970 of the Government Code to be the exclusive method for considering and mitigating development impacts on school facilities.

Senate Bill 50 and Proposition 1A

SB 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. It placed a $9.2 billion State bond measure (Proposition 1A), which includes grants for modernization of existing school and construction of new schools, on the ballot for the November 3, 1998, election. Proposition 1A was approved by voters, thereby enabling SB 50 to become fully operative. Under SB 50, a program for funding school facilities largely based on matching funds was created. Its construction grant provides funding on a 50/50 state and local match basis, while its modernization grant provides funding on a 60/40 basis. Districts unable to provide some, or all, of the local match requirement may meet financial hardship provisions and are potentially eligible for additional State funding. In addition, SB 50 allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new construction. Pursuant to California Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential impacts. At the time of this Draft EIR, the current fees, according to section 65995 of the California Government Code, are $4.79 per square foot of assessable space for residential construction, and $0.78 per square foot of chargeable covered and enclosed space for commercial construction (AUSD 2022c).

4.12.2.3 Regional and Local

City of Arcadia 2010 General Plan

The following goals outlined in the City of Arcadia General Plan (November 2010) Land Use Element are relevant to the Project (City of Arcadia 2010):

Goal LU-1.9: Establish standards to encourage development of land uses that provide public amenities and/or desirable facilities or features, as well as private open space and recreation areas, or other public spaces.

Goal LU-9.3: Consider creative open space uses such as native landscaping, community gardens, or creation of wildlife habitat along rights-of-ways.

Goal LU-6.1: Encourage all new commercial development, through the use of entitlement incentives and/or requirements, to provide public gathering spaces and pedestrian facilities and connections.

Goal LU-6.13: Redesign focal intersections and public areas to create outdoor amenities and improve the pedestrian experience.

Goal LU-10.3.: Recognize that well-designed public open spaces are vital to the success of Downtown. Work with private developers and landowners to facilitate the construction of such spaces.

The goal, policies, and objective outlined in the General Plan Parks, Recreation, and Community Resources Element relevant to the Project are as follows (City of Arcadia 2010):

Policy PR-1.2: Strive to provide a minimum of 2.43 acres of parkland per 1,000 residents.

Policy PR-6.2: Require that new development provide adequate mitigation for impacts on area schools as provided in State law.

Policy PR-6.6: Use development impact fees to fund City Library facilities, equipment, and programs that are needed as a result of new development projects.

City of Arcadia Recreation & Parks Master Plan

The City's updated Recreation and Parks Master Plan was adopted August 1, 2017, and provides guidance regarding the planning, acquisition, development and administration of the City's recreation and parks programming. (City of Arcadia 2017). The stated goals of the updated Master Plan include the following: (1) describe current and future demographic projections and regional context; (2) examine the current conditions of parks, trails and facilities; (3) study and analyze current public demand and needs for parks, recreation and cultural facilities, programs and special events; (4) recommend improvements to existing parks, facilities, and opportunities for joint use; (5) examine and analyze current policy documents; (6) Recommend future uses and proposed amenities at Wilderness Park; and (7) describe costs and priority actions to enable the City to implement the recommendations. (City of Arcadia 2017).

Arcadia Municipal Code – Chapter 1, Part 2, California Fire Code

The AFD adopts the California Fire Code with local amendments, specific to the existing local climatic, geological, and topographical conditions, that are necessary to provide sufficient and effective levels of fire safety for the protection of life, health, and property in the City. Chapter 1, Part 2, California Fire Code, of the Arcadia Municipal Code (AMC) authorizes the AFD to regulate building and other construction as it relates to fire prevention.

Arcadia Development Code – Division 5, Section 9105.15.040, Park Facilities Impact Fee

Council Resolution 6602 (adopted March 14, 2008) established a Park Facilities Impact Fee based on the following amounts: $2.85 per square foot for single-family projects and $3.73 per square foot for multifamily projects. The fees received in compliance with this resolution may only be used by the City to provide public park and recreational facilities to serve the project, and the amount of fees shall bear a reasonable relationship to the use of the park and recreational facilities by future project users.

Measure A

In 2017, the City residents voted to extend Measure A, a parcel tax that directly funds the AUSD, and is expected to generate approximately $77 million dollars before it expires in 2035 (AUSD 2021b).

Conditions of Approval

The AFD has indicated that as the City continues to see high density projects, call volume will continue to see an increase which would result in longer response times. Additionally, with a six-story building, access to any given incident within the building would also increase response times as responders may need to traverse up and/or across stairwells, elevators, and/or use an aerial ladder. Because of the increased need created by the Project, a fair share contribution to the City's traffic mitigation system for affected intersections would be required as a Condition of Approval (COA) for the Project.

4.12.3 Thresholds of Significance

The significance criteria used to evaluate Project impacts to public services and recreation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to public services and to recreation would occur if the Project would:

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:
    1) Fire protection.
    2) Police protection.
    3) Schools.
    4) Parks.
    5) Other public facilities.
b) 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.

c) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.12.3.1 Approach and Methodology

Consistent with the requirements of CEQA as articulated in the California First District Court of Appeal decision in *City of Hayward v. Trustees of California State University* (2015) 242 Cal. App. 4th 833, significant impacts under CEQA involve adverse physical changes in the environment as a result of implementation of a project. Pursuant to this case, "the city has a constitutional obligation to provide adequate fire protection services," and potential effects on public safety services are not in and of themselves an environmental impact that CEQA requires a project applicant to mitigate. The Court stated that "[T]he obligation to provide adequate fire and emergency medical services is the responsibility of the city." (Cal. Const., Art. XIII, Section 35, Subd. (a)(2) ["The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services."].) Thus, the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the City will comply with that provision to ensure that public services are provided.

Schools

The proposed Project's approximately 608 residents would generate school-age students that would attend AUSD schools. According to AUSD, each new dwelling unit in the City generates approximately 0.181 elementary school students, 0.108 junior high school students, and 0.141 high school students (Appendix I-3). Table 4.12-4 provides a breakdown of the number of students that would be generated based on the number of housing units proposed.

Table 4.12-4. Project Enrollment Generation

Number of Dwelling Units	Arcadia Unified School District		
	Elementary School Students	Junior High School Students	High School Students
	Generation Rate x Number of Dwelling Units = Total Students		
214 Units	0.181 x 214 = 38.73	0.108 x 214 = 23.11	0.141 x 214 = 30.17
Total Students	**92.01**		

Source: Student generation rates: AUSD 2022 (Appendix I-3).

4.12.4 Impacts Analysis

Threshold 4.12a ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:***

i Fire Protection Services?

Construction

Construction activities associated with the proposed Project may temporarily increase demand for fire protection and emergency medical services. Construction activities would involve the use of construction equipment and machinery, handling and disposal of combustible materials, and the use of flammable or toxic materials. The Project site would primarily be served by Station 105, located approximately 0.70-mile southwest of the site.

To comply with California Department of Industrial Relations, Division of Occupational Safety and Health and Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction activities would be maintained on site. Project construction would be required to comply with all applicable state and local codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. In addition, compliance with regulatory requirements would reduce the potential for construction activities to expose construction workers to the risk of fire explosion related to hazardous materials.

Construction activities associated with the proposed Project would not be considered high-risk, and the AFD is equipped and prepared to deal with construction-related incidents, should they occur. Due to compliance with applicable codes and fire safety standards, Project construction would not require a new fire station or expansion of Station 105 to accommodate additional firefighters or equipment in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, impacts are considered less than significant.

Operation

The AFD serves the Project site and the surrounding area. Every new development that provides net new square footage creates a greater demand on existing resources. The increase in new residents and commercial uses as a result of the Project would be expected to increase the demand for fire and emergency response calls relative to existing conditions. However, as discussed below, the proposed increase in development intensity at the Project site would not result in substantial adverse physical impacts associated with the need for new or expanded fire protection facilities.

The need for new or expanded fire protection facilities/structures/buildings is associated with a substantial increase in population, new development, and/or fire activity, such as wildfire hazards. As described in Section 4.11, Population and Housing, the proposed Project would result in a net gain of approximately 34

employees (as compared to exiting conditions)[1] and 608 new residents.[2] The proposed Project would not exceed the Southern California Association of Governments (SCAG's) projections for growth in the region, as described in Section 4.11, Population and Housing of this Draft EIR.

The Project site is currently served by three existing fire stations (Stations 105, 106, and 107) with Station 105 located less than a mile from the site. The AFD stated that as the City continues to develop high density projects, call volume for fire services will continue to increase, which would result in longer response times. With the addition of the proposed Project, services could be incrementally impacted; however the AFD has indicated that the Project would not require the construction of new or expansion of existing fire stations to accommodate new firefighters or equipment, and no mitigation is required (Appendix I-1). Further, as a COA the Project applicant would be required to pay a fair share contribution to the City's traffic mitigation system for affected intersections to make improvements in reducing response times (Appendix I-1).

Additionally, should an emergency occur on site that would require resources beyond what AFD is able to provide, nearby jurisdictions would provide additional support to ensure that the site is adequately serviced. The City participates in the State of California Master Mutual Aid Program and thus, mutual aid agreements would ensure that the Project site would receive supplemental personnel and resources during a major emergency.

Furthermore, the proposed Project would be designed and constructed in accordance with all applicable provisions of the state and local fire code, which includes requirements for adequate fire flows, width of emergency access routes, turning radii, automatic sprinkler systems, fire alarms, and floor to sky height limits along emergency access routes. Compliance with the fire code standards (including those listed above and in Section 4.12.2, Regulatory Setting) would be verified through the City's plan check process and review of the final maps by AFD prior to the issuance of building permits for the Project. More specifically, the proposed Project would be designed to include the following fire protection features, which would help prevent fire hazards: appropriate roadway access for fire lines; AFD connections and fire sprinkler system control valves; and a fire alarm system. The building would also be equipped with fire pumps and alarms consisting of smoke detection, voice alarm capability, and visual alarms as well as a sprinkler system. These fire safety features and compliance with fire code standards would reduce the potential demand for fire services by decreasing the likelihood and/or severity of a fire emergency at the site. For further discussion on safety measures the Project would include to reduce the impacts of potential hazards, refer to Section 4.7, Hazards and Hazardous Materials, of this Draft EIR.

There are two water mains located on the Project site available for domestic water and/or fire service connections. The specific location of new water connections and pipe sizing would be based upon the City's building requirements and subject to City approval. The on-site water system must provide adequate water supply for operation of the building's domestic requirements, automatic sprinkler systems, and fire hydrants. Fire flows must be based on the requirements listed in the California Fire Code in effect at the time of plan submission, as amended by the City.

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1 Under existing conditions, the Project site supports 53 employees, 49 of which are employed at The Derby restaurant and 4 are employed in on-site valet and parking services. Under the proposed Project, the site would support a total of 87 jobs; The Derby's new restaurant space would support 67 employees, the café space would support four employees, and the complementary restaurant space would support 10 employees. Additionally, the proposed leasing office would support 2 employees and the on-site valet services would continue to support 4 employees. A "square feet per employee" generation factor from SCAG was used to estimate projected employment for the café and complementary restaurant space. All other existing and projected employment data was provided by the Project applicant.

2 This estimated number of new residents conservatively assumes full occupancy of all units (214 new housing units x 2.84 persons per household = 608 Project residents).

Due to the reasons described above, the proposed Project would not require the construction of new or expansion of existing fire stations resulting in substantial adverse physical impacts in order to maintain acceptable service ratios and response times. Therefore, impacts would be less than significant.

Threshold 4.12a ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:***

ii Police Protection Services?

Construction

There is the potential for Project construction activities to create an increase in demand for police protection services, as construction sites can be sources of attractive nuisances, provide hazards, and invite theft and vandalism when not properly secured. This could result in an increase in the demand for police protection services. During construction, the Project applicant or its construction contractor would implement temporary security features including security fencing, lighting, and a locked entry. These features would reduce the need for police protection services during the Project's construction phase. Potential short-term construction impacts to police services would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, and impacts would be less than significant.

Operation

As with fire protection services, the increased use of the Project site for commercial and residential uses would be expected to increase the frequency of emergency and non-emergency calls to the APD. While the Project site currently places some demand on the APD due to the occupied commercial and office buildings, the proposed Project would increase demands relative to existing conditions. The Project site is currently served by the APD headquarters located at 250 West Huntington Drive. In recent correspondence with APD regarding the Project, APD did not indicate that new facilities and/or physically altered facilities would be required to continue to provide acceptable service to the City under Project conditions (Appendix I-2).

Payment of development fees by the Project applicant would be used to offset the costs of increased personnel or equipment that could be required to maintain acceptable service ratios, response times, and other performance objectives. The proposed Project would incorporate operational practices and design elements to increase safety and to reduce the potential for crime to occur, including constructing buildings equipped with alarm systems and access controls, and clear visibility of public spaces and pedestrian corridors. Signage and lighting would be used to facilitate wayfinding and safe pedestrian movement throughout the site and within the proposed buildings.

Furthermore, in recent correspondence regarding the Project, the APD did not indicate that the increase in additional service demand created by the Project would adversely affect the ability of the APD to meet established performance objectives (Appendix I-2). For these reasons, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities and potential impacts would be less than significant.

Threshold 4.12a ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:***

iii Schools?

The Project's 214 dwelling units would generate approximately 92 new students as calculated using ASD student generation rates, as shown in Table 4.12-4. This breaks down to approximately 39 elementary age students, 23 middle school, and 30 high school students. As previously discussed, the three schools that would primarily serve the Project are Camino Grove Elementary School, Dana Middle School, and Arcadia High School. According to AUSD, Camino Grove Elementary School has a current enrollment of 666 students and a capacity of 775, Dana Middle School has a current enrollment of 622 with a capacity of 918, and Arcadia High School has a current enrollment of 3,022 with a capacity of 3,672. As such, the proposed Project would not exceed the capacity of the existing school facilities, and AUSD would continue to provide an adequate level of service to accommodate the Project.

Furthermore, as previously discussed in Section 4.12.2, Education Code Section 17620 allows school districts to assess fees on new residential and commercial construction within their respective boundaries. Pursuant to California Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to less-than-significant levels.

Pursuant to SB 50, the Project applicant would be required to pay development fees to AUSD prior to issuance of the Project's building permit. The current fees are $1.93 per square foot for residential construction and $0.31 per square foot for commercial construction. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local law. Therefore, with the payment of the applicable school fees, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, or other performance objectives for schools. As such, impacts on schools would be less than significant.

Threshold 4.12a ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:***

iv Parks?

The Project is estimated to include approximately 608 residents. At least a portion of these residents are anticipated to patronize the various public parks and recreation facilities located in proximity to the Project site. Included in the Project are several open space and recreational developments including 14,606 square feet of common open space between courtyards and amenity areas on levels two, five, and six, as well as a pool, a fitness center, and a yoga room.

As previously discussed, and shown in Table 4.12-2 above, the City strives to provide a minimum of 2.43 acres per 1,000 residents, and the City is currently meeting this standard. The City's population increase due to the Project;

however, would result in a decrease of park acreage from 2.43 to 2.41 acres per 1,000 residents, meaning the City would no longer be meeting the ARCSD performance standard.

Nevertheless, while the proposed Project would stretch existing park and recreation facilities beyond the City's goal, this increase would be modest. In addition, as stated above, the Project provides a variety of on-site recreational amenities for residents. In order to address the additional demand on recreational facilities within the City, the proposed Project would be subject to the City's Council Resolution 6602, Park Facilities Impact Fee (Section 9105.15.040 of the City's Development Code), which requires new development projects to pay impact fees, which would support park improvements as well as fund capital costs for new and existing recreational infrastructure. Pursuant to the Park Facilities Impact Fee, the Project applicant would be required to pay its fair share of impact fees based on the fee category and adopted impact fee rates. While the ARCSD indicates that new park facilities would be required to meet the City's performance standards, the Project's mitigation fees paid to the City would fairly compensate for the Project's associated increase in demand or use of park facilities. Additionally, as shown in Table 4.12-2, the City does not consider the Special Parks, Joint-Use Parks and Facilities, County Parks and Facilities as municipal assets for recreation and does not take credit for these facilities in the calculation of acres of parkland per residents. However, these additional 545 acres of parks and recreation facilities within the City do provide an important asset for City residents and contribute to the overall available open space and recreation amenities within the City. Further, as previously discussed, the Project site includes on-site open space and recreational amenities. These on-site recreational amenities would provide an alternative to off-site public parks and recreational facilities, allowing Project residents to recreate on the Project site which would help reduce demand on for off-site public parks and recreational facilities. Therefore, with payment of required impact fees as mandated by the City's Development Code, impacts associated with the need for new or expanded park facilities would be less than significant.

Threshold 4.12a ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:***

v Other public facilities (libraries)?

Other public facilities provided within the City include library services. Library services are provided at APL, located approximately 0.9 miles southwest of the Project site. Another library located within the City limits is the Live Oak Library, which is a county-managed library located approximately 2.3 miles south of the Project site. The County levies a developer fee for new residential projects within the unincorporated County and levies a special tax on parcels within 10 incorporated cities, excluding Arcadia. As such, the proposed Project is outside of the Live Oak Library service area and is not subject to any fees. Given its distance from the Project site, the County's library is not anticipated to be used frequently by Project residents, as the APL is approximately 1.4 miles closer to the site.

The proposed Project is a mixed-use development project that would contribute to the tax revenues for the City, thereby contributing to potential funding sources for library services. The APL indicated that the Project would not result in the need to provide any new library facilities and/or physically altered facilities to maintain performance objectives of the Arcadia Public Library (Appendix I-5). Therefore, impacts to libraries and other public facilities associated with the need for new or expanded facilities would be less than significant.

Threshold 4.12b ***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?***

As discussed above under threshold 4.12a (Parks), pursuant to Section 9105.15.040 of the City's Development Code, the Project applicant would be required to pay its fair share of park impact fees based on the fee category and adopted fee rates, currently set at $3.73 per square foot for multifamily developments. While the ARCSD indicates that new park facilities would be required to meet the City's performance standards, the Project's mitigation fees paid to the City would fairly compensate for the Project's increase in demand or use of park facilities (Appendix I-4). Further, the Project would include a number of on-site recreational amenities including common open space between courtyards and amenity areas on levels two, five, and six, as well as a pool, a fitness center, and a yoga room. In total, the Project would provide over 21,000 square feet of public and private open space. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the Project's residents to recreate on the Project site while incrementally reducing demand for off-site public parks and recreational facilities.

With payment of the required development impact fees related to parks and recreation in combination with provision of on-site recreational facilities, the Project would meet the City's anticipated demand for neighborhood and regional parks or other recreational facilities. Project residents would have access to adequate on-site recreational facilities, which would offset increased use of existing parks and recreational facilities in the City. Therefore, implementation of the Project would not result in a substantial increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur. Impacts to neighborhood and regional parks would be less than significant.

Threshold 4.12c ***Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

The performance standard for different responsible park agencies ranges between 2.43 to 3.30 acres per 1,000 residents; as previously discussed in Threshold 4.12a (Parks). While the City is currently meeting ARCSD performance standards, the increase in population due to the proposed Project would decrease the City's ratio of park acres to residents to slightly below ARCSD's performance standard. This increase in population; however, would not be substantial, and would not result in significant impacts to existing recreational facilities. As noted previously, the Project would include a number of on-site open space and recreational amenities including common open space between courtyards and amenity areas, as well as a pool, fitness center, and a yoga room. The construction of these common open space areas and associated recreational amenities is analyzed as part of the Project throughout this EIR. Further, the Project would be subject to the City's Park Facilities Impact Fee, which requires new development projects pay impact fees to support park improvements as well as fund capital costs for other new and existing infrastructures. Pursuant to the City's Impact Fee, the project applicant would pay its fair share based on the fee category and adopted fee rates, currently set at $3.73 per square foot. Project implementation would not require the construction or expansion of new recreational facilities in the City to accommodate Project demand, and impacts would be less than significant.

4.12.5 Cumulative Impacts Analysis

This section provides an analysis of cumulative impacts from construction and operation of the Project and other past, present, and reasonably foreseeable future projects, as required by Section 15130 of the State CEQA

Guidelines The geographic context for the cumulative analysis as it relates to public services is the City of Arcadia. The past, present, and reasonably foreseeable future projects (i.e., cumulative projects) used for this analysis are presented in Section 2.4, Cumulative Impacts, and on Figure 2-6, Cumulative Projects Location Map, of Chapter 2, this Draft EIR.

Threshold 4.12a ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:***

i Fire Protection?

A cumulatively significant impact related to fire protection and emergency services could occur as a result of population growth and development within the AFD service area due to the Project combined with the cumulative projects. The Project, along with cumulative projects, could result in increased calls and demands for fire protection and emergency services. The AFD stated that as the City continues to see higher density projects, call volume will continue to see an increase, which will result in longer response times. Additionally, response times would inevitably increase due to the increased burden of access associated with responding to incidents in multi-story developments—such as the proposed Project—including the need to traverse up and/or across through stairwells, elevators, and/or use of the aerial ladder. In addition, in downtown Arcadia there are a number of new mixed-use buildings of similar density to the proposed Project being contemplated.

The AFD, however, has not identified the need for any new or altered fire stations or governmental facilities that would have the potential to result in substantial adverse physical impacts, 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. Therefore, potential cumulative impacts would be less than significant, and no mitigation is required. In addition, to ensure AFD is able to maintain an adequate level of service, future projects may be subject to a fair share contribution to the City's traffic mitigation system for affected intersections in order to reduce response times to the project sites (Appendix I-1).

Both the Project and cumulative projects would also be subject to the requirements of the fire code standards (including those listed above and in Section 4.12.2). This would be ensured through the plan check process and fire review prior to the issuance of building permits for the Project and cumulative projects. Furthermore, the Project and cumulative projects would coordinate with the Arcadia Fire Department Fire Prevention Division to ensure fire flow requirements are met and any required upgrades to the existing water distribution system are addressed for each individual project. As determined by AFD, existing fire protection facilities are sufficient to meet the proposed Project (Appendix I-1). Based on the above considerations, the Project's contribution to cumulative impacts to fire protection services would be less than significant.

Threshold 4.12a ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:***

ii Police Protection?

A cumulatively significant impact related to police protection services could occur as a result of population growth within the APD service area due to the Project and cumulative projects. As with the proposed Project, the applicants of the cumulative projects would be required to incorporate appropriate safety features into the design and construction of their respective projects to minimize the potential for crime and to maximize safety, ultimately minimizing the need for police protection services. In addition, the cumulative projects would contribute to funding police protection services or new facilities through development impact fees. Based on the above considerations, the Project's contribution to cumulative impacts to police protection services would be less than significant.

Threshold 4.12a ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:***

iii Schools?

The increase in student population as a result of the proposed Project and cumulative residential projects could require the construction or expansion of school facilities. The proposed Project itself, as determined by AUSD would not result in significant impacts on services, necessitating the construction of new or physically altered school facilities (Appendix I-3). While most cumulative projects require discretionary actions, they would incrementally increase the need for school facilities. However, as discussed above in Section 4.12.2, Education Code Section 17620 allows school districts to assess fees on new residential and commercial construction within their respective boundaries. Pursuant to California Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to less-than-significant levels. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. Therefore, the Project's increase in the demand for school facilities and services would not be considerable resulting in a less than significant cumulative impact due to the payment of development impact fees.

Threshold 4.12a ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:***

iv Parks?

As previously discussed, while the Project would increase the demand for local and regional parks, this increase would be modest, and would not result in a significant impact. The Project applicant would be required to pay its

fair share of impact fees to ensure the City would be able to maintain an acceptable level of service. Additionally, cumulative projects would be required to demonstrate compliance with CEQA prior to project approval, and existing federal, state, and local regulations related to parks and recreational facilities. Cumulative projects would also be required to pay a Park Facilities Impact Fee to mitigate their contribution to the demand for local and regional parks. Therefore, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact to park facilities and the impact is less than significant.

Threshold 4.12a ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:***

v Other public facilities (libraries)?

Future cumulative development would generate new tax revenues and would be subject to the City's development impact fees, which act as funding sources for City libraries. The proposed Project itself, as determined by the APL, would not result in new physical facilities (Appendix I-5). The Project and cumulative projects would be required to fund their fair share of an established fee program designed to alleviate the cumulative impact. These revenues would help offset the increase in demand for library services as a result of the Project. Therefore, the Project's contribution to cumulative impacts to library services would be less than significant.

Threshold 4.12b ***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?***

Buildout of the Project along with cumulative projects would increase use of existing local and regional parks and could result in the accelerated deterioration of park and recreation facilities. As discussed, the Project itself would result in less than significant impacts to park and recreation facilities. The deterioration that would occur to local parks and recreational facilities from regional population growth may be offset with funding from new development through Park Facilities Impact Fees. Cumulative projects would be required to demonstrate compliance with CEQA prior to Project approval and would also be subject to Park Facilities Impact Fees to offset their contribution to the demand for park facilities. Therefore, cumulative impacts to existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated, would be less than significant and would not be cumulatively considerable.

Threshold 4.12c ***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?***

While the Project would increase the demand for recreational facilities, this increase would be modest and would not require the construction or expansion of local or regional parks. Additionally, the Project includes the construction of on-site recreational facilities, which would decrease the Project's impacts on existing local and regional parks. The Project applicant would also be required to pay a Park Facilities Impact Fee to ensure existing recreational facilities would be able to continue to provide an acceptable level of service. Cumulative projects may have a similar impact, including increasing the demand for existing recreational facilities and the construction of on-site recreational amenities. These cumulative projects, however, would be required to demonstrate compliance with CEQA prior to project approval, and existing federal, state, and local regulations related to parks and

recreational facilities. Cumulative projects would also be subject to similar park impact fees, which would allow existing park facilities to continue to provide adequate service. Therefore, cumulative impacts regarding the construction or expansion of recreational facilities would be less than significant and the Project's contribution would not be considerable resulting in a less than significant impact.

4.12.6 Mitigation Measures

No mitigation measures are required.

4.12.7 Significance Conclusion

Threshold 4.12a. The Project would result in **less-than-significant impacts** associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental effects, in order to maintain acceptable service ratios, response times, or other performance objectives.

Threshold 4.12b. The Project would result in **less-than-significant impacts** associated with the use of neighborhood parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Threshold 4.12c. The Project would result in **less-than-significant impacts** associated with the construction or expansion of recreational, which might have an adverse physical effect on the environment.

4.12.8 References

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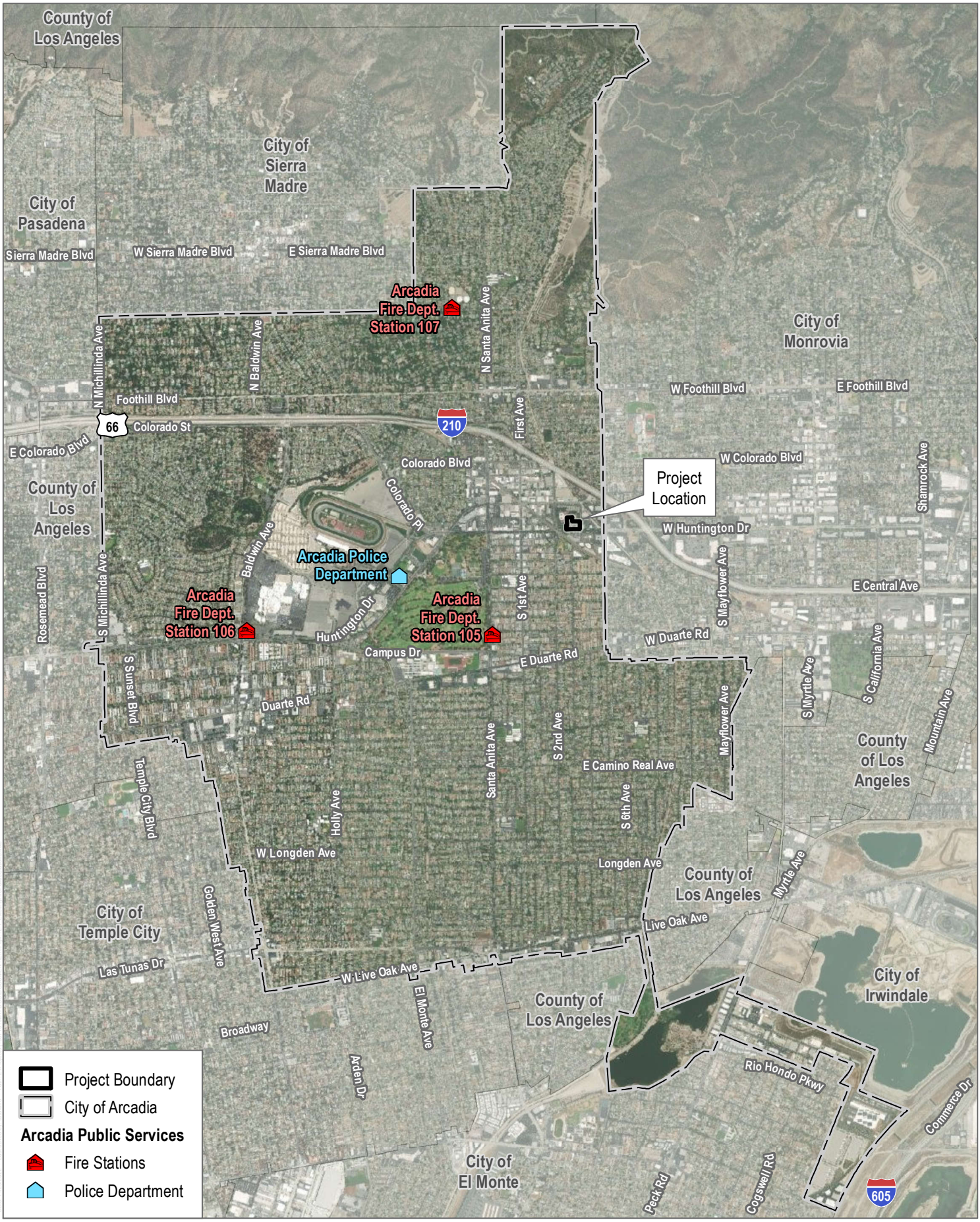
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SOURCE: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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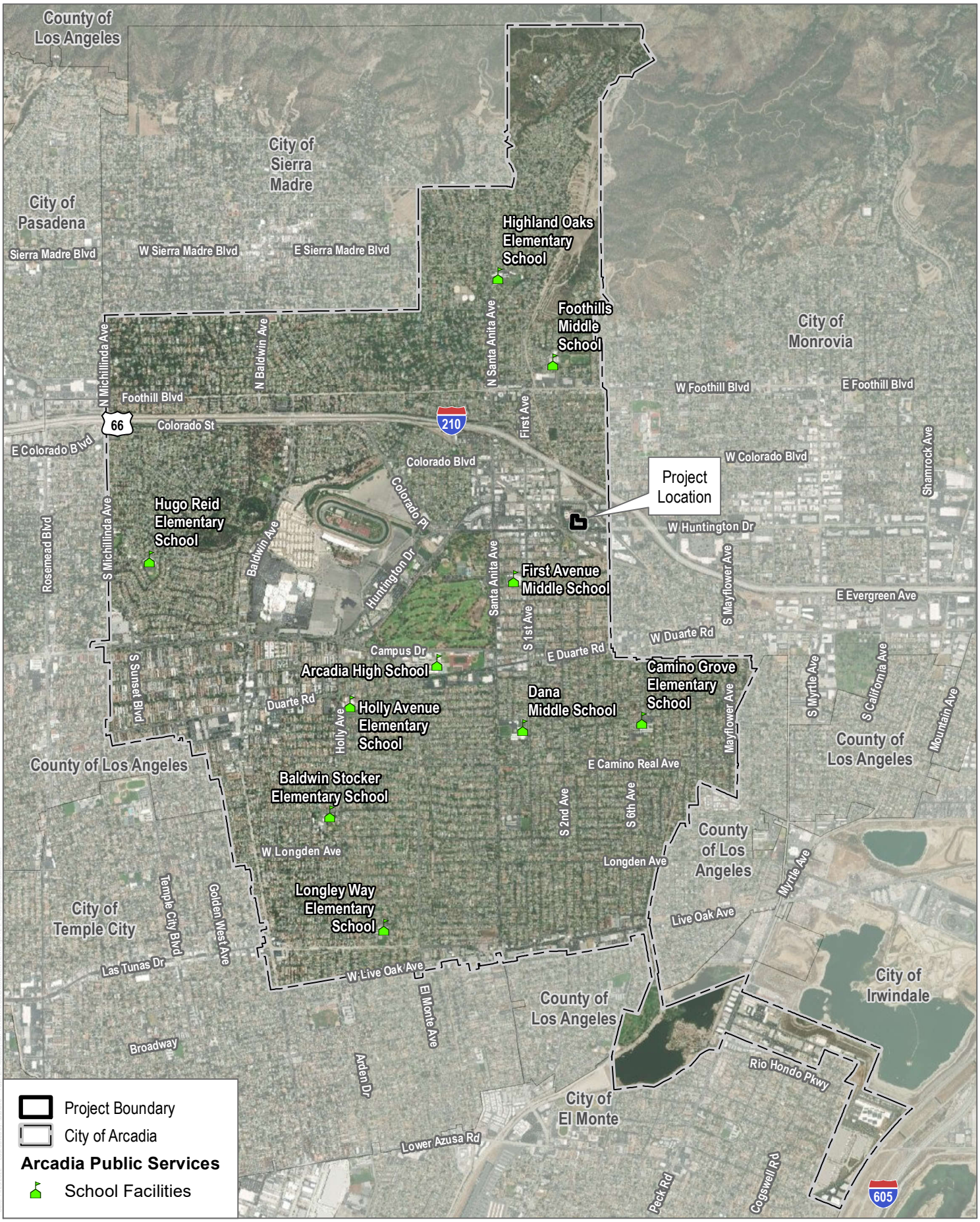
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FIGURE 4.12-1

Existing Fire and Police Stations

The Derby Mixed-Use Project

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SOURCE: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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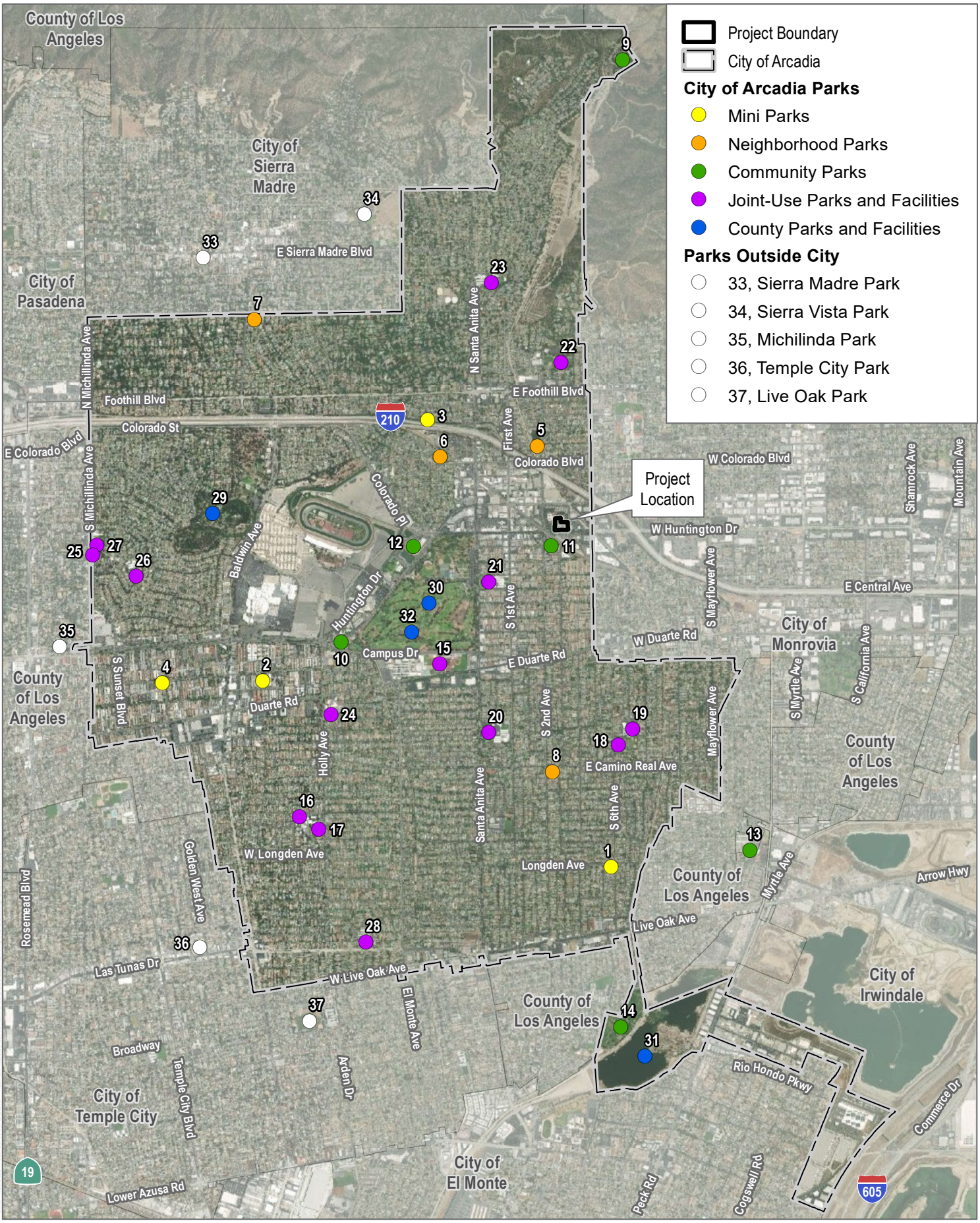
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FIGURE 4.12-2

Existing School Facilities

The Derby Mixed-Use Project

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SOURCE: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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0 1,800 3,600 Feet

FIGURE 4.12-3

Parks and Recreational Facilities

The Derby Mixed-Use Project

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SOURCE: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

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0 1,800 3,600 Feet

FIGURE 4.12-4

Existing Library Facilities

The Derby Mixed-Use Project

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4.13 Transportation

This section describes the existing conditions of The Derby Mixed-Use Project (Project) site and vicinity related to transportation, and identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, mitigation measures, level of significance after mitigation. Information contained in this section is based on publicly available data as well as the following:

- Appendix J Transportation Impact Study, The Derby Mixed-Use Project, prepared by Dudek, June 2023

Other sources consulted are listed in Section 4.13.8, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.13.1 Existing Conditions

This section provides a summary of the existing street network, including the major roadways serving the Project site, the existing transit service, and bicycle and pedestrian facilities in the study area. Figure 4.13-1, Project Site Location and Study Area, provides a regional location map and the transportation study area as analyzed in the Transportation Impact Analysis (Appendix J), and the Figure identifies the studied intersections and the location of the Project's driveways/access.

Existing Street Network

Regional access to the Project site is provided by Interstate [I-] 210 (Foothill Freeway) approximately 0.35 miles east of the site. The local street system serving the site includes E. Huntington Drive, Santa Clara Street, 2nd Avenue, and Gateway Drive. Characteristics of the existing local roads within the study area are described below.

E. Huntington Drive is an east-west oriented roadway south of the Project site. Direct access to the site would be provided from E. Huntington Drive, at a new driveway approximately 50 feet east of the existing driveway into the site. In the City of Arcadia (City) General Plan Circulation and Infrastructure Element (City of Arcadia 2010), E. Huntington Drive is classified as a major arterial west of Santa Clara Street and a primary arterial east of Santa Clara Street. E. Huntington Drive is also a designated truck route, as well as a principal travel corridor and a planned primary transit corridor within the City. The number of through travel lanes in each direction on E. Huntington Drive varies from four through lanes west of Holly Avenue, to three through lanes between Holly Avenue and Santa Clara Street, to two through lanes east of Santa Clara Street. Exclusive left-turn lanes are provided on E. Huntington Drive at major intersections. On-street parking is generally not provided in the immediate Project vicinity. The speed limit on E. Huntington Drive varies from 30 to 35 miles per hour (MPH) east of Santa Clara Street, to 45 MPH west of Santa Clara Street.

Santa Clara Street is an east-west oriented roadway, located north of the Project site. Santa Clara Street is classified as a secondary arterial between E. Huntington Drive and Santa Anita Avenue and an enhanced collector between Santa Anita Avenue and the City limits. It is also classified as a local travel corridor east of Santa Anita Avenue. One to two through travel lanes are provided in each direction on Santa Clara Street, with a two-way left-turn lane

(TWLTL) provided between E. Huntington Drive and 1st Avenue and left-turn pockets provided at most major intersections and driveways. Parking is restricted along both sides of the street, between E. Huntington Drive and 1st Avenue and unrestricted between 1st Avenue and the City limits. An existing Class II bike lane (on-street striped lane) is provided on Santa Clara Street along the Project frontage. Santa Clara Street has a posted speed limit of 30 MPH within the vicinity of the Project site.

2nd Avenue is a north-south roadway west of the Project site. Second Avenue is classified as a collector, as well as a local travel corridor north of E. Huntington Drive and a secondary travel corridor south of E. Huntington Drive. Two through travel lanes are provided in each direction on 2nd Avenue, with a TWLTL provided between Santa Clara Street and E. Huntington Drive and left-turn pockets provided at most major intersections and driveways. Parking is provided along both sides of the street, where designated. Second Avenue has a posted speed limit of 25 to 35 MPH within the vicinity of the Project site.

Gateway Drive is a north-south roadway east of the Project site. Direct access to the site would be provided from two driveways along Gateway Drive. Gateway Drive does not have a City roadway classification and is considered a local road. One through travel lane is provided in each direction, with a raised median located along portions of the roadway. Parking is generally not allowed along either side of the street. No posted speed limits are present; however, a 25 MPH speed limit is assumed in this analysis.

Existing Public Transit Services

Public transit in the Project vicinity is provided by the Metropolitan Transportation Authority (Metro), Foothill Transit, and Arcadia Transit. Figure 4.13-2, Existing Transit Facilities, shows the various bus routes and Metro A (previously L/Gold) Line that provide service in the study area. The Arcadia Metro A Line Station is approximately 0.3 miles northwest of the Project site at the northwest corner of 1st Avenue and Santa Clara Street. Bus stops are also located along E. Huntington Drive near the Project site. A description of each service provider is presented below.

Metropolitan Transportation Authority Services (Metro)

Metro currently operates five local Metro bus transit routes in the vicinity of the Project site, providing service between downtown Los Angeles and the City (Metro 2023). The routes have peak frequencies of between 10 minutes (within Downtown Los Angeles) and 40 minutes in Arcadia. Route 179 operates in conjunction with Route 287 within the downtown Los Angeles area, upon which the route splits into two separate lines in the City of Alhambra, with Route 179 traveling along Huntington Drive. The nearest bus stop to the Project site is located at the intersection of Huntington Drive and 2nd Avenue. Route 179 serves the cities of Arcadia, Alhambra, El Sereno, and downtown Los Angeles. Additionally, Route 287 operates along Santa Anita Avenue with the nearest bust stop provided at the same locations noted above, serving the cities of El Monte, Arcadia, South El Monte, Rosemead, and Montebello. Route 287 provides an average peak weekday service frequency of 40 minutes.

Foothill Transit Services

Within the study area, Foothill Transit Line 187 serves the cities of Pasadena, Arcadia, Duarte, and Azusa. This bus line provides an average peak weekday service frequency of 20 minutes. The nearest bus stop to the Project site is located at E. Huntington Drive and 2nd Avenue (Foothill Transit 2022).

Arcadia Transit Services

Arcadia Transit provides fixed-route public transit service with three lines (e.g., Green, Blue and Red Lines). The Green and Red Lines operate in the vicinity of the Project site. The Green Line connects the Arcadia Metro A Line Station with Santa Anita Park, City Hall, Methodist Hospital, Westfield Santa Anita Mall, and the Los Angeles County Arboretum (City of Arcadia 2022). The Red Line runs north-south along 1st Avenue and 6th Avenue connecting communities in the eastern portion of the City to many local activity centers and the Arcadia Metro A Line Station. These lines provide headways of generally one to two buses during the weekday morning peak hour and two to three buses during the weekday afternoon peak hour.

Arcadia Dial-A-Ride is a demand-response service providing curb-to-curb transportation to seniors and persons with disabilities to and from any destination within the Arcadia city boundaries. The service is provided based on space availability and is open Monday through Friday from 7:00 AM to 9:00 PM and Saturday/Sunday from 7:00 AM to 7:00 PM. Trip requests can be made the same day or up to seven days in advance.

Existing Pedestrian and Bicycle Facilities

Sidewalks are generally present throughout the study area, and marked crosswalks are provided at all major arterial intersections. Pedestrian access to the Project site is provided along all the roadways surrounding the site. Bicycle facilities in the City are limited; however, the City looks for funding opportunities on an ongoing basis to improve the City's alternative transportation system (City of Arcadia 2022). There is a Class III bike route (signed route only) on 5th Avenue, between Duarte Road and Foothill Boulevard, approximately 1,000 feet east of the site. The City also recently added 3.6 miles of Class II bike lanes on E. Huntington Drive, and approximately 2 miles of Class II bike lanes on 1st Avenue/Highland Oak Drive, between Duarte Road and Orange Grove Avenue (StreetsBlog LA 2020). Bike lockers and parking are also provided at the Arcadia Metro A Line Station.

The City has not previously prepared or adopted a bikeway master plan. However, the City's General Plan Circulation and Infrastructure Element includes a Bikeway Plan (see Figure 4.13-3, Existing and Future Bicycle Facilities) that identifies bicycle routes to accommodate a future bicycle plan which will link to regional routes such as the Rio Hondo bike path system, south of the Project site (City of Arcadia 2021). The proposed Bicycle Plan includes routes planned around the Project site, including a planned Class I bike path along Santa Anita Avenue. However, it should be noted that the City has constructed routes that may differ from those shown in Figure 4.13-3. For example, a Class II bike lane has been constructed along Santa Clara Street, between 1st Avenue and 5th Avenue; and a Class II bike lane has been constructed along 1st Avenue/Highland Oak Drive, between Duarte Road and Orange Grove Avenue, in place of the Class III bike lane. Additionally, the City received a $3 million federal grant to construct a Complete Streets project along Colorado Boulevard, which will add bike lanes along the north side of Colorado Boulevard from the west City limit (Michillinda Avenue) to the east City limit (5th Avenue).

4.13.2 Regulatory Requirements

4.13.2.1 Federal

There are no applicable federal regulations related to transportation that would apply to the proposed Project.

4.13.2.2 State

Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) process for several categories of development projects including the development of infill projects in transit priority areas (TPAs) and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas (GHG) emissions. SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit Oriented Infill Projects, to the CEQA Statute (Public Resources Code [PRC] Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment. In addition, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of level of service (LOS) in CEQA documents.

In the past, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Mitigation for impacts on vehicular delay often involves increasing capacity such as widening a roadway or the size of an intersection, which in turn encourages more vehicular travel and greater pollutant emissions. Additionally, improvements to increase vehicular capacity can often discourage alternative forms of transportation such as biking and walking. SB 743 directed the Governor's Office of Planning and Research (OPR) to develop an alternative metric(s) for analyzing transportation impacts in CEQA documents. The alternative shall promote the state's goals of reducing GHG emissions and traffic-related air pollution, promoting the development of multimodal transportation system, and providing clean, efficient access to destinations. Under SB 743, it was anticipated that the focus of transportation analysis will shift from vehicle delay to vehicle miles traveled (VMT) within transit-priority areas (i.e., areas well served by transit).

Pursuant to SB 743, OPR released the draft revised CEQA Guidelines in November 2017, recommending the use of VMT for analyzing transportation impacts. Additionally, OPR released Updates to Technical Advisory on Evaluating Transportation Impacts in CEQA, to provide guidance on VMT analysis. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their particular jurisdictions. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance … recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence" (CEQA Guidelines Section 15064.7[c]).

In December 2018, the CEQA Guidelines were updated to add Section 15064.3, Determining the Significance of Transportation Impacts, that describes specific considerations for evaluating a project's transportation impacts using the VMT methodology. This new methodology is required to be used for projects beginning on July 1, 2020.

CEQA Guidelines Section 15064.3(b) is divided into four subdivisions as follows:

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

project area compared to existing conditions should be presumed to have a less than significant transportation impact.

(1) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(2) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(3) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.

Sustainable Communities Act; Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the state's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board (CARB) sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the state's Metropolitan Planning Organizations (MPO). The CARB will periodically review and update the targets, as needed.

Each of California's MPOs must prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. The CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate alternative planning strategy to meet the targets. The alternative planning strategy is not a part of the RTP.

The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement the SCS or the alternative planning strategy. Developers can get relief from certain CEQA requirements if their new residential and mixed-use projects are consistent with a region's SCS (or alternative planning strategy) that meets the targets (see PRC Sections 21155, 21155.1, 21155.2, and 21159.28).

4.13.2.3 Regional and Local

SCAG Regional Transportation Plan/Sustainable Communities Strategy

Southern California Association of Governments (SCAG) is the designated MPOs for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The City is one of the many jurisdictions that fall under SCAG.

The 2016–2040 RTP/SCS was adopted in April 2016 and presents the land use and transportation vision for the region through the year 2040, providing a long-term investment framework for addressing the region's challenges. The RTP/SCS includes goals to increase mobility and enhance sustainability for the region's residents and visitors. The RTP/SCS encompasses three overarching principles to improve the region's future: mobility, economy, and sustainability. The RTP/SCS provides a regional investment framework to address the region's transportation and related challenges, while enhancing the existing transportation system and integrating land use into transportation planning.

The RTP/SCS recommends local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce VMT, congestion, and GHG emissions. The RTP/SCS approach to sustainably manage growth and transportation demand would reduce the distance and barriers between new housing, jobs, and services and would reduce vehicle travel and greenhouse gas emissions. Overall, the strategies and policies in the RTP/SCS are projected to exceed the GHG emission-reduction targets set forth by the CARB under SB 375 (SCAG 2016).

In May 2020 the Regional Council adopted Connect SoCal for the limited purpose of submitting the plan to the Federal Highway Administration and Federal Transit Administration for review prior to the June 1, 2020, deadline, as required by the Clean Air Act. On September 3, 2020, the SCAG Regional Council unanimously voted to approve Resolution No. 20-624-1 to: (1) adopt the 2020–2045 RTP/SCS (Connect SoCal or Plan) Program EIR Addendum and Revised Mitigation Monitoring and Reporting Program; (2) approve Connect SoCal in its entirety; and (3) submit Connect SoCal to the CARB for confirmation that the Plan meets GHG reduction targets. The Connect SoCal Plan presents the land use and transportation vision for the region through the year 2045, providing a long-term investment framework for addressing the region's challenges. The following are the 2020 RTP/SCS goals: (1) encourage regional economic prosperity and global competitiveness; (2) improve mobility, accessibility, reliability, and travel safety for people and goods; (3) enhance the preservation, security, and resilience of the regional transportation system; (4) increase person and goods movement and travel choices within the transportation system; (5) reduce GHG emissions and improve air quality; (6) support healthy and equitable communities; (7) adapt to a changing climate and support an integrated regional development pattern and transportation network; (8) leverage new transportation technologies and data-driven solutions that result in more efficient travel; (9) encourage development of diverse housing types in areas that are supported by multiple transportation options; (10) promote conservation of natural and agricultural lands and restoration of habitats (SCAG 2020).

City of Arcadia 2010 General Plan

The Circulation Element of the City's General Plan addresses the transportation network that allows people to move in and through Arcadia, and the infrastructure that provides necessary urban service to residences, businesses, and institutions (City of Arcadia 2010). The circulation component addresses an integrated circulation system that will meet the current and future needs of all City residents, businesses, and visitors; and a system that will be

multi-modal, efficient, and effective for all users. The goals and policies from the Circulation and Infrastructure Element that are relevant to the proposed Project include the following (City of Arcadia 2010):

Goal CI-1: An efficient roadway system that serves all of Arcadia, supports all transportation modes, and balances the roadway system with planned land uses.

Policy CI-1.2: Implement street design standards on arterial corridors consistent with the Master Plan of Roadways to address bicycle facilities, sidewalks, and on-street parking that are context sensitive to adjacent land uses and districts, and to all roadway users, where appropriate.

Policy CI-1.4: Require the cost of transportation mitigation and improvements necessitated by new development be borne by new development— including non-automobile solutions—through the Traffic Impact Fee Program.

Goal CI-2: Maximized operational efficiency of the street system

Policy CI-2.1: Implement traffic management and traffic signal operations measures, where feasible, to:

- Minimize delay and congestion for all modes, without adversely impacting transit, bicycles, and pedestrians, and
- Focus traffic onto arterial streets and minimize intrusion into residential neighborhoods.

Policy CI-2.2: Design and operate arterials and intersections for the safe operation of all modes, including transit, bicyclists, and pedestrians.

Goal CI-3: Enhanced local and regional transit service

Policy CI-3.2: Support Metro's and Foothill Transit's expansion of rapid bus service in the region, and particularly on routes serving the City.

Policy CI-3.4: Enhance local transit circulator service, particularly to link neighborhoods to commercial districts, and Downtown to all areas.

Policy CI-3.9: Require all new and substantially renovated office, retail, industrial, and multifamily developments to install and implement transit amenities, including bus turnouts, transit shelters, and other streetscape elements, as appropriate.

Goal CI-4: Connected, balanced, and integrated bicycle and pedestrian networks that provide viable alternatives to use of the car

Policy CI-4.3: Encourage the establishment of secure bike parking facilities throughout the City.

Policy CI-4.6: Provide sidewalks on all arterial roadways.

Policy CI-4.7: Ensure that intersections and development at intersections are designed and maintained to provide for pedestrian safety.

Policy CI-4.8: Require that development projects within commercial districts provide pedestrian-focused access independent from vehicle entrances, as feasible.

Policy CI-4.9: Enhance pedestrian and bicycle access to local and regional transit, including connections to bus routes and the light rail station.

Policy CI-4.11: Encourage walking, biking, and use of transit through a variety of supportive land use development and urban design measures, including site planning that promotes safety, pedestrian-friendly design, and access to transit facilities.

Policy CI-4.12: Require new and substantially renovated office, retail, industrial, and multifamily developments to include bicycle and pedestrian amenities in the vicinity of the development to facilitate bicycling and walking, including on-site bike paths where appropriate, sidewalk improvements, benches, and pedestrian signal push-buttons at nearby signals.

Policy CI-4.13: Require new and major renovations to office, industrial, and institutional developments to provide secure off-street bicycle parking, and encourage such developments to provide bicycle facilities, such as showers and changing rooms.

The City has not previously prepared or adopted a bikeway master plan. However, the City's General Plan Circulation and Infrastructure Element (City of Arcadia 2010) includes a Bikeway Plan (see Figure 4.13-3, Existing and Future Bicycle Facilities) that identifies bicycle routes to accommodate a future bicycle plan which will link to regional routes such as the Rio Hondo bike path system, south of the Project site (City of Arcadia 2010). The proposed Bicycle Plan includes routes planned around the Project site, including a planned Class I bike path along Santa Anita Avenue. However, it must be noted that the City has constructed routes that may differ from those shown in Figure 4.13-3. As shown in the figure, a Class II bike lane has been constructed along 1st Avenue/Highland Oak Drive, between Duarte Road and Orange Grove Avenue, in place of the Class III bike lane.

4.13.3 Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to transportation are listed below. A project may have a significant impact if it would:

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 road design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
d) Result in inadequate emergency access.

4.13.4 Impact Analysis

Threshold 4.13a ***Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

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 discussed further below.

RTP/SCS Consistency Analysis

The proposed Project's consistency with the 2020–2045 RTP/SCS (Connect SoCal) is summarized in Table 4.9-1 (see Section 4.9, Land Use and Planning). The Project would facilitate a more balanced jobs-housing profile and once constructed, would continue to support regional economic development. In addition, the Project site's vicinity is served by existing public transit including Metro Routes 179 and 287 and the Metro A Line; Foothill Transit Line 187; and Arcadia Transit's Green and Red Lines. Project development would increase transit accessibility of jobs and services within the Project site's vicinity and would bring residential development to the City's Downtown, which contains a mix of office and commercial development uses, thereby reducing travel demands for people and the resulting VMT. Further, the Project includes objectives to support walkability and increased pedestrian access to support connectivity with the nearby Arcadia Metro A Line Station. For these reasons, and as shown in Table 4.9-1 in Section 4.9, Land Use and Planning of this Draft EIR, the proposed Project would not conflict with the applicable goals in the RTP/SCS.

City of Arcadia General Plan

The Project would be consistent with the applicable goals and policies of the City's General Plan. The Project would not hinder the City's ability to provide an efficient roadway system that serves all transportation modes and balances the roadway system with planned land uses. The Project would support City's goals CI-1 through CI-4, and their related policies, to provide an efficient roadway system that supports all transportation modes and balances the roadway system with planned land uses, maximize operational efficiency of the street system, enhances local and regional transit service, and provide connected, balanced, and integrated bicycle and pedestrian networks that provide viable alternatives to use of the car. The Project would provide a connected, balanced, and integrated bicycle and pedestrian network by developing a mixed-use project that promotes pedestrian connectivity and safety with the City's Downtown and includes on-site improvements to facilitate circulation and community cohesion within the existing environment. Specific site improvements are discussed below.

Transit, Bicycle, and Pedestrian Facilities

The proposed Project would support transit, bicycle, and pedestrian circulation throughout the Project site and the surrounding environment and would not conflict with any City plans or policies regarding existing or proposed transit, bicycle, and pedestrian facilities in the study area. Specifically, the Project is consistent with Goal CI-3 and policy CI-3.9 that requires all new and substantially renovated office, retail, industrial, and multifamily developments to install and implement transit amenities and other streetscape elements and Goal CI-4 to provide connected, balanced, and integrated bicycle and pedestrian networks that provide viable alternatives to use of the car. The Project would include on-site bicycle parking and enclosed bicycle storage areas for residents as well as on-site improvements to support pedestrian connectivity with the City's Downtown and nearby Arcadia Metro A Line Station. All pedestrian areas within the Project site would meet American Disability Act (ADA) requirements and adhere to City design guidelines. Bicyclist and pedestrian safety would be maintained at existing levels in the area. Additionally, the Project would not conflict with or result in the change of bus routes in the study area; therefore, the Project would not severely delay, impact, or reduce the service level of transit in the area. Therefore, the Project would not adversely affect, in a manner that conflicts with, an applicable program, plan, ordinance, or policy, addressing the performance of the circulation system, including public transit, roadway, bicycle or pedestrian facilities. Impacts would be less than significant.

Threshold 4.13b ***Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?***

CEQA Guidelines Section 15064.3(b) focuses on VMT for determining the significance of transportation impacts. The following VMT analysis is based on the City of Arcadia Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (City of Arcadia 2020) and OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). As shown in the analysis below, the Project would be screened from a project-level analysis and no impacts due to conflicts or inconsistencies with Section 15064.3(b) are presumed, and impacts would be less than significant.

Screening Criteria

The City's Guidelines provide three types of VMT screening criteria that can be applied to the proposed Project to determine if the Project is screened from having to prepare a project-level VMT assessment. The screening criteria are consistent with the recommendations provided in OPR's Technical Advisory.

Transit Priority Area (TPA) Screening

Projects located within a TPA[1] may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

As shown in Appendix J, the proposed Project is located within a TPA and therefore meets this screening this criterium.

Low VMT Area Screening

Residential and office projects located within a low VMT- generating area may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

The San Gabriel Valley Council of Governments (SGVCOG) screening tool (available at https://www.sgvcog.org/vmt-analysis-tool) was used to determine whether or not the proposed Project would be located in a low VMT-generating area. Per the City's guidelines, a low VMT-generating area is determined as 15% below the subarea baseline home-based VMT per capita and VMT per employee. As shown in Table 4.13-1, the home-based VMT per Capita for the

[1] A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor per the definitions below:
Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.")
Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

Project's traffic analysis zone or TAZ is 11.1, and the City's average is 15.53. Therefore, the TAZ would be 28.52% below the subarea threshold for VMT per Capita, which would meet the required baseline screening criteria established in the City's guidelines. As such, the proposed Project can be screened out using this criterion.

Table 4.13-1. Summary of Project TAZ VMT

Base Year (2021)	Home-based VMT per Capita
Project TAZ	11.1
Jurisdiction (City)	15.53
% Difference (Project TAZ – Jurisdiction)	**-28.52%**
Threshold	13.2

Source: SGVCOG VMT Screening Tool (Appendix J).

Project Type Screening

The City's guidelines list local serving land uses, which have been identified as having the presumption of a less than significant impact. This includes land uses such as local serving schools, parks, day care centers, and local serving retail of less than 50,000 square feet. The uses are those which should be able to demonstrate that its users (employees, customers, visitors) would be existing within the community. The screening criterion also identifies projects that would generate less than 110 daily vehicle trips and having a presumption of less than significant.[2] The proposed residential component of the Project would not fall under a local serving land use and would also generate greater than 110 daily vehicle trips; therefore, this component of the Project cannot be screened out from further VMT analysis using this criterium. However, the 17,550 square-foot proposed restaurant use would serve as a local serving land use and can be screened out using this criterium.

In conclusion, while the residential component of the Project would not be screened out from VMT analysis using the Project Type Screening, based on SB 743 and the revised CEQA Guidelines, the City's Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment, and the San Gabriel Valley Council of Governments (SGVCOG) VMT Assessment tool, the entire Project would be screened from a project-level VMT analysis because the Project is in a Low VMT generating area and within a TPA. Therefore, a VMT analysis is not required and impacts to VMT would be less than significant.

Threshold 4.13c ***Would the Project substantially increase hazards due to a road design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

The Project would not substantially increase hazards due to a geometric design feature or incompatible uses, as further described below.

[2] This threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

Project Access

The existing Project site is currently configured with three access points, as shown on the Project site plan (Figure 4.13-1, Project Location and Study Area). Proposed vehicular circulation to the Project site and parking structure would remove or reconfigure two access points along E. Huntington Drive and one access point along Gateway Drive to provide one full access driveway along E. Huntington Drive and two access points along Gateway Drive, as follows:

- #8 – South Driveway (A)/Huntington Drive: Full access; primarily serving The Derby restaurant, with secondary access to the café and complementary restaurant; no residential parking access.
- #9 – Gateway Drive/East Driveway (B): Full access; primarily serving the café and complementary restaurant; secondary access for The Derby restaurant; no residential parking access.
- #10 – Gateway Drive/East Driveway (C): Full access; residential parking access only.

On and Off-Site Queuing Analysis

A queuing analysis was prepared for all Project driveways to assess the adequacy of any off-site storage lanes into the Project site, as well as the adequacy of driveway throat lengths and space on-site for vehicles to queue without effecting the internal circulation on the Project site. Queuing was analyzed utilizing the SimTraffic software, which calculates the 95th percentile (design) queue. All queuing analysis data and SimTraffic queuing worksheets are provided in Appendix J.

As shown in Tables 4.13-2 and 4.13-3, none of the calculated 95th percentile (design) queues exceed storage capacities within the existing left-turn pockets on Gateway Drive or the two-way-left-turn lane (TWLTL) along E. Huntington Drive, with exception of the eastbound left-turn pocket at the Gateway Drive/E. Huntington Drive intersection. Analysis of existing conditions shows that queuing extends past the approximately 35 feet left-turn pocket (see Appendix J). As this pocket length is limited under current conditions, further exceedance of the available storage capacity is expected with the addition of Project trips. Therefore, impacts related to roadway design would be significant prior to mitigation.

Table 4.13-2. Peak-Hour Queuing Summary for Opening Year (2025) Conditions

Intersection or Driveway Access	Movement	Available Stacking Distance (Feet)	Opening Year (2025) plus Project			
			95th Percentile Queue (Feet)		Acceptable?[1]	
			AM	PM	AM	PM
Gateway Drive/E. Huntington Drive	EBL	35	62	63	No	No
	SBL	75	61	65	Yes	Yes
	SBTR	90[2]	57	72	Yes	Yes
South Driveway (A)/E. Huntington Drive	EBL	100[3]	56	64	Yes	Yes
	SBLR	125[4]	101	109	Yes	Yes
Gateway Drive/East Driveway (B)	EBLR	90[5]	38	38	Yes	Yes
	NBLT	95[6]	8	24	Yes	Yes
Gateway Drive/East Driveway ©	EBLR	100[5]	46	42	Yes	Yes
	NBLT	60[7]	6	22	Yes	Yes

Source: Appendix J.
Notes: EBL = eastbound left; EBLT = eastbound left-through; SBL = southbound left; SBLR = southbound left-right; NBR = northbound right; NBLT = northbound left-through

Bold – Unacceptable Storage Length
1 Stacking distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.
2 Approximate available stacking distance measured from the intersection stop bar to the curb cut of proposed Driveway B.
3 Estimated as the queueing available in the TWLTL; measured to from driveway entrance to begin of westbound left-turn pocket at 2nd Avenue/E. Huntington Drive.
4 Driveway includes a circular courtyard, primarily for valet drop-off; estimated stacking of 5 vehicles (approximately 125 feet) assumed based on length of courtyard available from driveway entrance to northernmost point of courtyard.
5 Approximate throat length measured from the parking garage entrance to first internal drive aisle.
6 No left-turn pocket is available along Gateway Drive; available stacking distance measured from driveway entrance to E. Huntington Drive for the purposes of this analysis.
7 No left-turn pocket is available along Gateway Drive; available stacking distance measured from driveway entrance to Driveway B entrance for the purposes of this analysis.

Table 4.13-3. Peak-Hour Queuing Summary for Horizon Year (2040) Conditions

Intersection or Driveway Access	Movement	Available Stacking Distance (Feet)	Horizon Year (2040) plus Project			
			95th Percentile Queue (Feet)		Acceptable?[1]	
			AM	PM	AM	PM
Gateway Drive/E. Huntington Drive	EBL	35	62	68	**No**	**No**
	SBL	75	62	68	Yes	Yes
	SBTR	90[2]	74	79	Yes	Yes
South Driveway (A)/E. Huntington Drive	EBL	100[3]	58	66	Yes	Yes
	SBLR	125[4]	255	103	**No**	Yes
Gateway Drive/East Driveway (B)	EBLR	90[5]	38	35	Yes	Yes
	NBLT	95[6]	19	18	Yes	Yes
Gateway Drive/East Driveway (C)	EBLR	100[5]	46	45	Yes	Yes
	NBLT	60[7]	11	23	Yes	Yes

Source: Appendix J.
Notes: EBL = eastbound left; EBLT = eastbound left-through; SBL = southbound left; SBLR = southbound left-right; NBR = northbound right; NBLT = northbound left-through
Bold – Unacceptable Storage Length
1 Stacking distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.
2 Approximate available stacking distance measured from the intersection stop bar to the curb cut of proposed Driveway B.
3 Estimated as the queueing available in the TWLTL; measured to from driveway entrance to begin of westbound left-turn pocket at 2nd Avenue/E. Huntington Drive.
4 Driveway includes a circular courtyard, primarily for valet drop-off; estimated stacking of 5 vehicles (approximately 125 feet) assumed based on length of courtyard available from driveway entrance to northernmost point of courtyard.
5 Approximate throat length measured from the parking garage entrance to first internal drive aisle.
6 No left-turn pocket is available along Gateway Drive; available stacking distance measured from driveway entrance to E. Huntington Drive for the purposes of this analysis.
7 No left-turn pocket is available along Gateway Drive; available stacking distance measured from driveway entrance to Driveway B entrance for the purposes of this analysis.

Therefore, to ensure that adequate stacking distance is available, Mitigation Measure (MM) TRA-1 is required and includes removing and reconfiguring the raised median on E. Huntington Drive to extend the eastbound left-turn pocket onto Gateway Drive to be at least 75 feet in length. It is anticipated that implementation of MM-TRA-1 would likely require the elimination of the median in its entirety; however, design plans must be prepared and submitted to the City and implemented to the satisfaction of the City's Public Works Director.

Additionally, queuing is forecast to extend up to 255 feet (approximately 10 vehicles) within the courtyard for vehicles exiting out to E. Huntington Drive under Horizon Year (2040) plus Project conditions. Approximately 125 feet (or five (5) vehicles) could queue within the courtyard to exit the site before queued vehicles begin to impact

other on-site operations. However, it should be noted that this driveway is primarily set up as a valet entrance and exit for The Derby restaurant, and other users would likely use the parking garage entrance along Gateway Drive (Driveway B) if they observe queuing within the courtyard. To limit driver confusion, MM-TRA-2 is required, which would mandate the preparation of a Parking Signage Plan that requires appropriate signage for residents and commercial visitors. The Plan must include signage within the commercial section of the parking structure directing personal vehicles to use the Gateway Drive egress to exit the Project site in order to eliminate potential conflicts with valet operations.

Implementation of MM-TRA-1 and MM-TRA-2 would reduce potential impacts related to queuing to less than significant. Aside from the above-mentioned queues, none of the other queues are forecast to conflict with turning movements into or out of the Project site, or within the internal access drive aisles, with Project-added traffic during the Opening Year (2025) and Horizon Year (2040) conditions.

Threshold 4.13d ***Would the Project result in inadequate emergency access?***

Construction

Short-term adverse traffic and parking impacts could occur in the Project vicinity during construction of the Project. Additional trips generated by the truck deliveries and construction employees could affect traffic flow in the study area; construction activity could impact traffic near the Project site; and pedestrian traffic flow near the Project site could also be altered as a result of construction. Although the influx of equipment and materials to the Project site could create temporary adverse effects to the adjacent roadway, potential impacts associated with construction of the Project would be limited to those locations immediately adjacent to the Project site. To ensure adequate safeguards for pedestrian, bicycle and vehicular circulation and emergency vehicle access during short-term construction activities, MM- TRA-3 is required. MM-TRA-3 requires preparation of a Construction Traffic Control Plan to address pedestrian, bicycle, and vehicular circulation during construction activities. Implementation of MM-TRA-3 would reduce potential impacts related to emergency access to less than significant.

Operation

All areas of the Project site would be accessible to emergency responders for the long-term operation of the Project. Local access to the Project site would be provided via E. Huntington Drive, 2nd Street, and Gateway Drive. All Project access points would be designed according to the City's applicable design standards to ensure adequate access to the Project site, including access for emergency vehicles and adequate turning radii is provided. The internal drive aisles and loading and parking areas would be designed to comply with City's width, clearance, and turning radius requirements of the Fire Department, which were established to ensure safe and efficient vehicular circulation. Because the Project would comply with all applicable local requirements related to emergency vehicle access and circulation, the Project would not result in inadequate emergency access. Therefore, operational impacts associated with inadequate emergency access would be less than significant.

4.13.5 Cumulative Impact Analysis

Threshold 4.13a ***Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

As described under the discussion for Threshold (a) and examined in Section 4.6, Greenhouse Gas Emissions, and Section 4.9, Land Use and Planning, the proposed Project is consistent with the following plans addressing the

circulation system and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities under cumulative conditions:

- SCAG 2020–20405 RTP/SCS – the proposed Project's proximity to existing public transit such as various bus routes and the Metro A Line would increase transit accessibility of jobs and services, support use of transit, and encourage sustainable land use patterns by redeveloping areas near accessible transit.
- City of Arcadia General Plan – approval of the proposed Project would ensure the proposed uses for the Project site are consistent with the General Plan.
- Metro Long Range Transportation Plan – Los Angeles County voters approved Measure M, a half-cent sales tax increase for transportation, which has allowed Metro to develop projects to improve the existing transportation system. Metro developed the 2020 Long Range Transportation Plan (LRTP), which provides the funding plan and policies to provide a balanced comprehensive approach that considers the mobility needs of everyone in LA County and matches those access needs with Metro's expected resources to transform the County's transportation future (Metro 2020). Additionally, the 2014 Short Range Transportation Plan (SRTP) identifies projects and programs that will be implemented in accordance with the Project priorities and funding schedules through 2025 (Metro 2014). Metro is in the process of updating the SRTP to advance the 2020 LRTP. It is recognized that with these plans in place, Metro will continue to maintain and expand regional transit service to accommodate cumulative demand in the region. Although the Project (and other related projects) would cumulatively add transit ridership, Metro would continue to maintain and expand regional transit service to accommodate cumulative demand in the region; therefore, cumulative impacts on public transit would be less than significant.

Therefore, cumulative impacts related to a program, plan, ordinance, or policy related to addressing the circulation system would be less than significant.

Impacts related to conflicts with transit, bicycle or pedestrian transportation would be identical to the impacts described in the Project-specific impacts section; therefore, they are not repeated in the cumulative impacts evaluation. The Project would not make a cumulatively considerable contribution to transit, bicycle or pedestrian access; therefore, all impacts would be less than significant.

Threshold 4.13b ***Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?***

The Project is located within a low VMT generating area and would be screened from a project-level VMT analysis. Therefore, a cumulative analysis is also not required.

Threshold 4.13c ***Would the Project substantially increase hazards due to a road design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

The proposed Project has a completed circulation analysis using LOS methodology provided in Appendix J, along with a 95th percentile queueing analysis also provided in Appendix J and detailed in the section above. As discussed above, the Project's reconfiguration of the existing site access would not result in hazardous conditions into or out of the Project site, with the exception of the eastbound left-turn pocket at the Gateway Drive/E. Huntington Drive intersection. Analysis of existing conditions shows that queuing extends past the approximately 35 feet left-turn pocket. Therefore, to ensure that adequate stacking distance is available, MM-TRA-1 is required and includes removing and reconfiguring the raised median on E. Huntington Drive to extend the eastbound left-turn pocket to at least 75 feet. Extending the left turn pocket would accommodate the Opening Year (2025) Plus Project and

Horizon Year (2040) Plus Project conditions, which accounts for cumulative traffic in the study area. Additionally, queuing is forecast to extend up to 193 feet (approximately 8 vehicles) within the courtyard for vehicles exiting out to E. Huntington Drive under Horizon Year (2040) plus Project conditions. To limit driver confusion, MM-TRA-2 is required and includes installing signage within the commercial section of the parking structure directing personal vehicles to use the Gateway Drive egress to exit the Project site during valet operations. With implementation of MM-TRA-1 and MM-TRA-2, the Project would not result in adverse circulation conditions and would be less than significant. The Project would not contribute to cumulative impacts with respect to hazardous design features.

Threshold 4.13d Would the Project result in inadequate emergency access?

Impacts related to inadequate emergency access would be identical to the impacts described in the Project-specific impacts section; therefore, they are not repeated in the cumulative impact's evaluation. MM-TRA-3 requires preparation of a Construction Traffic Control Plan to address pedestrian, bicycle, and vehicular circulation during construction activities, which would address any potential cumulative impacts related to traffic along E. Huntington Drive. Implementation of MM-TRA-3 would reduce potential impacts related to emergency access to less than significant and the Project would not make a cumulatively considerable contribution to inadequate emergency access.

4.13.6 Mitigation Measures

MM-TRA-1 Prior to the issuance of a grading permit, the Project applicant/developer shall coordinate with the City Engineer to prepare engineering plans that remove and reconfigure the raised median on E. Huntington Drive to extend the eastbound left-turn pocket to at least 75 feet. Plans shall be prepared and implemented to the satisfaction of the City's Public Works Director. The reconfigured median on E. Huntington Drive shall be completed and operational prior to the issuance of a certificate of occupancy for The Derby restaurant.

MM-TRA-2 Prior to the issuance of a building permit, the Project applicant/developer shall prepare a Parking Signage Plan to clearly identify ingress/egress and circulation for residents and commercial visitors. The Parking Signage Plan shall require that adequate signage be installed within the commercial section of the parking structure directing personal vehicles to use the Gateway Drive egress to exit the Project site, and to prohibit egress through the courtyard to E. Huntington Drive, in order to avoid conflicts with valet operations.

MM-TRA-3 Prior to the issuance of demolition or grading permits, the Project applicant/developer shall have a qualified transportation professional prepare a Construction Traffic Control Plan, which shall be submitted to the City for review and approval. The Plan shall be prepared in accordance with applicable City guidelines and shall address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following: temporary traffic controls (e.g., a flag person during heavy truck traffic for soil export) to maintain safe pedestrian and traffic flow; dedicated on-site turn lanes for construction trucks and equipment leaving the site; scheduling of peak construction truck traffic that affects traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or rerouting of construction trucks away from congested streets or sensitive receptors.

4.13.7 Significance Conclusion

Threshold 4.13a. The Project would have a **less-than-significant impact** related to conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Threshold 4.13b. The Project would have a **less-than-significant impact** related to conflicts or inconsistencies with CEQA Guidelines Section 15064.3, subdivision (b).

Threshold 4.13c. The Project would have a **less-than-significant impact with mitigation incorporated** related to on and off-site queuing, short-term site access, and hazards associated with construction traffic. All other potential environmental impacts addressed under this threshold would be less than significant.

Threshold 4.13d. The Project would have a **less-than-significant impact with mitigation incorporated** related to emergency access during construction. The Project would have a less-than-significant impact related to emergency access while operational.

4.13.8 References

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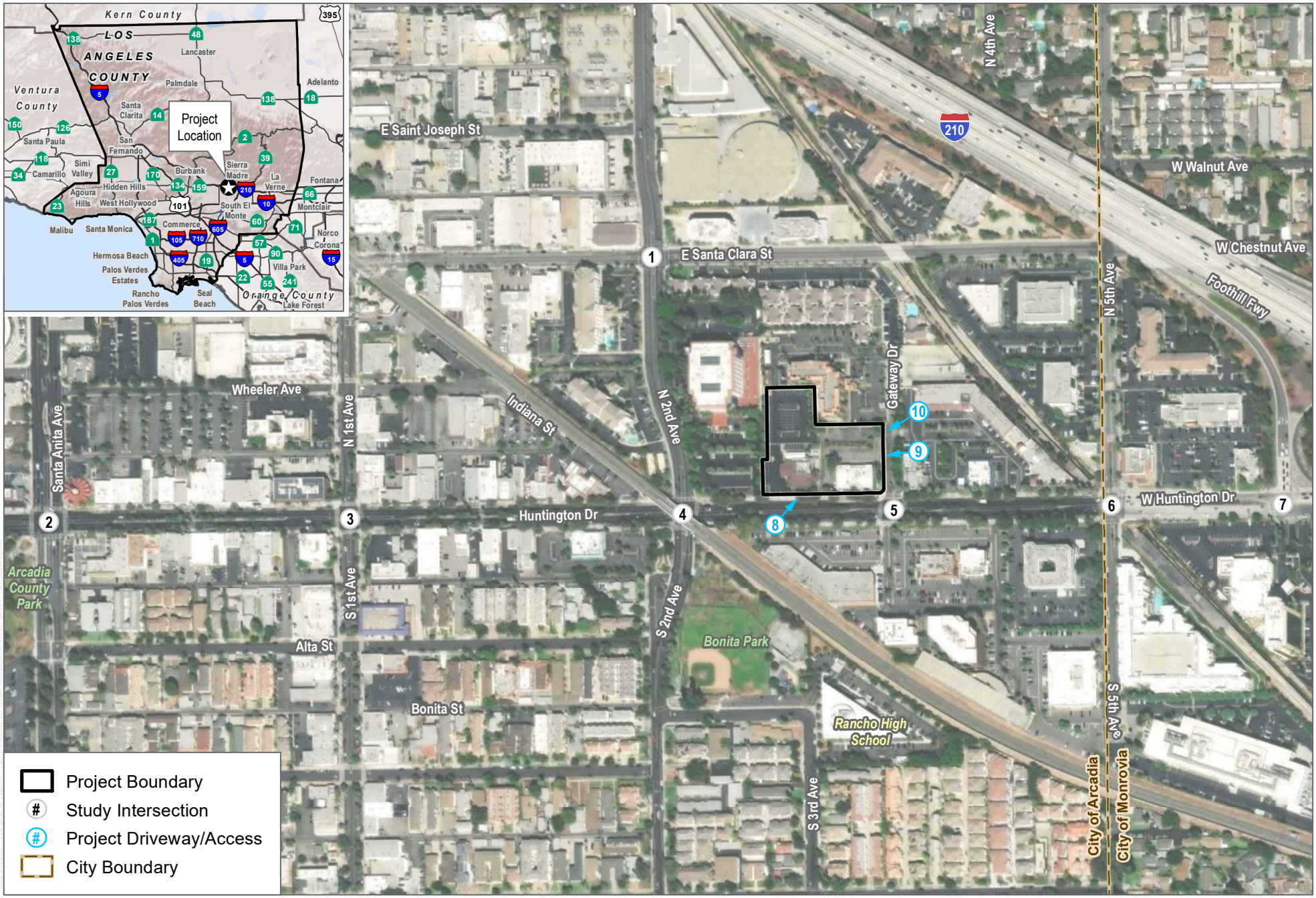
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SOURCE: ESRI 2020, Open Street Map 2019

DUDEK

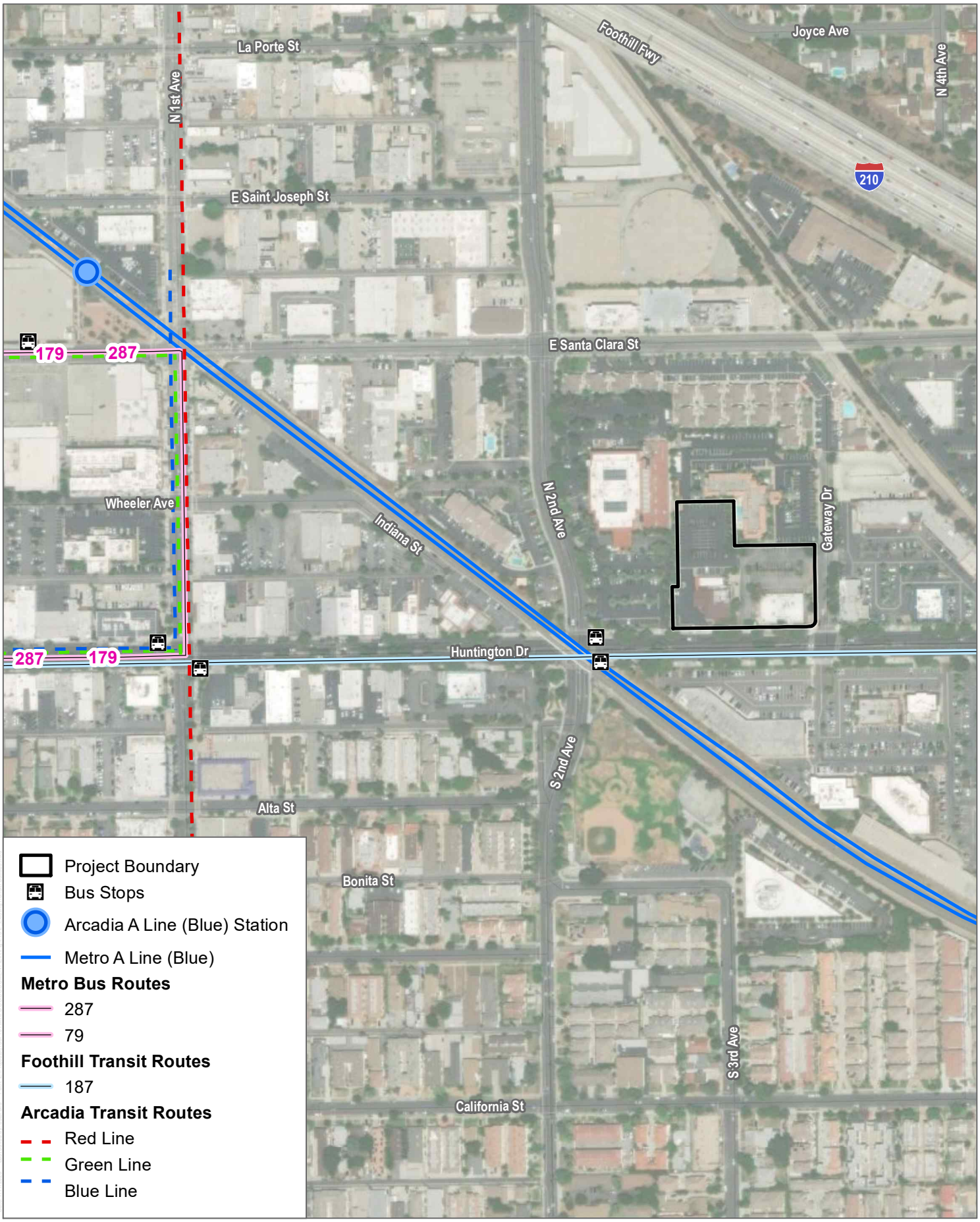
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FIGURE 4.13-1

Project Site Location and Study Area

The Derby Mixed-Use Project

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SOURCE: ESRI 2014

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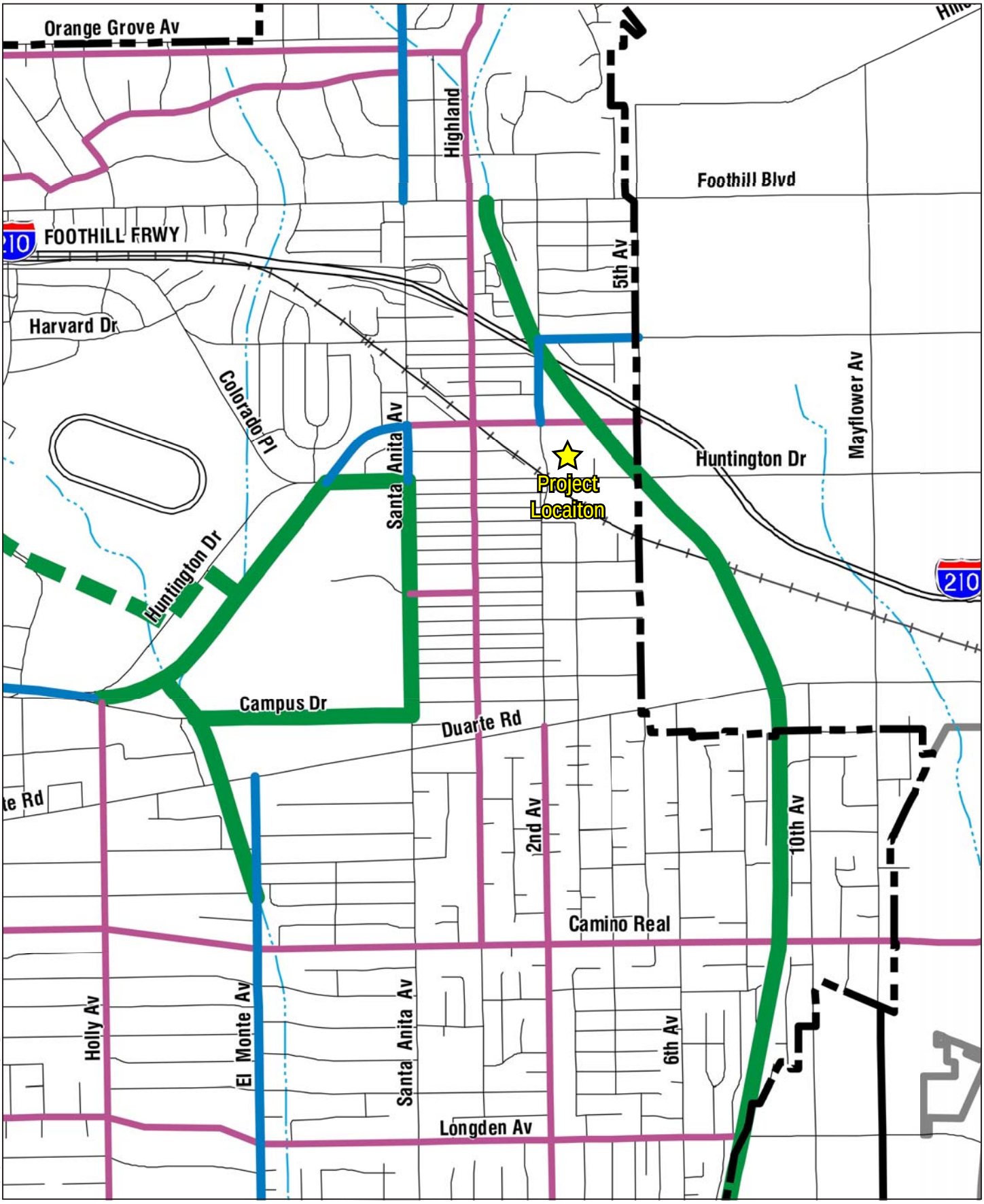
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FIGURE 4.13-2

Existing Transit Facilities

The Derby Mixed-Use Project

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SOURCE: City of Arcadia 2010

FIGURE 4.13-3

Existing and Future Bicycle Facilities

The Derby Mixed-Use Project

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4.14 Tribal Cultural Resources

This section describes the existing tribal cultural resources (TCRs) conditions of the Project site and vicinity, and identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, mitigation measures, level of significance after mitigation, and references. Information contained in this section is based on the following:

- **Appendix D-1** Built Environment Inventory and Evaluation Report, prepared by Dudek
- **Appendix D-2** Archaeological Resources Assessment, prepared by Dudek
- **Appendix E-1** Geotechnical Investigation, prepared by Geocon West, Inc
- **Appendix K-1** Assembly Bill 52 Letters and Senate Bill 18 Letters
- **Appendix K-2** *CONFIDENTIAL*: Record of Assembly Bill 52 and Senate Bill 18 Consultations[1]

Information contained in this section is based on a California Historical Resources Information System (CHRIS) records search completed on January 13, 2022, a survey conducted by Dudek on August 10, 2022, archival research, and tribal consultation pursuant to AB 52 and SB 18 conducted by the City of Arcadia (City).

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft EIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.14.1 Existing Conditions

A summary of the existing conditions of the Project site, including its prehistoric and historical setting, can be found in Appendix D-2 and is included in Section 4.3, Cultural Resources, of this Draft EIR.

4.14.1.1 Ethnohistoric Overview

The following section has been prepared by technical specialists based on information gathered from academic, ethnographic, and archival literature with the intent of providing a baseline understanding of the Ethnohistoric period. Input from Native American representatives pertaining to contemporary Native American community values, and understandings of their histories is best provided through the process of consultation. The history of the Native American communities prior to the mid-1700s has largely been reconstructed through later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief and generally peripheral accounts were prepared with the intent of furthering respective colonial and economic aims and were combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the region brought more extensive documentation of Native American communities, though these groups did not become the focus of formal and in-depth ethnographic study until the early twentieth century (Bean and Shipek

[1] Any information submitted by a California Native American tribe during the environmental review process shall not be included in the environmental review document or otherwise disclosed [PRC, § 21082.3]. No document prepared for public examination shall include information about the location of sacred sites [CEQA, § 15120(d)]. The Confidential Record of Assembly Bill 52 and Senate Bill 18 Consultations is on file with the City and is available for review by eligible individuals.

1978; Boscana 1846; Geiger and Meighan 1976; Harrington 1934; Laylander 2000; Sparkman 1908; White 1963). The principal intent of these researchers was to record the precontact, culturally specific practices, ideologies, and languages that had survived the destabilizing effects of missionization and colonialism. This research, often understood as "salvage ethnography," was driven by the understanding that traditional knowledge was being lost due to the impacts of modernization and cultural assimilation. Alfred Kroeber applied his "memory culture" approach (Lightfoot 2005, p. 32) by recording languages and oral histories within the region. Ethnographic research by Dubois, Kroeber, Harrington, Spier, and others during the early twentieth century seemed to indicate that traditional cultural practices and beliefs survived among local Native American communities.

It is important to note that even though there were many informants for these early ethnographies who were able to provide information from personal experiences about native life before the Europeans, a significantly large proportion of these informants were born after 1850 (Heizer and Nissen 1973); therefore, the documentation of pre-contact, aboriginal culture was being increasingly supplied by individuals born in California after considerable contact with Europeans. As Robert F. Heizer (1978) stated, this is an important issue to note when examining these ethnographies, since considerable culture change had undoubtedly occurred by 1850 among the Native American survivors of California.

4.14.1.2 Gabrielino (Gabrieleño)/Tongva

The archaeological record indicates that the proposed Project site and vicinity was occupied by the Gabrielino. Surrounding cultural groups included the Chumash and Tataviam to the north and west, the Serrano and Cahuilla to the north and east, and the Juaneño and Luiseño to the south and east.

The name "Gabrielino" (also spelled "Gabrieliño" and "Gabrieleño") denotes those people who were administered by the Spanish from the San Gabriel Mission, which included people from the Gabrielino area proper as well as other social groups (Bean and Smith 1978; Kroeber 1925). Therefore, in the post-Contact period, the name does not necessarily identify a specific ethnic or tribal group. The names by which Native Americans in southern California identified themselves have, in some cases, been lost. Many modern Gabrielino identify themselves as the Tongva (King 1994), within which there are a number of regional bands. Though the names "Tongva" or "Gabrielino" are the most common names used by modern Native American groups, and are recognized by the Native American Heritage Commission, there are groups within the region that self-identify differently, such as the Gabrieleño Band of Mission Indians - Kizh Nation. To be inclusive of the majority of tribal entities within the region, the names "Tongva" or "Gabrielino" are used within this Draft EIR.

Tongva lands encompassed the greater Los Angeles Basin and three Channel Islands, San Clemente, San Nicolas, and Santa Catalina. The Tongva established large, permanent villages in the fertile lowlands along rivers and streams, and in sheltered areas along the coast, stretching from the foothills of the San Gabriel Mountains to the Pacific Ocean. A total tribal population has been estimated of at least 5,000, but recent ethnohistoric work suggests a number approaching 10,000 (O'Neil 2002). Houses constructed by the Tongva were large, circular, domed structures made of willow poles thatched with tule that could hold up to 50 people (Bean and Smith 1978). Other structures served as sweathouses, menstrual huts, ceremonial enclosures, and probably communal granaries. Cleared fields for races and games were created adjacent to Tongva villages (McCawley 1996). Archaeological sites composed of villages with various sized structures have been identified.

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most native Californians, acorns were the staple food (an established industry by

the time of the early Intermediate Period). Acorns were supplemented by the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, and agave). Fresh water and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978: 546; Kroeber 1925; McCawley 1996).

A wide variety of tools and implements were used by the Tongva to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996).

Tongva people processed food with a variety of tools, including hammerstones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Blackburn 1963; Kroeber 1925; McCawley 1996).

4.14.1.3 AB 52 Tribal Consultation

As further described in Section 4.14.2, AB 52 requires lead agencies to provide tribes who have requested notification with early notice of the proposed Project and, if requested, consultation to inform the CEQA process with respect to TCRs.

Pursuant to AB 52, the City contacted the two California Native American Tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed Project on October 25, 2022. These notification letters included a Project map and description and provided the tribe the opportunity to request formal consultation. AB 52 allows tribes no less than 30 days after receiving notification to request consultation. If a response is not received within the allotted 30 days, the initiating lead agency can accept consultation requests after the 30 days but is not required to do so. One response was received as a result of the City's AB 52 consultation notification. An account of all communication thus far can be found in Table 4.14-1.

On October 25, 2022, the Gabrieleño Band of Mission Indians Kizh Nation responded to the City's notification letter by email requesting formal consultation regarding the proposed Project. Tribal consultation pursuant to AB 52 between the City staff and the Tribe, represented by Mr. Andrew Salas, was conducted on January 31, 2023. Consultation was ongoing between October 2022 and February 2023. On February 13, 2023, the Tribe sent draft mitigation measures to the City via email. On February 24, 2023, City staff responded that the mitigation measures were acceptable, and measures and requested closure of consultation by February 24, 2022. The Tribe agreed to close consultation on February 24, 2022.

Table 4.14-1. Assembly Bill 52 Native American Tribal Outreach Results

Native American Tribal Representatives	Method and Date of Notification	Response to City Notification Letters	Consultation Date and Results
Andrew Salas, Chairman Gabrieleño Band of Mission Indians – Kizh Nation	October 25, 2022, Letter sent via USPS	Request for consultation via email on October 27, 2022.	October 27, 2022 – Gabrieleño Band of Mission Indians - Kizh Nation (Gabrieleño Tribe) responded via email requesting consultation.

Table 4.14-1. Assembly Bill 52 Native American Tribal Outreach Results

Native American Tribal Representatives	Method and Date of Notification	Response to City Notification Letters	Consultation Date and Results
	certified mail and email		October 28, 2022 – City staff responded via email acknowledging the request for consultation and asking for some dates and times to meet. November 22, 2022 – City staff followed up on the email of October 28, 2022, as no response had been received. November 23, 2022 – The Gabrieleño Tribe responded via email requesting a phone call with Chairman Andrew Salas on January 31, 2023, at 11 AM or 1 PM. November 23, 2022 – City staff responded via email, requesting a phone call on January 31, 2023, at 11 AM. November 28, 2022 – The Gabrieleño Tribe responded providing a call-in phone number with a passcode. January 25, 2023 – City staff emailed the Gabrieleño Tribe confirming the phone appointment. The Gabrieleño Tribe replied the same day confirmed the appointment and providing the phone number and passcode again. January 31, 2023 – City staff met with Chairman Salas and Matthew Teutimez from the Gabrieleño Tribe via conference call for consultation. Tribal consultation pursuant to AB 52 between the City represented by Lisa Flores and the Tribe represented by Chairman Salas was conducted. Prior to the meeting, the Gabrieleño Tribe provided an email to City staff with links to online information. City staff provided an overview of the Project and a summary of the cultural resources inventory completed for the Project. Chairman Salas shared the history and significance of the Project area. City staff requested the Gabrieleño Tribe consider mitigation measures and provide that to the City. Chairman Salas stated that they would respond to the City soon. February 1, 2023 – The Gabrieleño Tribe provided additional information. Staff acknowledged the email February 1, 2023. February 13, 2023 – The Gabrieleño Tribe provided draft Mitigation Measures to staff. February 24, 2023 – City staff responded that the Mitigation Measures are accepted as written, and therefore, AB 52 consultation is closed. The Gabrieleño Tribe acknowledged the email on February 24, 2023.

Table 4.14-1. Assembly Bill 52 Native American Tribal Outreach Results

Native American Tribal Representatives	Method and Date of Notification	Response to City Notification Letters	Consultation Date and Results
Linda Candelaria, Co-Chairwoman Gabrielino Tongva Indian Tribe	October 25, 2022, Letter sent via USPS certified mail and email	No response.	N/A

Source: Appendix K-2.

4.14.1.4 Senate Bill 18 Tribal Consultation

As further described in Section 4.14.2, Senate Bill (SB) 18 requires lead agencies to provide tribes that have been identified by the Native American Heritage Commission (NAHC) early notice of the proposed Project and, if requested, consultation to inform the CEQA process with respect to TCRs. See Section 4.14.2.1, State, for further details regarding the SB 18 process.

Pursuant to SB 18, the City contacted nine California Native American Tribal representatives who were identified by the NAHC as being traditionally or culturally affiliated with the geographic area of the proposed Project on December 9, 2022. These notification letters included a Project map and description and provided the tribe the opportunity to request formal consultation. SB 18 allows tribes no less than 90 days after receiving notification to request consultation. If a response is not received within the allotted 90 days, the initiating lead agency can accept consultation requests after the 90 days but is not required to do so. No SB 18 responses were received by the City within the allotted 90 days or after the 90-day period. An account of all communication thus far can be found in Table 4.14-2. The confidential SB 18 record of all communication between the City and involved tribes is on file with the City and available for review by eligible individuals.

Table 4.14-2. Senate Bill 18 Native American Tribal Outreach Results

Native American Tribal Representatives	Method and Date of Notification	Response to City Notification Letters	Consultation Date and Results
Andrew Salas, Chairperson Gabrieleño Band of Mission Indians – Kizh Nation	December 1, 2022, Letter sent via USPS certified mail and email	See Table 4.14-1	N/A
Anthony Morales, Chairperson Gabrieleño/Tongva San Gabriel Band of Mission Indians	December 1, 2022, Letter sent via USPS certified mail and email	No response.	N/A
Charles Alvarez Gabrielino-Tongva Tribe	December 1, 2022, Letter sent via USPS certified mail and via email	No response.	N/A

Table 4.14-2. Senate Bill 18 Native American Tribal Outreach Results

Native American Tribal Representatives	Method and Date of Notification	Response to City Notification Letters	Consultation Date and Results
Christina Conley, Tribal Consultant and Administrator Gabrielino Tongva Indians of California Tribal Council	December 1, 2022, Letter sent via USPS certified mail and email	Responded "No Comment" on December 1, 2022 via email.	N/A
Isaiah Vivanco, Chairperson Soboba Band of Luiseno Indians	December 1, 2022, Letter sent via USPS certified mail and email	No response.	N/A
Joseph Ontiveros, Cultural Resource Department Soboba Band of Luiseno Indians	December 1, 2022, Letter sent via USPS certified mail and email	No response.	N/A
Lovina Redner, Tribal Chair Santa Rosa Band of Cahuilla Indians	December 1, 2022, Letter sent via USPS certified mail and email	No response.	N/A
Robert Dorame, Chairperson Gabrielino Tongva Indians of California Tribal Council	December 1, 2022, Letter sent via USPS certified mail and email	No response.	N/A
Sandonne Goad, Chairperson Gabrielino/Tongva Nation	December 1, 2022, Letter sent via USPS certified mail and email	No response.	N/A

Source: Appendix K-2.

4.14.2 Regulatory Requirements

4.14.2.1 State

California Register of Historical Resources

In California, the term "historical resource" includes, but is not limited to, "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC Section 5020.1[j]). In 1992, the California legislature established the California Register of Historical Resources (CRHR) "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the National Register of Historic Places (NRHP), enumerated as follows. According to Public Resources Code (PRC) Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity" and (ii) meets at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

California Environmental Quality Act

Cultural Resources

The following California Environmental Quality Act (CEQA) statutes (PRC Section 21000 et seq.) and CEQA Guidelines (14 CCR 15000 et seq.) are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- PRC Section 21083.2(g) defines "unique archaeological resource."
- PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) defines "historical resources." In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial adverse change in the significance of a historical resource;" it also defines the circumstances when a project would materially impair the significance of a historical resource.
- PRC Section 21074(a) defines "tribal cultural resources."
- PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- PRC Sections 21083.2(b) and 21083.2(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures. Preservation in place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (PRC Section 21084.1; 14 CCR 15064.5[b]).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (14 CCR 15064.5[b][1]; PRC Section 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project does any of the following (14 CCR 15064.5[b][2]):

1. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any historical resources, then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance would be materially impaired.

If it can be demonstrated that a project will 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 they cannot be left undisturbed, mitigation measures are required (PRC Sections 21083.2[a]–[c]).

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 meets any of the following criteria (PRC Section 21083.2[g]):

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.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts on non-unique archaeological resources are generally not considered a significant environmental impact (PRC Section 21083.2[a]; 14 CCR 15064.5[c][4]). However, if a non-unique archaeological resource qualifies as a TCR (PRC Sections 21074[c] and 21083.2[h]), further consideration of significant impacts is required.

CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are detailed in PRC Section 5097.98.

California State Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that TCRs must be considered under CEQA and also provided for additional Native American consultation requirements for the lead agency. Section 21074 describes a TCR as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American tribe and that is either:

- On or determined to be eligible for the California Register of Historical Resources or a local historic register; or
- 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 Section 5024.1.

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project site, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or EIR.

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on TCRs should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to TCRs, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Senate Bill 18

The Local and Tribal Intergovernmental Consultation process, commonly known as SB 18 was signed into law September of 2004 and took effect March 1, 2005. SB 18 refers to PRC Section 5097.9 and 5097.995, which defines cultural places as:

- Native American sanctified cemetery place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9).
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historic Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.993).

SB 18 established responsibilities for local governments to contact, provide notice to, refer plans to, and consult with California Native American tribes that have been identified by the NAHC and if that tribe requests consultation after local government outreach as stipulated in Government Code Section 65352.3. The purpose of this consultation process is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural place in any subsequent project. The consultation is required whenever a general plan, specific plan, or open space designation is proposed for adoption or to be amended. Once local governments have sent notification, tribes are responsible for requesting consultation. Pursuant to Government Code Section 65352.3(a)(2), each tribe has 90 days from the date on which they receive notification to respond and request consultation.

In addition to the requirements stipulated previously, SB 18 amended Government Code Section 65560 to "allow the protection of cultural places in open space element of the general plan" and amended Civil Code Section 815.3 to add "California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places."

Native American Historic Cultural Sites

The Native American Historic Resources Protection Act (California Public Resources Code Section 5097, et seq.) addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the California Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to 1 year in jail to deface or destroy an Indian historic or cultural site that is listed or may be eligible for listing in the CRHR.

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (California Repatriation Act), enacted in 2001, requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Health and Safety Code Section 7050.5

CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described below, these procedures are detailed in California Public Resources Code Section 5097.98.

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the county coroner has examined the remains (Health and Safety Code Section 7050.5[b]). PRC Section 5097.98 also outlines the process to be followed in the event that remains are discovered. If the county coroner determines or has reason to believe the remains are those of a Native American, the county coroner must contact the NAHC within 24 hours (Health and Safety Code Section 7050.5[c]). The NAHC will notify the Most Likely Descendant (MLD). With the permission of the landowner, the MLD may inspect the site of discovery. The inspection must be completed within 48 hours of notification of the MLD by the NAHC. The MLD may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

4.14.2.2 Local

There are no local policies related to TCRs that are applicable to the proposed Project.

4.14.3 Thresholds of Significance

The significance criteria used to evaluate Project impacts to TCRs are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to TCRs would occur if the Project would:

a) 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:

i. 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).

ii. 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.

4.14.4 Impacts Analysis

Threshold 4.14a ***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:***

i) 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)?

As described under Section 4.3, Cultural Resources, of this Draft EIR, a CHRIS records search and pedestrian survey were conducted for the Project site. The CHRIS records search, archival research, and the pedestrian survey did not identify any previously recorded archaeological resources of Native American origin within or surrounding the Project site that are listed or eligible to be listed in the CRHR or in a local register. No significant cultural resource, as defined by CEQA Section 15064.5, has been identified within the Project site as a result of previous or current investigations. The Project would not impact a known TCR listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k). Therefore, the Project would not impact TCRs that are listed or eligible for listing in the state or local register. There would be no impact.

Threshold 4.14a ***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:***

ii) 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?

As described in Section 4.14.2.1, AB 52 requires lead agencies to provide tribes who have requested notification with early notice of the proposed Project and, if requested, consultation to inform the CEQA process with respect to TCRs. Two Native American tribes (the Gabrieleño Band of Mission Indians – Kizh Nation [Kizh Nation] and the

Gabrielino Tongva Tribe) requested to be notified of AB-52-eligible projects under the City's jurisdiction. The correspondences between the two Native American tribes and the City are detailed in Table 4.14-1, above. Consultation with the Kizh Nation occurred on January 31, 2023 and has been concluded.

Visual observation of the current conditions within the proposed Project site indicate that all areas have been disturbed as a result of urban development. Neither the CHRIS records search nor the pedestrian survey was able to identify any archaeological resources within the Project site. However, the Kizh Nation provided tribal archival documentation to the City that demonstrates the cultural sensitivity of the area to the Tribe. As described in Section 4.14.1.4, Senate Bill 18 Tribal Consultation, consultation under SB 18 did not identify any specific, known TCRs within the Project site.

Project construction would involve some disturbance to native soils whether intact or previously disturbed. The geotechnical report prepared for the Project (included as Appendix E-1) states that fill soils were found between 0 feet to 3 feet below ground surface within all subsurface exploratory investigations on the Project site. Because the proposed Project would involve excavations to a depth of up to 14 feet below ground surface and drilling up to a depth of 45 feet below ground surface, and due to the cultural sensitivity of the area, as determined through consultation with the Kizh Nation, it is determined that there is potential for a previously undiscovered resource to be encountered during excavation, particularly within native soils. If resources were to be uncovered but not properly treated, they could be destroyed or damaged, resulting in a potentially significant impact.

As described in Section 4.3, Cultural Resources, of this Draft EIR, mitigation measure (MM) MM-CUL-1 has been provided to ensure that potential impacts related to inadvertent discovery of archaeological resources would be less than significant. In the event of a discovery of human remains on the Project site during construction activities, the MLD would be assigned by the NAHC through the mandated process under Public Resources Code (PRC) section 5097.98 and other regulatory conditions. Upon assignment, the MLD would be provided access to the management strategies recommended through consultation and, at their discretion, provide a recommended course of action for next steps. In consideration of the information provided by the Kizh Nation during tribal consultation, additional mitigation measures have been incorporated to ensure anticipatory measures are taken in the event that unknown TCRs are inadvertently encountered during Project construction-related earthwork activities. These mitigation measures are outlined in MM-TCR-1 through MM-TCR-3 intended to be implemented in concert with MM-CUL-1 from Section 4.3, Cultural Resources, of this Draft EIR. Therefore, with implementation of MM-TCR-1 through MM-TCR-3, the impact regarding a potential substantial adverse change in the significance of a TCR would be less than significant with mitigation.

4.14.5 Cumulative Impacts Analysis

Cumulative impacts on TCRs consider whether impacts of the Project together with other past, present, and reasonably foreseeable future projects identified within the vicinity of the Project site, when taken as a whole, significantly impact cultural or tribal resources and considers whether there is a significant cumulative impact to which a project would make a cumulatively considerable contribution. Impacts to cultural and tribal cultural resources, if any exist, tend to be site specific.

Threshold 4.14a **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:**

i) 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)?

As discussed above in this section, there are no known TCRs on the Project site and as such, there are no resources listed or eligible for listing on the CRHR or in local register as defined in PR 95020.1(k). Therefore, the Project site is not a part of an existing or known grouping or district of cultural or tribal cultural resources that would be impacted as part of the cumulative impacts of other Projects. For these reasons, cumulative impacts would be considered less than significant.

Threshold 4.14a ***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:***

ii) 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?

Although there are no knows TCRs on the Project site, the potential to encounter TCRs during construction activities is still possible. For archaeological resources of Native American origin, past, present, and reasonably foreseeable cumulative projects may require extensive excavation in culturally sensitive areas and, thus, may result in adverse effects to known or previously unknown, inadvertently discovered archaeological resources of Native American origin. Because all TCRs are unique and nonrenewable resources, projects that cause a substantial adverse change in the significance of a TCR have the potential to erode a general tribal cultural landscape to which the resources belong. Therefore, if an impact to an unknown TCR occurs due to implementation of the Project, a cumulative significant effect on TCRs could result when combined with other cumulative development in the area due to the loss of identified or unknown TCRs through the physical destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a resource would be materially impaired.

Any inadvertent discoveries associated with the Project would be protected to the extent required by law and as outlined in MM-CUL-1 and MM-TCR-1 through MM-TCR-3. Upon implementation of these measures, the Project would not have a significant impact on any resources that may be inadvertently discovered during construction. Because there are no known significant TCRs at the Project site, the mitigation is for Native American monitoring and protocols for treatment of inadvertent discoveries. As such, the Project would not result in a cumulatively considerable contribution to any significant cumulative effects on such resources.

The cumulative projects that would occur in accordance with the City's General Plan growth and buildout, as applicable, are all subject to PRC 21083.2 and other the regulatory requirements that mandate evaluation and consideration of potential impacts to TCRs prior to approval of any discretionary permit for site development. Other individual projects occurring in the vicinity of the Project site would also be subject to the same requirements of CEQA as the proposed Project and any impacts to cultural or tribal cultural resources would be mitigated, as applicable. For these reasons, cumulative impacts would be considered less than significant with mitigation.

4.14.6 Mitigation Measures

MM-CUL-1 from Section 4.3, Cultural Resources, is applicable to this analysis.

MM-TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or

manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

MM-TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Object.

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

MM-TCR-3 Procedures for Burials and Funerary Remains.

If it is determined, through compliance with Public Resources Code section 5097.98 and other applicable regulatory requirements that the Gabrieleño Band of Mission Indians - Kizh Nation is the Most Likely Descendant (MLD), the following shall be implemented:

A. As the MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic

times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

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

G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

4.14.7 Significance Conclusion

Threshold 4.14a (i). The Project would result in **no impact** regarding the potential to cause a substantial adverse change in the significance of a TCR that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC § 5020.1(k).

Threshold 4.14a (ii). The Project would result in **less than significant impacts with mitigation** regarding the potential to cause a substantial adverse change in the significance of a TCR that is a resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of PRC § 5024.1.

4.14.8 References

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4.15 Utilities and Service Systems

This section describes the existing utilities and service systems conditions of The Derby Mixed-Use Project (Project) site and vicinity, and identifies associated regulatory requirements, thresholds of significance, impact analysis, cumulative impacts, and references. Information contained in this section is based on the following appendix:

- **Appendix L-1** Utility Infrastructure Technical Report for Energy, Sewer and Water for 233 and 301 Huntington Dr., Arcadia, CA 91006, prepared by Labib Funk and Associates, Dated May 4, 2023
- **Appendix L-2** Sewer Area Study ESTU2017000107 for 233 and 301 Huntington Dr., Arcadia, CA 91006, prepared by Labib Funk and Associates, Dated July 11, 2023
- **Appendix C-1** CalEEMod Outputs, prepared by Dudek

Other sources consulted are listed in Section 4.15.8, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Environmental Impact Report (EIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft EIR.

4.15.1 Existing Conditions

4.15.1.1 Potable Water Supply

The majority of the City is served by the Arcadia water system, which supports approximately 13,545 municipal service connections (City of Arcadia 2021). Other water suppliers in the City include the Sunny Slope Water Company, San Gabriel Valley Water Company (SGVWC), California-American Water Company (CAWC), and the Golden State Water Company (GSWC, formerly Southern California Water Company) (City of Arcadia 2013). The City's three main sources of water include groundwater from wells in the Main San Gabriel Basin and the Raymond Basins, and direct delivery of treated imported water from Upper District (wholesaler of imported water). The current and projected water supplies are provided in Table 4.15-1, as included in the City's 2020 Urban Water Management Plan (UWMP) (City of Arcadia 2021).

Table 4.15-1. Arcadia Water Supplies (Current and Projected) (acre-feet)

Water Supply Source	2020	2025	2030	2035	2040	2045
Groundwater (Raymond Basin)	1,837	3,400	3,400	3,400	3,400	3,400
Groundwater (Main Basin)	12,098	11,201	11,408	11,619	11,834	12,051
Total (AF)	**13,935**	**14,601**	**14,808**	**15,019**	**15,234**	**15,451**

Source: City of Arcadia 2021; Table 6-8 and 6-9.
Notes: All current and projected water supplies in Table 4.15-1 are given as acre-feet (AF).

The amount of water obtained from each of the City's main water sources varies from year to year and is primarily dependent on weather conditions and demand. Water storage is essential for the City to supply water during high

demand conditions and for firefighting and emergencies. The freshwater storage capacities of the Main Basin and Raymond Basin are estimated to be approximately 9.5 million acre-feet (AF) and 8.6 million AF, respectively. In addition to the City's 11 groundwater wells, the City's water system includes 9 booster pump stations, 15 reservoirs (44.8 million gallons [MG] storage capacity), 3 forebay reservoirs (1.55 MG of storage capacity), and 164.6 miles of water lines (City of Arcadia 2013). The City also has intertie connections with adjacent water agencies for emergency use exchange opportunities (City of Arcadia 2021).

The Water Conservation Act of 2009 (Senate Bill [SB] X7-7) required that the City achieve a 20 percent reduction in urban water use by the year 2020. The City's confirmed 2020 Water Use Target pursuant to SB X7-7 was 238 GPCD (City of Arcadia 2021). As of 2020, the City's per-capita water use was 230 GPCD, which meets the City's 2020 Water Use Target (City of Arcadia 2021).

Imported Water

The Upper San Gabriel Valley Municipal Water District (the Upper District), the retail supplier of treated imported water to the City, obtains its supply from the Southern California Municipal Water District (MWD) connection (USG-6) at the northern end of the City (City of Arcadia 2013). MWD obtains water from the State Water Project (SWP), which is the delivery system for water from Northern California through the California Aqueduct (City of Arcadia 2013). Due to a variety of factors, including complications induced by climate change, the availability of imported water supplies can be highly variable (DWR 2022a). However, the City relies primarily on groundwater rather than imported water due to the differing quality treatments needed between groundwater and imported water, as well as the higher cost of imported water (City of Arcadia 2021). Additionally, groundwater management, well maintenance, and capital improvement programs by the City have reduced the demand for imported water (City of Arcadia 2021). The City relies on imported water primarily for groundwater replenishment (City of Arcadia 2021).

Recycled Water

The City of Arcadia currently does not have a direct or indirect recycled water system due to the lack of recycled water mains from downstream wastewater treatment plants to the City. However, the Main Basin Watermaster, which actively manages the basin, has declared its support for a new recycled water supply project for Main Basin replenishment. When completed, the new recycled water project could potentially supply up 100 percent of the City's groundwater replenishment obligation, which would otherwise come from imported water sources (City of Arcadia 2021).[1]

Groundwater

City water wells tap two adjudicated groundwater basins: the Raymond Basin and Main San Gabriel Basin (i.e., the Main Basin), with the Main San Gabriel Basin as the City's primary groundwater source (City of Arcadia 2021).[2] The Main Basin (adjudicated by the Main Basin Watermaster) is a large groundwater basin replenished by stream runoff from the adjacent mountains and hills, by rainfall directly on the surface of the valley floor, by subsurface inflow from Raymond Basin and Puente Basin, and by return flow from water applied for overlying uses. Additionally, the

[1] Groundwater replenishment (also referred to groundwater recharge) is used to offset consumptive use (i.e., extraction of water) from groundwater basins (City of Arcadia 2021).

[2] When water users within a basin are in dispute over legal rights to the water, a court can issue a ruling known as an adjudication. Adjudications can cover an entire basin, a portion of a basin, or a group of basins and all non-basin locations between (DWR 2022).

Main Basin is replenished with imported water. The Main Basin serves as a natural storage reservoir, transmission system, and filtering medium for wells.

The Raymond Basin is recharged by the Arroyo Seco, a tributary to the Los Angeles River, and by Eaton Wash, Santa Anita Wash, and other streams in the San Gabriel River watershed. Pumping rights to the Raymond Basin are adjudicated and are managed by the Raymond Basin Management Board. Sixteen parties have rights to pump from the Raymond Basin, which is separated into three major subareas: Monk Hill, Pasadena, and Santa Anita. The City has a decreed right to a certain amount of adjudicated groundwater from the Pasadena and Santa Anita subareas (City of Arcadia 2013).

The City obtains its groundwater supply through 11 active wells, with 5 wells within the Raymond Basin and 6 wells within the Main Basin. The City's safe operating yield from the Main Basin is approximately 8,362 acre fee per year (AFY) (Watermaster 2022)[3] and approximately 3,804 AFY from the Raymond Basin (City of Arcadia 2021). From 2016 to 2020, the City produced an average of 10,821 AFY from the Main Basin and 2,707 AFY from the Raymond Basin. When the City withdraws more than the annual safe operating yield for the relevant groundwater basin, the City—as a sub-agency of Upper District—can purchase treated, imported water for the purposes of groundwater replenishment (City of Arcadia 2021).

Potable Water Demand

The City is an urban water supplier and is a subagency of the Upper District, a wholesale water agency (City of Arcadia 2021). According to the City's UWMP, in 2020, the service area population for the City was 53,998, and the gross water use production was 13,935 AFY or 230 GPCD (City of Arcadia 2021). As noted above, there are other water suppliers in the City that serve the remaining water connections in the City, including the Sunny Slope Water Company, SGVWC, CAWC, and GSWC (City of Arcadia 2013).

Project Site Water Demand and Sewer Generation

The Project site currently contains The Derby Restaurant and an unoccupied restaurant building (former Souplantation). Table 4.15-2, Estimated Domestic Water Demand and Sewer Generation for Existing Uses, shows the estimated water/sewer for the Project site (Appendix L-1). This generation does not include potable water demands or sewer generation from the currently vacant building on the Project site, the former Souplantation, and is therefore a conservative estimate of the water demand and sewer generation at the property.

Table 4.15-2. Estimated Domestic Water Demand and Sewer Generation for Existing Uses

Existing Land Use	Total Flow (GPD)
The Derby Restaurant	9,012
Parking Lot and Former Souplantation (Closed)	0
Total	**9,012**

Source: Appendix L-1

[3] The legal judgment establishing the Main Basin as an adjudicated basin (i.e., the Main Basin Judgment) does not restrict the quantity of water, which parties may extract from the Main Basin. Rather, it provides a means for replacing all annual extractions in excess of a party's annual right to extract water with supplemental water (e.g., through purchase of imported water for groundwater replenishment) (City of Arcadia 2021).

Notes: GPD=gallons per day. Existing land use includes indoor and outdoor water consumption for currently-operational land uses, And is based off of default values derived from the California Emissions Estimator Model (CalEEMod).

4.15.1.2 Utility Infrastructure

Potable Water

The potable water infrastructure near the Project site includes include a 12-inch water main in East Huntington Drive and a 12-inch water main in Gateway Drive. Both water mains are available for domestic water and/or fire services (Appendix L-1).

Wastewater Treatment

Sewer/wastewater collection is provided by the City's Public Works Services Department and the Los Angeles County Sanitation Districts (Districts). Sewer lines are in streets surrounding the Project site, including an 8-inch sewer lateral beneath the sidewalk in East Huntington Drive and an 8-inch sewer lateral beneath Gateway Drive (Appendix L-1).

City Facilities

Local sewer lines are maintained by the City and convey wastewater into trunk lines that are maintained by the Districts. The City's sewer system has approximately 138 miles of sewer pipes, plus 15 miles of Los Angeles County (County) owned pipelines, six siphons, and one pump station. The City's sewer system serves existing developments in the City, with connections to the sewer systems of the City of Sierra Madre, City of Temple City, and City of Monrovia and unincorporated County areas that allow for sewage conveyance through the Arcadia system to the Districts sewer trunk lines (discussed below) (City of Arcadia 2013). The City's local sewer mains connect to the regional sewer system, which is managed by the Districts.

As shown in Table 1 of the Sewer Area Study (included as Appendix L-2 of this Draft EIR), the existing The Derby restaurant on the Project site (proposed for demolition) is currently served by existing local sewer laterals connecting near the centerline of the Project site from an 8-inch sewer main in East Huntington Drive. The sewer main conveys wastewater from the Project site east and then south along 8-inch sewer mains in 5th Avenue, 10-inch sewer mains in Duarte Road and in 4th Avenue (Appendix L-2). These 8-inch and 10-inch mains connect to a larger 12-inch main in Camino Real (Appendix L-2). According to Table 1 of the Sewer Area Study, under existing conditions, all applicable sewer lines are operating within acceptable limits (Appendix L-2).

Los Angeles County Sanitation Districts Facilities

The District Nos. 15 and 22 serve the City and the surrounding Cities of Sierra Madre, Temple City, Rosemead, El Monte, San Gabriel, La Puente, and Baldwin Park. The Districts sewer trunk lines and related facilities serving the City generally convey wastewater southerly on major streets (toward downstream wastewater reclamation plants) and include the Santa Anita Outfall El Monte Avenue trunk sewer, the Arcadia-Sierra Madre trunk sewers, and Peck Road pumping plant (City of Arcadia 2013).

The Districts operates three wastewater treatment facilities that treat wastewater generated in the City of Arcadia: (1) The San Jose Creek Water Reclamation Plant (SJCWRP), which is located in the City of Industry, and has a design capacity of 100 million gallons of wastewater per day (MGD); (2) the Whittier Narrows Water Reclamation Plant, which is located in South El Monte, and has a design capacity of 15 MGD, and; the Los Coyotes Water Reclamation

Plant, which is located in northwest Cerritos, and has a design capacity of 37.5 MGD (Districts 2022). According to the Districts, the wastewater generated by the proposed Project would be treated at the San Jose Creek Water Reclamation Plant located adjacent to the City of Industry, which has a capacity of 100 MGD and currently processes an average flow of 62.7 MGD (Districts 2022).

According to the Districts, the wastewater flow originating from the Project site discharges to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Arcadia-Sierra Madre Sections 2 & 5 Trunk Sewer, located in South Second Avenue at East Camino Real. The Districts' 15-inch diameter trunk sewer has a capacity of 4.1 MGD and conveyed a peak flow of 0.6 MGD when last measured in 2013 (Districts 2022).

Electricity

The Project site is currently served by Southern California Edison (SCE) (Appendix L-1). SCE is the largest electric utility in California, serving more than 15 million people in a 50,000 square mile area of central and southern California (SCE 2022).

SCE provides electrical service to the City, with four substations located within the City (City of Arcadia 2013): (1) Anita Substation (200 West Live Oak Avenue); (2) Arcadia Substation (Second Avenue and St. Joseph Avenue); (3) Mayflower Substation (320 West Jeffries Street); and (4) Michillinda Substation (9185 East Fairview Avenue). Underground and overhead electrical distribution lines are present within City streets and yard easements, and high-voltage transmission lines exist along the I-605 Freeway.

Natural Gas

The California Public Utilities Commission regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing (CPUS 2019). Most of the natural gas used in California comes from out-of-state natural gas basins (CPUC 2019). Southern California Gas Company (SoCalGas) provides natural gas services to the City and provides service connections on the Project site via a 3-inch gas lateral in East Huntington Drive and 2-inch gas main near the centerline of the Project site (Appendix L-1).

Telecommunications

There are existing telephone, telecommunication, and cable television lines and facilities throughout the City. Cable and telecommunication services for the Project site are available from private providers such as AT&T, Spectrum, EarthLink, and Frontier (HSI 2022).

Solid Waste

Waste Collection and Transport

The City contracts with private haulers for trash and recycling collection services which are in-turn disposed of at County landfills and/or other integrated waste management facilities, as overseen or managed by the Districts. Multifamily and non-residential residential collection in the City, including waste generated by demolition and/or construction activities, is disposed of through contracts with Waste Management Inc., Republic Services, and Valley Vista Services (City of Arcadia 2022b). These contracted waste management providers offer waste and recycling collection, green waste recycling programs, organics waste composting, special waste transportation, and transfer and materials recovery services to the City as well as many other areas Southern California (City of Arcadia 2013).

Hazardous Waste

The City has adopted the Los Angeles County Hazardous Waste Management Plan, which requires businesses that handle, store, or generate hazardous materials to obtain hazardous material handler permits and prepare risk management plans based on the amount of hazardous materials on site (City of Arcadia 2013).

Hazardous waste associated with construction activities, as well as any commercial users, is subject to a number of existing regulations outlining proper disposal, including the Hazardous Material Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Waste Control Act, a Certified Unified Program Agency (CUPA), and the California Accidental Release Prevention Program. The City also offers residents special collection for household hazardous waste materials (e.g., antifreeze, gas and diesel fuels, household batteries, paints/stains, cleaners, fluorescent tubes, etc.) (City of Arcadia 2022c). City residents are allowed up to three household hazardous waste collections per year for accepted materials (City of Arcadia 2022c). For further discussion of hazardous waste disposal, please see Section 4.7, Hazards and Hazardous Materials, of this EIR.

Solid-Waste Disposal Facilities

Solid waste that is not hazardous is transported to municipal landfills and/or other integrated waste management facilities, as coordinated by the Districts and municipally contracted waste management service providers. Solid waste generated in the County may be disposed of at both in-County and out-of-County facilities (County of Los Angeles 2021). In 2020, the total amount of solid waste disposed of at in-County landfills, transformation facilities, and out-of-County landfills was approximately 11 million tons (County of Los Angeles 2021). Table 4.15-3, below, provides information on disposal facilities that are permitted to accept solid waste from the City and other municipalities in the County, including the estimated total daily and remaining disposal capacity (in tons).

Table 4.15-3. Permitted Solid-Waste Disposal Facilities

Facility Name	Permit No.	Maximum Permitted Daily Capacity (tons)	Average Daily Disposal (tons)	Remaining Capacity (tons)
In-County Facilities				
Chiquita Canyon Sanitary Landfill	19-AA-0052	12,000	6,114	Daily: 5,886 Total: 54.42 million
Lancaster Landfill and Recycling Center	19-AA-0050	4,000	395	Daily: 3,605 Total: 9.87 million
Southeast Resource Recovery Facility[a]	19-AK-0083	2,240	1,218	Daily: 1,022
Sunshine Canyon City/County Landfill	19-AA-2000	12,100	7,420	Daily: 12,100 Total: 54.08 million
In-County Subtotal		*33,740*	*16,633*	*Daily: 17,107* *Total: 121.78 million*
Out of County Facilities				
Mesquite Regional Landfill[b]	13-AA-0026	8,000	—	Daily: 8,000 Total: 660 million
All Facilities				
Total		**37,740**	**16,633**	**Daily: 21,107** **Total: 781.78 million**

Source: County of Los Angeles 2021

Notes: Data presented in this table is based on year 2020 capacity and disposal rates as provided in the County of Los Angeles' Countywide Integrated Waste Management Plan 2020 Annual Report (County of Los Angeles 2021).

a. The Southeast Resource Recovery Facility is a "waste-to-energy" facility where solid waste is burned and used to generate electricity (County of Los Angeles 2021).
b. This facility is permitted, but not yet operational. This is an out-of-county facility which has a permitted capacity of 20,000 tons per day but would only accept up to 4,000 tons per day of solid waste from various municipalities in the County of Los Angeles (County of Los Angeles 2021).

As shown in Table 4.15-3, above, there is a remaining solid waste disposal capacity of 17,107 tons per day at in-County facilities (including the Southeast Resource Recovery Facility, which is a "waste-to-energy" facility that burns waste to produce electricity). An additional disposal capacity of up to 8,000 tons per day will become available once the Mesquite Regional Landfill waste-by-rail system is operational (County of Los Angeles 2021). The total remaining capacity for in-County solid-waste disposal facilities currently permitted to accept waste from the City is 121.78 million tons.

Construction waste is typically disposed of at inert landfills, which are facilities that accept materials such as soil, concrete, asphalt, and other construction and demolition debris. The Azusa Land Reclamation Co., an inert debris facility in the City of Azusa, has a maximum permitted daily capacity of 8,000 tons per day and receives an average of 1,032 tons of inert waste per day, for a remain estimated daily disposal capacity of 6,968 tons per day (County of Los Angeles 2021). The Azusa Land Reclamation Co. landfill has an estimated total remaining capacity of 64.64 million tons (County of Los Angeles 2021). Other available inert debris facilities, including in the neighboring City of Monrovia, together have a total daily disposal capacity of 27,130 tons per day, an average daily disposal rate of 10,973 tons per day, and an estimated remaining daily disposal capacity of approximately 16,157 tons per day (County of Los Angeles 2021).

4.15.2 Regulatory Requirements

Federal

Stormwater

National Pollutant Discharge Elimination System Permit Program

The National Pollutant Discharge Elimination System (NPDES) permit program was established as part of the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. A discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. The City, along with the Los Angeles County Flood Control District, the County, and 84 incorporated cities within the coastal watersheds of the County are permittees under the NPDES Permit for Municipal Separate Storm Sewer System (MS4) discharges within the Coastal Watersheds of Los Angeles County (Order No. R4-2021-0105, NPDES Permit No. CAS004004).

Solid Waste

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (Code of Federal Regulations., Title 40, Section 268[D]), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs that include federal landfill criteria. The federal regulations address the location, operation, design, and closure of landfills, as well as groundwater monitoring requirements.

State

Dry Utilities

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates natural gas utility rates and services provided by SoCalGas, among many other gas utilities. The natural gas services regulated by CPUC include in-state transportation of natural gas over the utilities' extensive transmission and distribution pipeline systems, gas storage, procurement, metering and billing. The CPUC ensures that intra-state natural gas and liquid petroleum gas pipeline systems are designed, constructed, operated, and maintained according to safety standards set by the CPUC and the federal government. The CPUC enforces natural gas and liquid petroleum gas safety regulations; inspects construction, operation, and maintenance activities; and makes necessary amendments to regulations to protect and promote the safety of the public, the utility employees that work on the gas pipeline systems, and the environment. State and federal regulators are tasked with ensuring that pipeline and hazardous materials operators have risk management programs in place, that those programs are designed in conformance with state and federal laws and regulations, that the programs are effective in enhancing public safety, the operator's employees safety, environmental safety, and that the safety of the entire system and operation continues to improve. The CPUC conducts operation and maintenance compliance inspections, accident investigations, reviews utilities' reports and records, conducts construction inspections, conducts special studies, and takes action in response to complaints and inquiries from the public on issues regarding gas pipeline safety.

Water Supply

California Urban Water Management Planning Act

The California Urban Water Management Planning Act (California Water Code Division 6, Part 2.6, Sections 10610–10656) addresses several state policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act also requires "urban water suppliers" to develop Urban Water Management Plans (UWMPs) every five years to identify short-term and long-term demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Urban water suppliers are defined as water suppliers that either serve more than 3,000 customers or provide more than 3,000 AFY of water to customers. The City is an Urban Water Supplier pursuant California Urban Water Management Planning Act. As it provides water to more than 3,000 customers.

California Safe Drinking Water Act of 1976

California enacted its own Safe Drinking Water Act in 1976. As of July 2014, the State Water Resources Control Board is responsible for the administration of the California Safe Drinking Water Act. Title 22 of the California

Administrative Code establishes the California Department of Public Health authority and stipulates drinking water quality and monitoring standards. These standards are equal to or more stringent than the federal standards.

Senate Bill X7-7 (Water Conservation Act of 2009)

Senate Bill (SB) X7-7, also known as the Water Conservation Act of 2009, was enacted in November 2009 and requires that all water suppliers increase water use efficiency. The main features of this legislation are divided into two sectors, Urban Water Conservation and Agricultural Water Conservation. The law requires, among other things, that the California Department of Water Resources (DWR), in consultation with other state agencies, develop a single standardized water use reporting form to be used by both urban and agricultural water agencies.

SB X7-7 implements water use reduction goals to achieve a 20 percent statewide reduction in urban per capita water use. The bill requires each urban retail water supplier to develop urban water use targets to help meet the 20 percent goal by 2020 and an interim 10 percent goal by 2015. The bill establishes methods for urban retail water suppliers to determine targets to help achieve reductions in water use. The retail agency may choose to comply with SB X7-7 as an individual or as a region in collaboration with other water suppliers. Under the regional compliance option, the retail water supplier must report the water use target for its individual service area.

Senate Bill 610 and Senate Bill 221

SB 610 and SB 221 became effective January 1, 2002, amending Sections 10910–10915 of the State Water Code, and requiring that counties and cities consider the availability of adequate water supplies for certain new large development projects. These statutes require that cities and counties obtain from the local water supplier written verification of sufficient water supply to serve proposed large development projects in their jurisdiction. Pursuant to SB 610, the types of projects that are required to obtain water supply assessments include the following:

- A proposed residential development of more than 500 dwelling units
- A proposed shopping center or business establishment of more than 500,000 square feet of floor space or employing more than 1,000 persons
- A proposed commercial office building of more than 250,000 square feet of floor space of employing more than 1,000 persons
- A proposed hotel or motel of more than 500 rooms
- A proposed industrial, manufacturing, or processing plant or industrial park of more than 40 acres of land, more than 650,000 square feet of floor areas, or employing more than 1,000 persons
- A mixed-use project that falls in one or more of the above-identified categories
- A project not falling in one of the above-identified categories but that would demand water equal to or greater than that required by a 500-dwelling unit project

The public water system's written verification of either its ability or inability to provide sufficient water supplies to meet the projected demand must be supported by "substantial evidence." The "substantial evidence" may include any of the following: (1) the public water system's most recently adopted UWMP; (2) a water supply assessment completed pursuant to State Water Code Section 10910; or (3) other information relating to the sufficiency of the water supply that contains analytical information that is substantially similar to the assessment required by Section 10635 of the State Water Code (California Government Code Section 66473.7[c]).

Sustainable Groundwater Management Act

On September 16, 2014, former Governor Jerry Brown signed into law a three-bill legislative package—AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)—collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the DWR provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans for medium- and high-priority groundwater basins in California. SGMA identifies both the Raymond Basin and the Main Basin as adjudicated basins, which are exempt from the requirements of developing Groundwater Sustainability Plans, and subsequently designated as very-low priority basins pursuant to SGMA (City of Arcadia 2021). In compliance with SGMA, the Main Basin Watermaster and Raymond Basin Management Board submit annual reports to DWR (City of Arcadia 2021).

Solid Waste

Assembly Bills 939 and 341: Solid Waste Reduction

The California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) was enacted as a result of a national crisis in landfill capacity, as well as a broad acceptance of the desired approach to solid waste management of reducing, reusing, and recycling. AB 939 mandated local jurisdictions to meet waste diversion goals of 25 percent by 1995 and 50 percent by 2000 and established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. AB 939 requires cities and counties to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element to demonstrate how the jurisdiction will meet the diversion goals. Other elements included encouraging resource conservation and considering the effects of waste management operations. The diversion goals and program requirements are implemented through a disposal-based reporting system by local jurisdictions under California Integrated Waste Management Board (CIWMB) regulatory oversight. Since the adoption of AB 939, landfill capacity is no longer considered a statewide crisis. AB 939 has achieved substantial progress in waste diversion, program implementation, solid waste planning, and protection of public health, safety, and the environment from landfills operations and solid waste facilities.

In 2011, AB 341 was passed, requiring CalRecycle to require that local agencies adopt strategies that will enable 75 percent diversion (e.g., reduced, recycled, composted) of all solid waste by 2020.

Senate Bill 1374: Construction and Demolition Waste Reduction

SB 1374 requires that annual reports submitted by local jurisdictions to CIWMB include a summary of the progress made in diversion of construction and demolition waste materials. In addition, SB 1374 requires the CIWMB to adopt a model ordinance suitable for adoption by any local agency that required 50 percent to 75 percent diversion of construction and demolition waste materials from landfills. Local jurisdictions are not required to adopt their own construction and demolition ordinances, nor are they required to adopt CIWMB's model by default.

Assembly Bill 1327: California Solid Waste Reuse and Recycling Access Act of 1991

AB 1327, which was established in 1991, required CalRecycle to develop a model ordinance for the use of recyclable materials in development projects. Local agencies were then required to adopt the model ordinance, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects.

Assembly Bill 1826: Mandatory Commercial Organics Recycling

In October 2014, former Governor Brown signed AB 1826 Chesbro (Chapter 727, Statutes of 2014), requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week. (Organic waste is defined as food waste, green waste, landscape, and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.) This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. This law phases in the mandatory recycling of commercial organics over time. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to recycle organic waste.

Zero Waste California

Zero Waste California is a state program launched by CalRecycle in 2002 to promote a new vision for the management of solid waste by maximizing existing recycling and reuse efforts, while ensuring that products are designed for the environment and have the potential to be repaired, reused, or recycled. The Zero Waste California program promotes the goals of market development, recycled product procurement, and research and development of new and sustainable technologies.

California Code of Regulations

Title 20, Division 2, Article 4, Appliance Efficiency Regulations

Title 20, Division 2, Article 4, Section 1605.3 establishes water efficiency standards (i.e., maximum flow rates, maximum gallons per flush) for all new plumbing fittings and fixtures (e.g., showerheads, sink faucets, water closets, urinals). Among the standards, the maximum flow rate for showerheads and lavatory faucets manufactured after July 1, 2018, are 1.8 gallons per minute at 80 pounds per square inch with an optional temporary flow of 2.2 gallons per minute at 60 pounds per square inch for kitchen faucets and aerators. The standard for public lavatory faucets and aerators is 0.5 gallons per minute at 60 pounds per square inch. The standard for water closets and urinals is 1.28 gallons per flush. In addition, Section 1605.3(h) establishes state efficiency standards for non-federally regulated plumbing fittings, including commercial pre-rinse spray valves.

Title 22, Division 4, Chapter 3, Water Recycling Criteria

Title 22 regulates the sources, production and use of reclaimed water in California. In addition to defining reclaimed water uses, Title 22 also defines requirements for dual plumbed recycled water systems, indirect use for groundwater replenishment, required methods of treatment, sampling and analysis of effluent, specific design requirements for facilities, and reliability requirements for permitted uses.

Title 24 Building Standards Code, Part 6 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Non-residential Buildings was established in 1978 in response to a mandate to reduce the State's energy consumption. These standards are promulgated under California Code of Regulations Title 24, Part 6 and are commonly referred to as the Title 24 Building Energy Efficiency Standards or "Title 24". The current Title 24 standards became effective on January 1, 2023. The 2022 title standards build on the 2019 standards by encouraging electric heat pump technology and use, establish electric-ready requirements when natural gas is installed, expending solar photovoltaic system and battery storage requirements and strengthening ventilation standards to improve indoor air quality. A new development project is required to incorporate the most recent Title 24 standards in effect at the time the building permit application is submitted.

Title 24, Building Standards Code, Part 11, California Green Building Standards Code

The purpose of the California Green Building Standards Code (CALGreen) is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen includes both mandatory measures as well as voluntary measures. The mandatory measures establish minimum baselines that must be met for a building to be approved. Per CALGreen standards, 65 percent of construction and demolition (C&D) waste from new construction must be diverted from landfills and either recycled or salvaged for reuse. The voluntary measures can be adopted by local jurisdictions for greater efficiency.

Section 5.408, Construction Waste Reduction, Disposal and Recycling, of CALGreen outlines three methods of compliance for the C&D diversion requirement, with two options below being potentially applicable to the proposed Project. First, owners/builders can comply with the C&D diversion requirement by developing and submitting a construction waste management plan to the City that identifies the C&D waste materials to be diverted from disposal by recycling, reuse on the project, or salvage. Alternately, owners/builders may use a waste management company that can provide verifiable documentation that the percentage of C&D waste material diverted from the landfill meets CALGreen's 65 percent requirement.

Title 24, Building Standards Code, Part 5, California Plumbing Code

The 2022 California Plumbing Code sets forth safety requirements and regulations for plumbing systems, including but not limited to plumbing fixtures and fittings, water heaters, water supply and distribution systems, sanitary drainage, indirect wastes (e.g., food preparation), vents, traps and interceptors, storm drainage, fuel gas piping, health care facilities, firestop protection, alternative water sources for non-potable applications, and non-potable rainwater catchment systems. It also sets forth efficiency standards (i.e., maximum flow rates) for all new federally regulated plumbing fittings and fixtures, including showerheads and lavatory faucets.

Title 27, Environmental Protection, Division 2, Solid Waste

Division 2 of Title 27 of the California Code of Regulations sets forth regulatory standards promulgated by the CIWMB that apply to all disposal sites meaning active, inactive closed or abandoned. It governs the handling and disposal of solid waste and operation of landfills, transfer stations, and recycling facilities.

Local

Water Supply

Urban Water Management Plans

As discussed above, the Urban Water Management Planning Act requires every "urban water supplier" to prepare and adopt a UWMP and to review it at least once every five years and make any amendments and changes which are required by the review (California Water Code Sections 10610—10657). UWMPs are required to provide a framework for long term water planning and to inform the public of the supplier's plans to ensure adequate water supplies for existing and future demands. UWMPs are required to assess the reliability of the agency's water supplies over a 20-year planning horizon and report its progress on 20 percent reduction in per-capita urban water consumption by the year 2020, as required in by SB X7-7. The DWR reviews agency UWMPs to ensure that UWMP requirements are completed.

City of Arcadia Urban Water Management Plan (2020)

As an urban water supplier pursuant to the Urban Water Management Planning Act, the City is required to develop an UWMP and update it every five years based on applicable growth/demand projections and supply conditions. The City's 2020 UWMP (City UWMP) was prepared to meet the mandates of the California Urban Water Management Planning Act (City of Arcadia 2021). The City UWMP is the foundational document for compliance with both California Water Code Sections from SB 610 and SB 221 (discussed above) for projects in the City. The City UWMP identifies historic and projected water supplies available to the City; existing and projected water demand; available water rights; and programs to meet demand during an average year, single-dry year, and multiple-dry years. The City UWMP draws, in part, upon growth projections provided in the Southern California Association of Government's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (City of Arcadia 2021). As such, the City UWMP incorporates demographic trends, existing land use, General Plan land use policies, and projections from the Department of Finance and the U.S. Census Bureau through 2045 (City of Arcadia 2021).

As discussed above in Section 4.15.1, Existing Conditions, the City's water supply sources include groundwater rights in both the Main Basin and Raymond Basin and direct delivery of treated imported water from the MWD through the Upper District. As an MWD member agency, Upper District receives water from MWD. As an Upper District member agency, the City's water system receives water from MWD through Upper District.

Historical prolonged droughts have caused groundwater levels to decrease resulting in the Raymond Basin Management Board to temporarily reduce the amount of groundwater which may be produced. The decreased production is designed to promote recovery of groundwater levels. At such time the groundwater levels have recovered the program may be suspended but can be reinstated as needed in the event groundwater levels decrease in the future. Recognizing allowed pumping is limited, the City along with other Raymond Basin producers have taken steps to reduce water demands to address the potential gap between supply and demand in the event demands cannot be entirely reduced. The City has production facilities in the Main Basin and has the ability to shift production, if needed. In addition, the City has a treated water connection and has access to MWD water as an additional source of supply (City of Arcadia 2021).

City of Arcadia Water Shortage Contingency Plan (2020)

A required component of the City UWMP, the City's Water Shortage Contingency Plan is a detailed approach, which presents how the City intends to act or respond in the case of an actual water shortage contingency. The City will manage water supplies to minimize the adverse impacts of water shortages. The plan for water usage during periods of shortage is designed to incorporate six standard water shortage levels corresponding to progressive ranges from up to a 10, 20, 30, 40, and 50 percent shortage, and greater than a 50 percent shortage. For each declared water supply shortage level, customers would be required to reduce their consumption by the percentage specified in the corresponding water supply shortage level. Table 4.15-4, summarizes the water rationing stages and reduction goals.

Annual Water Supply and Demand Assessment (2022/2023)

As of July 1, 2022, in addition to preparation of Water Shortage Contingency Plan, the City is required to submit an Annual Water Supply and Demand Assessment (Annual Shortage Report) in accordance with DWR's guidance and requirements. The most recent Annual Shortage Report covers July 1, 2022, through June 30, 2023, and includes a review of the City's unconstrained water demands (i.e., water demands prior to any projected response actions the City may trigger under this Water Shortage Contingency Plan) for the current year and the upcoming (potential single dry) year. The Annual Shortage Report also includes information regarding anticipated shortages, triggered shortage response actions, compliance and enforcement actions, and communication actions consistent with the City's Water Shortage Contingency Plan. According to the 2022/2023 Annual Shortage Report, the City implemented the Water Shortage Contingency Plan actions during the recent drought to facilitate demand reduction, including an expanded public information campaign, limiting days and hours of water use for landscaping purposes, and prohibiting the use of potable water for washing hard surfaces (DWR 2023). With implementation of all applicable Water Shortage Contingency Plan demand reduction actions, the City estimates a total water demand savings of 2,914 acre-feet, or approximately 20 percent (DWR 2023).

Table 4.15-4. City of Arcadia Water Shortage Contingency Planning Levels

Shortage Level	Percentage Shortage Range	Shortage Response Action
1	Up to 10%	The following prohibitions are to be implemented during a Shortage Level 1: (a) Prohibit use of potable water for washing hard surfaces (b) Restrict or prohibit runoff from landscape irrigation (c) Restrict water use for decorative water features, such as fountains (d) Lodging establishment must offer opt out of linen service (e) Restaurants may only serve water upon request (f) No customer shall permit water to leak from any facility on his premises. (g) Limit landscape irrigation to specific times (h) No landscape irrigation during and within 48 hours after measurable rainfall (i) Limit landscape irrigation to specific days (j) No lawn, landscape or other turf areas shall be watered in a wasteful manner

Table 4.15-4. City of Arcadia Water Shortage Contingency Planning Levels

Shortage Level	Percentage Shortage Range	Shortage Response Action
2	Up to 20%	No use of water may be made contrary to the provisions of Shortage Level 1. No customer shall make, cause use or permit the use of water from the Water Division for any purpose in an amount in excess of eighty percent (80%) of the amount used during the base period
3	Up to 30%	No use of water may be made contrary to the provisions of Shortage Level 2. No customer shall make, cause use or permit the use of water from the Water Division for any purpose in an amount in excess of seventy percent (70%) of the amount used during the base period
4	Up to 40%	No use of water may be made contrary to the provisions of Shortage Level 3. No customer shall make, cause use or permit the use of water from the Water Division for any purpose in an amount in excess of sixty percent (60%) of the amount used during the base period
5	Up to 50%	No use of water may be made contrary to the provisions of Shortage Level 4. No customer shall make, cause use or permit the use of water from the Water Division for any purpose in an amount in excess of fifty percent (50%) of the amount used during the base period
6	Greater than 50%	No use of water may be made contrary to the provisions of Shortage Level 5. No customer shall make, cause use or permit the use of water from the Water Division for any purpose in an amount more than fifty percent (50%) of the amount used during the base period

Source: City of Arcadia 2021

Upper San Gabriel Valley Municipal Water District Urban Water Management Plan (2020)

The 2020 UWMP for the Upper District (Upper District UWMP) was prepared in compliance with the Urban Water Management Planning Act. The Upper District's UWMP addresses the future of the Upper District's water supplies and demand through the year 2045. As a member agency of MWD, the Upper District provides wholesale potable water to 18 cities and portion of unincorporated Los Angeles County through municipal water departments, investor-owned water companies and landowner held mutual water companies that in turn provide the water at retail water rates to their residential, commercial, and industrial customers. The Upper District's 144-square-mile service area includes approximately one 876,069 residents in communities throughout northeastern Los Angeles County, including the City. The service population for the Upper District is projected to grow from 876,069 residents in 2020 to an estimated 949,791 in 2045, however, the Upper District UWMP estimates that total water demand will decrease by approximately 27 percent in this period, from 34,642 AF in 2020 to 25,366 AF in 2045 (Upper District 2021).

Metropolitan Water District of Southern California Regional Urban Water Management Plan (2020)

The Metropolitan Water District of Southern California's (MWD's) 2020 Regional UWMP (MWD UWMP) provides an assessment and summary of MWD's water service reliability outlook through 2045. In the MWD UWMP, MWD has determined that it has supply capabilities sufficient to meet expected demands from 2025 through 2045 under a single-dry year condition and a multiple-dry year condition (MWD 2021). MWD has plans for supply implementation and continued development of a diversified resource portfolio including programs in the Colorado River Aqueduct, State Water Project, Central Valley storage and transfers programs, local resource projects, and in-region storage that would enable the region to meet its water supply needs (MWD 2021). MWD has also developed comprehensive plans for stages of actions it would undertake to address frequent and severe periods of drought, consisting of six

standard water shortage levels corresponding to progressive ranges of up to 10, 20, 30, 40, and 50 percent shortages and greater than 50 percent shortages (see also Metropolitan Water District of Southern California Water Surplus and Drought Management Plan, below) (MWD 2021).

The MWD UWMP estimates that water use in its service area has decreased by 34 percent relative to its established baseline levels, thereby exceeding the 20 percent target reduction set by SB X7-7 (MWD 2021). As reported in the MWD UWMP, MWD plans to continue investing in water efficiency measures that have helped the region achieve and exceed the target reductions (MWD 2021).

MWD continues to set forth plans for emergency and catastrophic scenarios and has recently revised an Emergency Storage Objective to manage against potential interruption in water supplies resulting from catastrophic occurrences within the southern California region, including seismic events (MWD 2021). In addition, MWD continues to work with the state on the Delta Risk Management Strategy to reduce the impacts of a seismic event in the Delta that would cause levee failure and disruption of State Water Project deliveries (MWD 2021).

Metropolitan Water District of Southern California Water Surplus and Drought Management Plan

In 1999, MWD incorporated a water shortage contingency analysis, which is required as part of any UWMP, into a separate, more detailed plan, called the Water Surplus and Drought Management (WSDM) Plan. The overall objective of the WSDM Plan is to ensure that shortage allocation of MWD's imported water supplies is not required. The WSDM Plan provides policy guidance to manage MWD's supplies and achieve the goals laid out in the agency IRP. The WSDM Plan separates resource actions into two major categories: Surplus Actions and Shortage Actions. The WSDM Plan considers the region to be in surplus only after MWD has met all demands for water, including replenishment deliveries. The Surplus Actions store surplus water; first inside and then outside of the region. The Shortage Actions of the WSDM Plan are separated into three subcategories: Shortage, Severe Shortage, and Extreme Shortage. Each category has associated actions that could be taken as a part of the response to prevailing shortage conditions. Conservation and water efficiency programs are part of MWD's resource management strategy through all categories.

Metropolitan Water District of Southern California Water Supply Allocation Plan

While the WSDM includes a set of general actions and considerations for MWD staff to address during water shortage conditions, that plan did not include a detailed water supply allocation plan or implementation approach. Therefore, MWD adopted the Water Supply Allocation Plan in February 2008, which has been implemented three times, with the most recent implementation in April 2015. The Water Supply Allocation Plan includes a formula for determining reductions of water deliveries to member *agencies* during extreme water shortages conditions (i.e., drought conditions or unforeseen cuts in water supplies) in MWD's service area. The formula allocates shortages of MWD supplies and seeks to balance the impacts of a shortage at the retail level, while maintaining equity on the wholesale level, and takes into account growth, local investments, changes in supply conditions, the demand aspects of non-potable recycled water use, and the implementation of conservation savings programs. The allocation period covers 12 consecutive months, from July of a given year through the following June.

Metropolitan Water District of Southern California Integrated Resources Plan

MWD first adopted its Integrated Resources Plan (IRP) in 1996, followed by updates every five years. The IRP 2015 Update, which was adopted in 2016, demonstrates how MWD plans to develop its water resource supply portfolio until the year 2040, including planning for hydrologic, regulatory, and other types of uncertainties. Under the

strategy of the IRP 2015 Update, MWD will continue to look locally to close the gap between supply and demand, while making the necessary investments and initiatives to maintain the reliability of imported supplies. Overall, the strategies presented in the IRP 2015 Update are projected to meet the future water supply needs of southern California and identify measures that MWD can take in order to swiftly respond to the uncertainties that exist with water resource programs (MWD 2016). The 2020 IRP is currently underway and will continue to provide a blueprint for long-term water supply reliability in southern California. The 2020 plan will be a new IRP (as opposed to an update) and will incorporate different scenarios for the future, for a long-term, diversified strategy (MWD 2021b).

Wastewater

Sanitation Districts of Los Angeles County Wastewater Ordinance

In 1972, the Districts adopted a Wastewater Ordinance, which was most recently amended in 1998, for the operation and financing of the District's wastewater conveyance, treatment, and disposal facilities. The Wastewater Ordinance applies to all direct and indirect discharges of wastewater to any part of the sewerage system and regulates industrial wastewater discharges to protect the public sewerage system. The Districts also charges Connection Fees and Surcharges. The surcharge program requires all industrial companies discharging to the Districts' sewerage system to pay their fair share of the wastewater treatment and disposal costs. The connection fee program requires all new users of the Districts' sewerage system, as well as existing users that significantly increase the quantity or strength of their wastewater discharge, to pay their fair share of the costs for providing additional conveyance, treatment, and disposal facilities. The Districts uses the fees for the expansion and improvement of their facilities, as needed, to serve existing and anticipated developments.

Sewer Master Plan and Hydraulic Modeling

The City's Sewer Master Plan that was completed in 2022 provides a hydraulic analysis of the City's sewer system; identifies the necessary system improvements; evaluates operation and maintenance needs; and provides cost estimates for various improvements to the sewer system.

The hydraulic analysis of the City's sewer system identified a number of pipe segments that had capacity limitations during dry weather conditions and that needed increases in pipe diameter to eliminate these limitations. Sewer pipes are proposed for replacement with larger pipes at various locations throughout the City. Re-lining or replacement of the City's sewer pipes is needed where root intrusions and structural damage were identified by closed-circuit television (CCTV) inspection of the system. Relief of bends where backups occur, gates and paths for easier easement access, new equipment, and temporary staffing are also recommended to resolve known problem areas. The Master Plan projects a 4.9 percent increase in sewer flows by the year 2042 due to the development of vacant lots and the redevelopment and intensification of currently developed lots over the next 20 years.

City of Arcadia Sewer System Management Plan (2014)

On May 2, 2006, the State Water Resources Control Board (SWRCB) adopted Order No. 2006-0003, a General Waste Discharge Requirement (WDR) for all publicly owned sanitary sewer collection systems in California with more than one (1) mile of sewer pipe. The critical component of Order No. 2006-0003 is the development of a Sewer System Management Plan (SSMP). The SSMP serves as a document to properly manage and operate the sewer system. There are eleven (11) milestones identified in the that relate to the elements required in the WDR, including completion of an Operation and Maintenance Plan, Design and Performance Standards, Overflow Emergency Response Plan, Fats, Oils and Grease Control Plan, System Evaluation and Capacity Assurance Plan,

Monitoring, Measurement and Program Modifications, and the final SSMP, incorporating all SSMP element. According to the SSMP, sewer system design standards must be in accordance with the City of Arcadia "Sewer Master Plan", good engineering practices, and the Sewer Design and Performance Standards Manual.

Stormwater

Municipal Separate Storm Sewer System (MS4) Permit

The Los Angeles Regional Water Quality Control Board (LARWQCB) initially adopted waste discharge requirements for Municipal Separate Storm Sewer System (MS4) discharges within the Coastal Watersheds of Los Angeles County on June 18, 1990 (Order No. 90-079; NPDES Permit No. CA0061654). The current MS4 Permit (Order No. R4-2021-0105; NPDES Permit No. CAS004004) was adopted on July 23, 2021, and became effective on September 11, 2021. The County of Los Angeles and the cities within the County are Co-permittees under the MS4 permit and have legal authority to enforce the terms of the permit in their jurisdictions.

The MS4 Permit contains effluent limitations, receiving water limitations, minimum control measures, and total maximum daily load (TMDL) provisions, and outlines the process for developing watershed management programs, including the EWMP. The MS4 Permit incorporates the TMDL waste load allocations applicable to dry- and wet-weather as water quality-based effluent limitations and/or receiving water limitations. The MS4 Permit adopts low-impact development (LID) principles and requires development and redevelopment projects to incorporate stormwater management strategies with goals to mitigate the impacts of increased runoff and stormwater pollution as close to its source as possible. LID promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. The goal of these LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. Through the use of various infiltration strategies, LID is aimed at minimizing impervious surface area. Where infiltration is not feasible, the use of bioretention, rain gardens, green roofs, cisterns, and rain barrels that will store, evaporate, detain, and/or treat runoff may be used.

Solid Waste

Los Angeles County Integrated Waste Management Plan

Pursuant to AB 939, each county is required to prepare and administer a County Integrated Waste Management Plan (CIWMP), including preparation of an Annual Report. The CIWMP is to comprise of the various counties' and cities' solid waste reduction planning documents, plus an Integrated Waste Management Summary Plan (Summary Plan) and a Countywide Siting Element (CSE). The Summary Plan describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion rate by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. The Clos Angeles County Public Works is responsible for preparing and administering the Summary Plan and the CSE.

The County of Los Angeles continually evaluates landfill disposal needs and capacity as part of the preparation of the CIWMP Annual Report. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity. The most recent annual report, the CIWMP 2020 Annual Report provides disposal analysis and facility capacities for 2020, as well as projections to the CIWMP's horizon year of 2035. A variety of strategies, including mandatory commercial recycling, diversion of organic waste, and alternative technologies (e.g., engineered municipal solid waste conversion facilities or anaerobic digestion) would be implemented to ensure that the County would be able to accommodate the solid waste generated through the horizon year of 2035 (County of Los Angeles 2021).

City of Arcadia Municipal Code

Water Supply

Article VII, Chapter 5 of the Arcadia Municipal Code regulates water system connection and fees, with Part 5 addressing water use and the City's Water Conservation Ordinance and Water Efficient Landscaping Ordinance, as discussed in further detail below.

City of Arcadia Water Efficient Landscaping Ordinance

In accordance with the Water Conservation in Landscaping Act of 2006, the City adopted a Water Efficient Landscaping Ordinance in December 2009, which was added into the City's Municipal Code as Article VII, Chapter 5, Division 4. The ordinance regulates new construction and rehabilitated landscapes for public agency projects and private non-residential development projects with landscaped areas of 2,500 square feet or more; developer-installed residential landscape areas of 2,500 square feet or more; homeowner-installed residential landscape areas of 5,000 square feet or more; existing landscape areas of 1 acre or more; and special landscaped areas (such as areas dedicated to edible plants, areas irrigated with recycled water, or areas dedicated to active play). The regulations include standards for plant selection and grouping, water features, irrigation requirements, and soil and grading requirements.

Wastewater

Article VII, Chapter 4 of the Arcadia Municipal Code regulates sewer line design, connection to the City's sewer system, fees, and permits.

Solid Waste

Article V, Chapter 1 (Garbage, Refuse, and Recyclables), of the Arcadia Municipal Code regulates collection, hauling, and disposal of solid waste, recyclables, and organic waste, including required payment of services for residential and non-residential development. For non-residential development, Section 5130.2 outlines reporting requirements for any company or waste hauler removing recyclable material from the waste stream. Commercial and multifamily development (including mixed-use projects) must participate in the City's three-container collection services, which requires source separation of organic waste (e.g., food waste), recyclables, solid waste (Arcadia Municipal Code Section 5140.2).

The City's Zoning Regulations (Article IX, Chapter 2 of the Arcadia Municipal Code) contains standards for the provision of recyclables collection and loading areas, which require lots developed with more than one dwelling unit and non-residential developments to provide an area for the collection and loading of recyclables.

City of Arcadia General Plan

The following General Plan goals and policies related to utilities and system services would be applicable to the Project.

> Policy CI-9.6: Require developers to pay the full costs associated with water system improvements needed specifically to service their development, as well as fair-share costs for enhancements identified in the Water Master Plan and Capital Improvement and Equipment Plan.

Goal CI-10: A local wastewater collection system that provides quality service equally to all areas of Arcadia

Policy CI-10.2: Provide adequate capacity to convey all sewage flows.

Policy CI-10.5: Require developers to pay the full costs associated with sewer system improvements needed specifically to service their development, as well as fair-share costs for enhancements identified in the Capital Improvement and Equipment Plan.

Policy CI-13.2: Continue to enforce City ordinances that facilitate the placement of utilities and telecommunications facilities in a manner that minimizes visual impact.

Policy CI-13.3: Continue to require the placement of utilities underground for all new developments.

4.15.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to utilities and service systems are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to utilities and service systems would occur if the project would:

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.
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.

4.15.4 Impacts Analysis

Threshold 4.15a ***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?***

Water Conveyance

As described in Appendix L-1, the Project's proposed water infrastructure would include new water meters at the Project site building and new lateral pipeline connections from the proposed building to the existing 12-inch water main pipeline in Gateway Drive to provide domestic water, fire water and irrigation water to the Project site. A minimum requirement of 20 pounds per second (psi) is required at the building in accordance with the California Plumbing Code and based on the pressure available in the water main on Huntington Drive and Gateway Drive. The existing infrastructure would provide adequate flows to serve the proposed development and no additional off-site infrastructure improvements would be required. Possible connections may be required to water mains in Huntington

Dr. for additional fire hydrants as required for the project. The construction of new lateral pipeline connections beneath Gateway Drive would be accommodated within the construction assumptions included in the construction-related impact analyses throughout this Draft EIR and no new or more significant impacts would occur. Impacts would be less than significant, and no mitigation is required.

Wastewater Conveyance & Treatment

As included in Appendix L-2, a Sewer Area Study was conducted for the proposed Project. The anticipated net increase in wastewater flows for the Project would be 50,938 GPD, which considers the existing sewer generation of 9,012 GPD from The Derby Restaurant subtracted from the proposed Project's sewer generation of 59,950 GPD. These additional flows are anticipated to increase the monitored sewer flows within one sewer pipeline segment beyond the City's capacity limit of 50 percent capacity. There would be an increase in the flow depth between Manholes 609-45 and 609-53 located on the sewer pipeline segment beneath Fifth Avenue (north of Duarte Road) from 37.5 percent full to 53.8 percent full. Therefore, a portion of the sewer pipeline must be replaced and increased from the existing 8-inch diameter to a larger 10-inch diameter pipeline. As a result, the proposed Project would result in the construction of new sewer infrastructure and mitigation is required.

MM-UTL-1 is required to ensure the timely replacement of a portion of the off-site sewer pipeline. As required, the Project Applicant must make a fair-share contribution to the City's costs to upgrade the sewer, which will be accomplished by the end of the City's 2024-25 fiscal year. The sewer improvement would be completed and operational by the time the proposed Project begins to occupy the available residential units, which is anticipated to be November 2025. The construction of the sewer infrastructure would be accomplished by the City and the impacts of the construction would be assessed under the City's environmental documentation pursuant to the California Environmental Quality Act (CEQA). The City, as lead agency for the proposed Project as well as the off-site sewer infrastructure improvement, has the authority to ensure the approval, construction, operation, and maintenance of the sewer infrastructure required for the proposed Project. In addition, the Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this Project is permitted to discharge to the Districts' Sewerage System. With incorporation of MM-UTL-1, and payment of all applicable fees, potential impacts related to the construction of new sewer facilities would be less than significant.

Stormwater Drainage

A discussed above in Section 4.15.2, Regulatory Requirements, the City is within the jurisdiction of the LARWQCB and is subject to the County's MS4 Permit for discharges of urban runoff in public storm drains. As discussed in further detail in Section 4,8, Hydrology and Water Quality of this Draft EIR, the drainage patterns of the Project site would not substantially change relative to existing conditions. Project design, construction, and operation would be completed consistent with the Rio Hondo/San Gabriel River Water Quality Group Enhanced Watershed Management Program, and in accordance with the City Stormwater Management and Discharge Control Ordinance, and the County's Low Impact Development Best Management Practices Handbook, with the goal of capturing stormwater runoff for infiltration and reducing the amount of pollutants in stormwater and urban runoff. As discussed in further detail in Appendix G of this Draft EIR, the Project would incorporate low impact development features, including drywells and a settling chamber, which would contribute a reduction in stormwater runoff under Project conditions. As the Project would not substantially modify the existing on-site drainage patterns, would incorporate low impact development features, and would be required to comply with applicable regulatory

requirements, the Project would not contribute a substantial amount of new stormwater runoff relative to existing conditions. Thus, the Project would not require the construction or expansion of off-site stormwater drainage facilities. Therefore, impacts would be less than significant, and no mitigation measures are required.

Dry Utilities

As discussed above in Section 4.15.2, SoCalGas currently provides natural gas to the Project site via local distribution lines and laterals on and adjacent to the Project site. As provided in Appendix L-1 of this Draft EIR, these lines would be adequate to provide gas service to the Project. No off-site improvements for natural gas infrastructure are anticipated with the implementation Project.

SCE currently provides electricity to the existing uses on the Project site and vicinity. Both underground and overhead electrical distribution lines are present within the City streets and yard easements, and high-voltage transmission lines exist along the I-605 freeway (City of Arcadia 2010). In compliance with the City's General Plan, all utilities in the Downtown area must be placed underground. There are existing telephone, telecommunication, and cable television lines and facilities throughout the City. Cable and telecommunication services for the Project site are available from private providers such as AT&T, Spectrum, EarthLink, and Frontier (HSI 2022). No off-site improvements for electric power or telecommunications infrastructure are anticipated with the implementation of the Project.

If unanticipated upgrades were to be required for electrical, natural gas, or telecommunications services, they would be limited the lateral connections to the Project site and not any centralized facilities. Any unforeseen upgrades would be coordinated with appropriate service providers to minimize disruptions on service and would be completed by either trenchless technology or open trenching to the depth of the underground utilities. Additionally, the Project would be required to comply with all regulatory requirements outlined within this Draft EIR for the purposes of mitigating impacts associated with construction activities. No adverse physical effects beyond those already disclosed in this Draft EIR would occur as a result of implementation of the Project's proposed utility system connections. Therefore, impacts to dry utilities would be less than significant.

Threshold 4.15b ***Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

As stated in Section 4.15.1, Existing Conditions, the City of Arcadia supplies the majority of the water service connections within the City. The City's three main sources of water include groundwater from wells in the Main San Gabriel Basin and the Raymond Basins, and direct delivery of treated imported water from Upper District (wholesaler of imported water).

Table 4.15-6 below presents the City's projected water demands in acre-feet per year (AFY). The City's UWMP determines the City's water demand based on projected populations in the City's service area using data provided by SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal), and incorporates demographic trends, existing land use, general plan land use policies, and input and projections through the year 2045 from the Department of Finance (DOF) and the US Census Bureau for counties, cities and unincorporated areas within Southern California (City of Arcadia 2021). The City's UWMP states that the City's supply would meet its demand under all year projections (i.e. wet, normal, dry, and multiple dry years) and water supply source scenarios. As detailed in the UWMP, the City has been able to provide sufficient water supplies to its customers, including during long-term droughts and years with historically high water demands. In addition, the City

has been able to provide water service to meet maximum day water demands for these years, including during the summer months (City of Arcadia 2021).

Table 4.15-6. UWMP Projected Water Demand

Water Supply Source	2020	2025	2030	2035	2040	2045
Normal Year (acre-feet per year)						
Multi-Family Demands	*1,776*	*1,861*	*1,887*	*1,914*	*1,942*	*1,969*
Commercial Demands	*2,072*	*2,171*	*2,202*	*2,233*	*2,265*	*2,297*
Subtotal (MF + Commercial)	*3,848*	*4,032*	*4,089*	*4,147*	*4,207*	*4,266*
Percent of City's Total Demands	*28%*	*28%*	*28%*	*28%*	*28%*	*28%*
Total (All City Uses)	**13,935**	**14,601**	**14,808**	**15,019**	**15,234**	**15,451**
Growth Projections (MF + Commercial) (acre-feet)		**2020 to 2025**	**2025 to 2030**	**2030 to 2035**	**2035 to 2040**	**2040 to 2045**
Multi-Family Only		85	26	27	28	27
Commercial Only		99	31	31	32	32
Subtotal (MF + Commercial)		*184*	*57*	*58*	*60*	*59*

Source: City of Arcadia 2021

Table 4.15-6 above includes details related to the City's anticipated demands for potable water for the specific land uses of Commercial and Multi-family residential. As shown, the combined demand of these two land use types amounts to 28 percent of the City's total projected water demand.[4] Between the years of 2020 and 2025, the City anticipates a growth in demand of 184 AF over this 5-year period for these two land use types only.

During this time, the proposed Project is anticipated to be constructed and would be operational by November 2025. As stated in Appendix L-1, the anticipated potable water demand for the proposed Project is 51,403 Gallons Per Day (GPD), or 57.6 AFY. This is based on the Los Angeles County Sanitation District wastewater generation factors for domestic water use (50,934 GPD) and the City's Maximum Applied Water Allowance (MAWA) for irrigation use (469 GPD). Consequently, the Project's proposed and net water demand would be below the estimated 210 AFY benchmark for determining whether a Water Supply Assessment is required under SB 610 for a water use equivalent to a 500 dwelling unit development.[5] Although the Project would not meet the threshold for the preparation of a Water Supply Assessment, it would generate a demand for potable water supplies that were not necessarily anticipated during the preparation of the City's 2020 UWMP, as the Project would introduce new residential land uses on commercially-designated property, which would not have been anticipated in the General Plan growth projections.

The Project's anticipated additional water demand of 57.6 AFY would be within the UWMP's projected growth in water demand of 85 AF for the Multi-family land use as well as 184 AF for the Commercial and Multi-family land use types between 2020 and 2025, as shown in Table 4.15-6 above. However, because this Project's demand wasn't

4 The City's land use type that accounts for the majority of water demand is single-family homes, which had a demand of 7,994 AF in 2020, or 57.4 percent of the City's total water demand. Other uses include institutional/governmental uses, landscaping (e.g. parks/medians), and losses (City of Arcadia 2021).

5 SB 610 requires preparation of a Water Supply Assessment for projects that have a potential to generate a potable water demand equivalent to 500 dwelling units. Assuming 2.5 persons per household consuming 150 gallons per day within 500 dwelling units, a reasonable estimation of the potable water demand for 500 dwelling units would be 187,500 gallons per day (210 acre-feet per year).

anticipated at the time of the preparation of the 2020 UWMP, the additional demand must also be considered in the context of other planned/anticipated growth in the City. Based on communications with the City, growth in housing units has not met the projected growth anticipated in SCAG's RTP/SCS (Connect SoCal), which is the basis for the growth projections in the City's UWMP (City of Arcadia 2021, Graham 2022). As stated in Table 4.11-3, City and Los Angeles County Housing Growth and Forecasts 2020–2045 in Section 4.11, Population and Housing of this Draft EIR, the City is expected to have a growth of 1,889 housing units between 2020 and 2045, for an average of 76 units per year over this timeframe (DOF 2022; SCAG 2020). However, the City has not kept pace with this anticipated growth in residential development. Based on communications with the City, housing growth between 2017 and 2022 was 227 units, or an average of 45 units per year. Prior to that, between 2010 and 2016, a total of 186 units were permitted, or an average of 31 units per year. As such, when considering the City's actual growth in new housing units of approximately 45 units per year, compared to projections of approximately 76 units per year, recent growth has lagged behind projections within the City by approximately 69 percent.[6]

When considering the potable water demand associated with these anticipated residential units that were not constructed over this time (i.e. 51 units per year), an estimated 24.4 AFY can be assumed to be available for other uses.[7] Over the course of the 5-year period mentioned above in which the City issued 227 residential permits between 2017 and 2022, which is less than the 483 units that SCAG's projections would have assumed, a total of approximately 122 AF would be available. As stated in Appendix L-1, the anticipated potable water demand for the proposed Project is 51,403 Gallons Per Day (GPD), or 57.6 AFY, which would fall within these available supplies.

In summary, the Project's anticipated water demand of 57.6 AFY can be accommodated within the UWMP's anticipated water supply between 2020 and 2025 for Multi-family land uses of 85 AF as well as the combined Multi-family and Commercial land uses of 184 AF. When considering that the Project's 57.6 AFY of water demand was not necessarily anticipated within the UWMP's projections of 184 AF, the 57.6 AFY must be accommodated within the growth projections for other projects that were not developed. The Project's potable water demand can still be accounted for within the City's demand projections due to the planned growth in residential units that has not been realized or approved between 2017 and 2022. Therefore, the City would have sufficient water supplies available to serve the Project, as demonstrated through the City's UWMP water demand projections.

As stated in the UWMP, the Main Basin and Raymond Basin have been well managed for the full period of their respective adjudications, resulting in a stable and reliable water supply for the City during average, single-dry, and multiple-dry water years (City of Arcadia 2021). Additionally, imported water from MWD can be utilized as a supplemental source of supplies. It is important to note that the Main Basin is adjudicated and that there is no limit to the amount of groundwater which can be produced annually. Consequently, in the event treated imported water may be limited, the City has the flexibility to increase groundwater production from the Main Basin.8 Therefore, even though water demand would increase beyond what was anticipated in the 2020 UWMP as a result of the Project, the City has the mechanism and ability to increase its supply, through the process outlined above, to meet

6 (76 units – 45 units) / 45 units = approximately 0.69 × 100 = 69 percent

7 Assuming 2.84 persons per household consuming 150 gallons per day within 51 dwelling units, a reasonable estimation of the potable water demands would be 21,791 gallons per day (24.4 AFY).

8 The Main Basin Judgment does not restrict the quantity of water, which parties may extract from the Main Basin. Rather, it provides a means for replacing all annual extractions in excess of a Party's annual right to extract water with Supplemental Water. The Main Basin Watermaster annually establishes an Operating Safe Yield for the Main Basin which is then used to allocate to each Party its portion of the Operating Safe Yield which can be produced free of a Replacement Water Assessment. If a producer extracts water in excess of its right under the annual Operating Safe Yield, it must pay an assessment for Replacement Water, which is sufficient to purchase one acre-foot of Supplemental Water to be spread in the Main Basin for each acre-foot of excess production. All water production is metered and is reported quarterly to the Main Basin Watermaster (City of Arcadia 2021).

the future demands for normal, dry, and multiple dry years. This would ensure that the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development.

Historical prolonged droughts have caused groundwater levels to decrease resulting in the Raymond Basin Management Board to temporarily reduce the amount of groundwater which may be produced. The decreased production is designed to promote recovery of groundwater levels. At such time the groundwater levels have recovered the program may be suspended, but can be reinstated as needed in the event groundwater levels decrease in the future. Recognizing allowed pumping is limited, the City along with other Raymond Basin producers have taken steps to reduce water demands to address the potential gap between supply and demand in the event demands cannot be entirely reduced. The City has production facilities in the Main Basin and has the ability to shift production, if needed. In addition, the City has a treated water connection and has access to MWD water as an additional source of supply (City of Arcadia 2021). If needed, the City can utilize its Water Shortage Contingency Plan, as detailed in Table 4.15-4, to manage water supplies to minimize the adverse impacts of any potential water shortages.

The Project would be required to include all drought-tolerant landscaping requirements included in local regulations. AMC Section 7554.4, Plan Check Requirements, requires that, as part of the broader general permitting process, a Landscape Design Plan, and a Landscape Documentation Package be prepared by a licensed landscape architect that incorporates efficient use of water and BMPs into landscape project design. The proposed Project would not include any wells that would directly deplete groundwater supplies, and the City's UWMP anticipates adequate supply through 2045. City water conservation efforts will continue into the future to reduce water demands within the City due to the recently implemented tiered water rate and Water Smart program, which are intended to encourage conservation, thereby making local supplies more reliable.

Additionally, Arcadia operates in accordance with Phase I Mandatory Water Conservation Prohibitions, which are codified by the City's Water Conservation Plan. Section 7553, Water Conservation Plan, of the City's Municipal Code sets forth the water conservation measures that are applicable to all customers and properties served by the Water Division. Restrictions include but are not limited to prohibitions on outdoor watering of sidewalks, limits on scheduling of outdoor landscape irrigation, and restrictions on provision of water to guests at restaurants, hotels, cafes, unless expressly requested by the customer, among other restrictions. The proposed Project would adhere to the water conservation methods established in Title 24 of the California Building Code. The Project would also adhere to the City's Water Conservation Plan and Water Efficient Landscaping Ordinance, per Article VII, Chapter 5, Part 5, Division 3 and 4 of the City's Municipal Code. Additionally, the proposed Project would be subject to a development impact/connection fee, which would serve as the Project's fair share contribution to water infrastructure improvements in the City. For the reasons detailed above, the proposed Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant, and no mitigation is required.

Threshold 4.15c ***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?***

According to the Districts, the wastewater generated by the proposed Project would be treated at the San Jose Creek Water Reclamation Plant (SJCWRP) located adjacent to the City of Industry, which has a capacity of 100 MGD and currently processes an average flow of 62.7 MGD (Districts 2022). The remaining capacity at SJCWRP is approximately 37.3 MGD, or approximately 37 percent of its total capacity. The existing uses on the Project site generate an average flow of 9,012 GPD (Appendix L-1). Implementation of the Project would increase the

wastewater flows from the Project site by 50,938 GPD, and increase in wastewater generation represents approximately 0.14 percent of the remaining capacity of the SJCWRP.

Based on the capacity of the SJWRP, the wastewater generated by the proposed Project would be nominal of capacity. As such, the proposed Project would not exceed current capacities of the wastewater treatment system and would not significantly impact existing wastewater treatment systems such that new facilities would be required. Finally, water conservation measures as established at the local and state level would be implemented and would help reduce the amount of wastewater generated by the Project.

All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast as set forth in the applicable RTP/SCS. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, the Districts would provide service and wastewater treatment up to the levels that within the legally permitted capacity and any proposed expansion of the Districts' facilities (Districts 2022). As described under Threshold 4.15 and in Section 4.11, Population and Housing of the Draft EIR, the Project is within the growth assumptions set forth in the applicable RTP/SCS. Therefore, impacts related to wastewater treatment would be less than significant.

Threshold 4.15d ***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?***

Construction

The inert waste such as construction and demolition debris is disposed of through contracts with private haulers, such as Republic Services, Waste Management Inc., and Valley Vista Services (City of Arcadia 2022b). Demolition and construction activities associated with the Project would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, plastics, and soils. Per Section 5.408, Construction Waste Reduction, Disposal and Recycling, of CALGreen, 65 percent of construction and demolition waste generated by the project must be diverted from landfills. CALGreen requirements for 65 percent waste diversion, which would require the Project applicant/developer to either submit a construction waste management plan to the City that identifies the construction and demolition waste materials to be diverted from the landfills or use a waste management company that can provide verifiable documentation that the percentage of construction and demolition waste material diverted from the landfill meets CALGreen's 65 percent diversion requirement. Additionally, any hazardous wastes that are generated during demolition and construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws, including the Hazardous Material Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Waste Control Act, and the California Accidental Release Prevention Program (refer to Section 4.7 of this Draft EIR for further details on potential Project construction impacts related to hazards and hazardous materials).

The remaining 35 percent of construction and demolition material that is not required to be recycled would either be disposed of in a regional landfill or voluntarily recycled at a solid waste facility with available capacity. As described in Section 4.15.1, Existing Conditions, inert landfills and debris facilities in the County have available capacity to receive construction and demolition debris generated by the Project. The Azusa Land Reclamation Co. landfill has an estimated total remaining capacity of 64.64 million tons (County of Los Angeles 2021). Other available inert debris facilities together an estimated remaining daily disposal capacity of approximately 16,157 tons per day (County of Los Angeles 2021). Due to (1) required compliance with CALGreen and the City's Municipal Code regulations applicable to garbage, refuse and recycling (i.e., Article V, Chapter 1) and (2) the available capacity

of local inert landfills and debris facilities, Project construction and demolition would not generate waste in excess of standards or in excess of the capacity of local infrastructure and would not otherwise impair the attainment of solid waste reduction goals. Thus, Project related construction impacts would be less than significant and no mitigation is required.

Operation

Once operational, the Project would produce solid waste on a regular basis, in association with operation and maintenance activities. Based on the CalEEMod solid waste generation rates, the Project would generate approximately 218.3 tons of solid waste per year or approximately 0.60 tons per day, after consideration of net reduction from existing land uses (i.e., The Derby Restaurant) (Appendix C-1). This amount does not assume mandatory compliance with AB 939, requiring 50 percent waste diversion from landfills, or AB 1826, requiring additional recycling of organic waste. Solid waste generated by the Project would be collected and transported to a local or regional solid waste disposal facility, such as those listed in Table 4.15-2, Permitted Solid-Waste Disposal Facilities, in Section 4.15.1.2, Utility Infrastructure, above. As shown in Table 4.15-2, the remaining daily capacity of local solid waste disposal facilities is 17,107 tons per day (County of Los Angeles 2021). Therefore, the Project's operational solid waste generation would account for 0.003 percent of the total remaining available daily disposal capacity, which is not a substantial share of the existing remaining daily capacity and would not be in excess of capacity of local infrastructure capacity (i.e., existing solid waste disposal facilities listed in Table 4.15-2) (County of Los Angeles 2021; Appendix C-1).[9].

Furthermore, according to the latest annual report for the Countywide Integrated Waste Management Plan, there are additional out-of-County landfills permitted for use the County with up to 100 years of remaining life to compliment the County's waste management infrastructure (County of Los Angeles 2021). For example, the Mesquite Regional Landfill in Imperial County is expected to remain open for another 109 years, which would provide an additional daily capacity of 8,000 tons per day once the County's waste-by-rail system is fully operational (County of Los Angeles 2021). Existing facilities in Kern, Orange, Riverside, San Bernardino, and Ventura Counties are also currently accepting waste from County municipalities, such as the City (County of Los Angeles 2021). As such, other landfills in the region would also be able to accommodate solid waste from the proposed Project, and regional planning efforts would ensure continued landfill capacity into the foreseeable future.

For the reasons described above, Project operations 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. Therefore, operational impacts would be less than significant, and no mitigation is required.

Threshold 4.15e ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

The Project would be required to comply with all applicable local and state regulations related to solid waste The state has set a goal of 75 percent recycling, composting, and source reduction of solid waste. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organics recycling. Further, the local solid waste disposal facilities listed in Table 4.15-2 all hold

[9] To calculate the percent of available capacity, the daily estimated tonnage of operational solid waste generated by the Project (approximately 0.47 tons per day, calculated using CalEEMod default rates provided in Appendix C-1 of this Draft EIR) was divided by the existing daily remain capacity of the in-County solid waste disposal facilities available to the Project (17,107 tons per day, as shown in Table 4.14-1i in Section 4.15.1.2, utility Infrastructure, above) to arrive at approximately .0003 percent of existing daily disposal capacity.

current solid waste facility permits issued by CalRecycle, the agency that regulates solid waste handling, processing, and disposal activities in the state. Compliance with applicable federal, state, and local laws is required for issuance of a solid waste facility permit, which is subject to review every five years. Additionally, the City is required to comply with the solid waste reduction and diversion requirements set forth by the state and listed above in Section 4.15.2, Regulatory Requirements, including AB 939, AB 341, AB 1327, and AB 1826. As discussed above, any hazardous wastes that are generated during construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws.

Waste generated by the Project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 341 or AB 1826, because the Project's waste generation would represent a nominal percentage of the waste created within the City and because the businesses and residents at the Project site would be subject to recycling and diversion requirements. In addition, waste diversion and reduction during Project construction and operations would be completed in accordance with CALGreen standards. The private waste haulers contracted by the City, including Republic Services, Waste Management Inc., and Valley Vista Services, are all required to adhere to AB 341 as well as City Municipal Code waste management reporting requirements to help track compliance with applicable solid waste diversion targets (Arcadia Municipal Code Section 5130.2).

For the reasons discussed above, the Project would comply with federal, state, and local management and reduction statues and regulations related to solid waste. Impacts would be less than significant, and no mitigation is required.

4.15.5 Cumulative Impacts Analysis

This section provides an analysis of cumulative impacts from construction and operation of the Project and other past, present, and reasonably foreseeable future projects, as required by Section 15130 of the State CEQA Guidelines. The past, present, and reasonably foreseeable future projects (i.e., related projects) used for this analysis are presented in in Section 2.4, Cumulative Impacts, of Chapter 2, Environmental Setting, and in Table 2-3, List of Cumulative Projects, of this Draft EIR.

Threshold 4.15a ***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?***

The proposed Project would generate sewer flow that would exceed the capacity of a segment of the sewer lines under Fifth Avenue, and mitigation is required accordingly. MM-UTL-1 would require fair share payment of the costs of upgrading this sewer line. It is anticipated that future development that would contribute sewer flows to this sewer line would also benefit from the City's upsizing of the existing 8-inch line to a larger 10-inch diameter line. As such, with mitigation, the Project would reduce potential project-specific as well as cumulative impacts to a level less than significant. Therefore, the Project's incremental contribution to impacts related to sewer infrastructure would not be cumulatively considerable with incorporation of MM-UTL-1.

The Project would generate additional demands for water, electricity, natural gas, and communications services, which would incrementally increase demands for the facilities that provide these services. However, the Project would not significantly affect existing services such that new facilities would be required to provide these services to the Project site. Therefore, the Project's incremental contribution to impacts related to water, electricity, natural gas, and communications services infrastructure would not be cumulatively considerable.

Threshold 4.15b ***Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

Implementation of the Project, in conjunction with cumulative projects would increase demand for water services provided by the City. The City (through its UWMP) anticipates its projected water supplies will meet demand through the year 2045. In terms of the City's overall water supply condition, any cumulative project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. Further, the proposed Project's increase in water demand, which is anticipated to be more than what was anticipated through the UWMP, can be accounted for in the City's supplies due to the fact that previous multi-family residential development has not been developed or approved at the rate that was assumed within the UWMP projections. As such, as demonstrated under Threshold 4.15b above, there are adequate water supplies to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years.

As discussed in Section 4.15.2, Relevant Plans, Policies, and Ordinances, for projects that meet the requirements established pursuant to SB 610, SB 221, and Sections 10910–10915 of the State Water Code, a Water Supply Assessment demonstrating sufficient water availability is required on a project-by-project basis. Similar to the Project, each cumulative project would be required to comply with City and State Water Code and conservation programs for water supply to account for the cumulative demand for water. As a result, no significant cumulative water supply impacts are anticipated from development of the Project and cumulative projects, and the Project's incremental contribution to water demands would not be cumulatively considerable.

Threshold 4.15c ***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?***

The Project area and each cumulative project would incrementally increase the amount of wastewater that is being generated in the area. Wastewater generated by the proposed Project would be treated at the San Jose Creek Water Reclamation Plant (SJCWRP) Implementation of the Project would increase the wastewater flows from the Project site by 50,938 GPD, and increase in wastewater generation represents approximately 0.13 percent of the remaining capacity of the SJCWRP. Based on the capacity of the SJWRP, the wastewater generated by the proposed Project would be nominal of capacity. As cumulative increases in wastewater treatment demand within the service area require facility upgrades, the City would continue to regulate public sewer facilities in as outlined in the 2014 City of Arcadia Sewer System Management Plan, and any affected treatment plants would continue to assess potential expansions to their treatment facilities in accordance with regulatory permit requirements. As such, the Project's incremental contribution to impacts to wastewater services would not be cumulatively considerable.

Threshold 4.15d ***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?***

Development of the Project in combination with cumulative projects would increase land-use intensities in the area, resulting in increased solid waste generation in the service area for Azusa landfill. However, due to the built-out nature of the City, the Project and cumulative projects are considered urban infill and/or redevelopment projects. As such, solid waste is already being generated at the Project site and the majority, if not all, of the cumulative project sites within the City.

Further, AB 939, or the Integrated Waste Management Act of 1989, mandates that cities divert from landfills 50 percent of the total solid waste generated to recycling facilities. In order to satisfy CALGreen requirements of diverting 65 percent of solid waste and to offset impacts associated with solid waste, the proposed Project and all cumulative projects would be required to implement waste reduction, diversion, and recycling during both demolition/ construction and operation. Through compliance with City and state solid waste diversion requirements, together with the City's Source Reduction and Recycling Element and applicable regulations outlined in Article V, Chapter 1, of the City's Municipal Code, the Project's incremental contribution to impacts to solid waste services would not be cumulatively considerable.

Threshold 4.15e ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

The Project and all cumulative projects would be required to comply with all applicable local and state regulations related to solid waste, including the mandatory recycling set forth in AB 341 and AB 1826. Compliance with applicable federal, state, and local laws is required for issuance of a solid waste facility permit, which is subject to review every five years. Additionally, the City is required to comply with the solid waste reduction and diversion requirements set forth by the state and listed above in Section 4.15.2, Regulatory Requirements, including AB 939, AB 341, AB 1327, and AB 1826. All businesses and residents at the Project site would be subject to recycling and diversion requirements. In addition, waste diversion and reduction during Project construction and operations would be completed in accordance with CALGreen standards. The private waste haulers contracted by the City, including Republic Services, Waste Management Inc., and Valley Vista Services, are all required to adhere to AB 341 as well as City Municipal Code waste management reporting requirements to help track compliance with applicable solid waste diversion targets (Arcadia Municipal Code Section 5130.2). Therefore, the Project's incremental contribution to impacts to compliance with solid waste regulations would not be cumulatively considerable.

4.15.6 Mitigation Measures

MM-UTL-1 Sewer Upgrade Fair Share Payment. Prior to issuance of a Certificate of Occupancy permit for the Project, the Applicant/Property Owner shall make a fair share contribution of 9 percent of the Fifth Avenue sewer upgrade project cost, not to exceed $108,000, to the City to help fund upgrading of the sewer line in Fifth Avenue. The Fifth Avenue Sewer Upgrade Project will be included in the City's 2024-25 Capital Improvement Plan budget and the work will be completed by the City's Public Works Department by the end of the 2024-25 Fiscal Year. This measure shall be implemented to the satisfaction of the City Engineer and/or the City Public Works Services Department as appropriate.

4.15.7 Level of Significance After Mitigation

Threshold 4.15a. With implementation of MM-UTL-1, the Project would result in a less than significant impact related to 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.

Threshold 4.15b. The Project would result in a **less than significant** impact related to sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Threshold 4.15c. The Project would result in a **less than significant** impact related to 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.

Threshold 4.15d. The Project would result in a **less than significant** impact related to generation 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.

Threshold 4.15e. The Project would result in a **less than significant** impact related to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.15.8 References

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5 Other CEQA Considerations

This chapter of the Draft Environmental Impact Report (EIR) for The Derby Mixed-Use Project (Project) has been prepared in furtherance of the content requirements set forth in the California Environmental Quality Act (CEQA) Guidelines Section 15126.2. As such, this chapter discusses the following:

- Significant and Unavoidable Environmental Impacts (Section 5.1)
- Significant and Irreversible Environmental Effects (Section 5.2)
- Growth-Inducing Impacts of the Project (Section 5.3)
- Potential Secondary Effects of Mitigation (Section 5.4)
- Effects Found Not to Be Significant (Section 5.5)

5.1 Significant and Unavoidable Environmental Impacts

Section 15126.2(c) of the CEQA Guidelines requires than an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(c) states the following:

> Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Implementation of the Project-specific mitigation measures identified in Chapter 4 of this Draft EIR would reduce all potentially significant impacts to below a level of significance. Therefore, no Project-specific impacts can be considered significant and unavoidable.

5.2 Significant and Irreversible Environmental Impacts

The CEQA Guidelines (14 CCR 15000 et seq.) require an EIR to address any significant irreversible environmental changes that would result from the proposed Project should it be implemented. Pursuant to Section 15126.2(d), significant irreversible environmental impacts could involve any of the following:

- Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely;
- The primary and secondary impacts of the project would generally commit future generations of people to similar uses;
- Irreversible damage from environmental accidents associated with the project;
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

Determining whether the proposed Project could result in significant and irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them.

Large Commitment of Non-Renewable Resources

Examples of irretrievable commitments provided in the State CEQA Guidelines include the use of nonrenewable resources (e.g., natural gas and other fossil fuels, lumber, and steel) during initial and continued phases of Project construction and operation. The proposed Project's potential energy consumption is discussed in greater detail in Section 4.4, Energy, of this Draft EIR.

Water use during Project construction would be limited to minor amounts of water required for various uses, such as concrete mixing and dust suppression. Water use during construction would be minor to negligible when compared to the operational demands of the Project, as well as the operational demands of the surrounding land uses. With regard to building materials, the Project would be constructed with durable materials with a significant lifespan, such as cast in place concrete and precast concrete, which would improve building longevity. As such, even though construction would result in the commitment of building materials, the materials are not expected to require replacement during the Project's estimated operational lifespan. Furthermore, per California Green Building Standards Code (CALGreen) 65% of all demolition and construction materials must be recycled (CalRecycle 2023). This regulation would ensure that portions of the existing materials on site are reused. In the event that the proposed Project were to be demolished at a future time, this regulation would ensure that a majority of the materials are recycled.

Nonrenewable resources would also be consumed during Project operation. Resources used during operation would consist primarily of water, natural gas, and other fossil fuels required for off-site electrical generation and vehicles traveling to and from the Project site. While some building materials may be consumed for building maintenance purposes, such use would be limited and would be reduced by the Project's use of durable materials, as described above. While the existing site uses generate some demand for water, electricity, gasoline, diesel fuel, and natural gas, the proposed Project would increase this demand due to intensification of the land uses on the site. The Project's use of fossil fuels during operation is discussed in detail in Section 4.4, Energy, of this Draft EIR. As concluded in that section, the proposed Project would not result in inefficient or wasteful use of electricity, natural gas, and petroleum, and would result in a less than significant impact. Although the Project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in vehicle miles traveled over time. Therefore, impacts to energy resources during operation would be less than significant.

The Project's water use is discussed in further detail in Section 4.15, Utilities and Service Systems. As concluded in that section, the proposed Project would require approximately 51,403 gallons per day (57.6 acre feet per year) upon operation.[1] Due to the Project's proposed General Plan Amendment, the Project's water demand was not necessarily anticipated within the City's Urban Water Management Plan (UWMP) water supply projections for 2020 through 2025 (approximately 184 acre feet per year). However, the UWMP's water supply projections anticipate a certain level of growth in the City (City of Arcadia 2021). Further, due to a shortfall in anticipated development in the City between 2017 and 2022, the unutilized water supply allocated for those unrealized developments can accommodate the Project's water demand (City of Arcadia 2021; Graham 2022). As such, the Project's anticipated water demand can be met within the UWMP's overall water supply projections for the City.

[1] This is based on the Los Angeles County Sanitation District wastewater generation factors for domestic water use and the City's Maximum Applied Water Allowance for irrigation use. Please refer to Section 4.15, Utilities and Service Systems, of this Draft EIR for further details.

The proposed Project would also comply with the following applicable regulations:

- All new buildings must be designed to be energy efficient to meet or exceed Title 24 requirements.
- The Project parking lot areas must include storm water management practices that treat storm water runoff in compliance with Arcadia Municipal Code (AMC) and all applicable laws.
- Bicycle parking must comply with the AMC and CalGreen Code.
- Electric Vehicle parking must comply with CalGreen Code
- Exterior lighting must be energy efficient and designed to minimize light pollution.
- Low-emitting building materials must be utilized.
- Roof structures of new buildings must be designed to support solar panels.

In addition to the above considerations, state and local laws and regulations would further reduce the Project's use of nonrenewable resources over time. Specifically, electricity consumed at the Project site would be increasingly sourced from renewable energy, pursuant to Senate Bill 100. Senate Bill 100, which passed in 2018, states that 44% of the total electricity sold to retail customers in California per year must be secured from qualifying renewable energy sources by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. SB 100 also sets forth a state policy that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California and requires that achieving 100% zero-carbon electricity does not increase carbon emissions elsewhere in the western grid or is not fulfilled through resource shuffling. As such, the Project's consumption of nonrenewable energy is anticipated to significantly decrease over time, as Senate Bill 100 is implemented statewide and overall nonrenewable energy consumption decreases.

Similarly, the vehicles that would travel to and from the Project site would be subject to increasingly stringent emissions standards over time, which would reduce the amount of fossil fuel consumed per vehicle (see Section 4.4 Energy for additional details). Furthermore, the City and state have policies in place to support decreased use of personal vehicles, to be replaced with alternative modes such as transit, walking, and biking- policies which are incentivized at the local level by the proposed Project's provision of alternative transportation amenities (e.g., pedestrian pathways and transit-oriented pedestrian corridor). As such policies are carried out, the number of vehicles traveling to and from the site would decrease over time.

The Project would be subject to compliance with the California Building Energy Efficiency Standards and CalGreen. In conclusion, while the proposed Project would result in the use of nonrenewable resources, such use would be limited primarily to building materials, fossil fuels, and water. During operation, use of such resources is expected to decrease, as increasingly stringent efficiency requirements are implemented at the local and state level. Therefore, although the proposed Project would require the use of nonrenewable resources, it would not require such a large commitment of nonrenewable resources during the initial and/or continued phases of the Project such that removal or nonuse thereafter would be unlikely. The proposed Project would not construct a new land use that required the commitment of a large amount of nonrenewable resources, such as a new fossil fuel consuming power plant. Land uses within urban centers tend to be redeveloped over time, especially when the property is underutilized and could be put to a more efficient use that better addresses the needs of the community. The replacement of underutilized buildings and surface parking lots would result in changes to the current land uses in a manner that is consistent with the City's General Plan goals and policies. Such development is commonplace and encouraged in areas near urban centers and transit facilities and would not result in a large commitment of nonrenewable resources such that removal or nonuse thereafter would be unlikely.

Commitment to Future Uses

Redevelopment of surface parking lots and underutilized buildings into residential units and mixed use spaces would be a change from the existing condition; however, because the proposed Project is a redevelopment project within a fully developed and urbanized portion of the City, it would not commit future generations to new urban land uses. The replacement of underutilized buildings and surface parking lots would result in changes to the current land uses in a manner that is consistent with the City's General Plan goals and policies (see Section 4.9 Land Use and Planning). Such development is commonplace and encouraged in areas near urban centers and transit nodes and would not result in primary and secondary impacts that would generally commit future generations of people to similar uses.

Irreversible Damage from Environmental Accidents

The proposed Project has the potential to expose the public and the environment to hazards associated with on-site releases of hazardous materials including asbestos-containing materials, lead-based paint, polychlorinated biphenyl (PCB)-containing items, universal wastes, and other hazardous materials and wastes present in the building scheduled for demolition. Management of hazardous materials and waste during pre-demolition surveys and abatement activities would be addressed by Mitigation Measure (MM) HAZ-1. Construction activities would not be conducted in areas where hazardous materials are stored. Therefore, Project construction impacts are not anticipated to result in irreversible damage due to environmental accidents.

As discussed in Section 4.7, Hazards and Hazardous Materials, historical activity at the Project site may have resulted in soil and soil vapor contamination on the Project site. The soil and soil vapor sampling conducted at the Project site have not detected the presence of hazardous materials, meaning there is no indication of any contamination on the Project site. There is, however, the possibility that contamination and/or underground storage tanks exist on the property. If these materials are transported offsite without proper handling procedures, this could result in a foreseeable upset or accident condition involving the release of hazardous materials to the environment. As a result, MM-HAZ-2 would be implemented, which requires a soil management plan (SMP) be prepared to properly handle, transport, and dispose of potentially contaminated soils removed from the Project site. The SMP would also include health and safety procedures, including breathing zone monitoring, to prevent exposure of onsite workers to elevated concentrations of hazardous materials during short-term construction activities. With adherence to federal, state, and local laws and regulations, and implementation of MM-HAZ-1 and MM-HAZ-2, the potential for irreversible damage would be less than significant.

In addition, operation of the proposed Project would only require limited use of commercially available hazardous materials, including janitorial and landscaping products. Should the amount of on-site hazardous materials, including hazardous wastes, be greater than reporting thresholds (55 gallons of liquid, 500 pounds of solid, or 200 cubic feet of compressed gas), a Hazardous Material Business Plan would be required under California Health and Safety Code Division 20, Chapter 6.11, Sections 25404–25404.9. The Hazardous Material Business Plan, which would be submitted to the Los Angeles County Fire Department and/or the City of Arcadia Fire Department (the local Certified Unified Program Agencies) via the California Environmental Reporting System, would include emergency and spill prevention and response measures, thereby reducing the potential for an upset or accident condition. Use of extremely hazardous materials and accumulation of acutely hazardous wastes are not anticipated. Project operational impacts are not anticipated to result in irreversible damage due to environmental accidents.

Consumption of Resources Justified

While the Project would result in increased resource consumption during construction and operation, the Project would also result in some benefits related to long-term resource consumption in the region. As demonstrated in Section 4.11, Population and Housing, of this Draft EIR, growth in population, housing, and employment is expected to occur in the City, in Los Angeles County, and throughout the southern California region into the foreseeable future. The proposed Project falls well within regional growth projections for population and housing and would locate this growth on an infill site within walking distance of a wide range of services, employment opportunities as well as commercial uses. Regarding population growth, the Southern California Associated of Governments (SCAG) estimates that Los Angeles County would have 11,674,000 residents by 2045 (SCAG 2020). The Project's contribution of an additional 608 permanent residents would amount to a nominal increase in the County's overall projected population growth estimates through 2045.[2] Additionally, the Project would provide additional housing in an employment-rich urban center, thereby facilitating a more balanced jobs-housing profile.

The proposed Project would help accommodate growth within existing developed areas, as opposed to accommodating growth through development in previously undeveloped areas. The latter development pattern generally results in permanent loss of naturalized lands and open space, as well as increased fossil fuel consumption attributable to longer commuting distances and lack of transit options. While the Project would result in some irretrievable commitment of nonrenewable resources, it would also help accommodate growth in a manner that would reduce irreversible environmental changes in the region. Furthermore, the irretrievable commitment of resources attributable to the Project would not be considered unusual when compared to typical urban infill development of the same size and scope. For these reasons, the irretrievable commitment of resources attributable to the Project would not be considered significant.

5.3 Growth-Inducing Impacts of the Project

CEQA requires a discussion of ways in which the proposed Project could be growth inducing. The CEQA Guidelines identify a project as growth inducing if it fosters economic or population growth or results in the construction of additional housing, either directly or indirectly, in the surrounding environment (14 CCR 15126.2[e]). New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. A project could indirectly induce growth by reducing or removing barriers to growth or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors.

Direct growth-inducing impacts are commonly associated with the extension of new public services, utilities, and roads into areas that have previously been undeveloped. The extension of such infrastructure into a non-serviced area can represent the elimination of a growth-limiting factor, thereby inducing growth. Increases in the population may tax existing community service facilities, requiring construction of new facilities and ultimately resulting in an increase in the pace of development or the density of the existing surrounding development. Indirect growth-

[2] This estimated number of new residents conservatively assumes full occupancy of all units. A total of 214 new housing units multiplied by the Department of Finance estimates for average occupancy in the City of Arcadia in 2021 (2.84 persons per household) results in 608 residents accommodated by the proposed Project (DOF 2022).

inducing impacts include an increased demand for housing, commodities, and services that new development causes or attracts by increasing the population or job growth in an area.

The proposed Project would directly result in building new housing where housing currently does not exist. However, the Project would not substantially increase growth in the City or region. The Project would result in a net increase of 34 jobs compared to existing conditions, which would only minimally contribute to the overall expected growth in the City and would not exceed the SCAG (SCAG 2020) or the City's General Plan employment projections (City of Arcadia 2010).

The area surrounding the Project site is already developed with commercial and residential uses which would not be removed or disturbed as a result of the Project. Thus, the Project would not remove impediments to growth, such as extending infrastructure into an area that has been undeveloped. Additionally, the Project would not require any major roadway developments, which could stimulate urban sprawl. The Project site is located within an urban area that is currently served by existing utilities and infrastructure. However, the Sewer Area Study for the proposed Project (as detailed in Appendix L-2) predicts a wastewater flow for the Project would increase the flow depth on a sewer pipeline beneath Fifth Avenue from 37.5% full to 53.8% full, necessitating its replacement with a larger 10-inch or 12-inch diameter pipeline. The larger diameter pipeline segment would remove a barrier to development by allowing additional sewer flows to contribute to the local area served by this pipeline infrastructure.

However, growth and development in urban areas adjacent to transit is encouraged through goals and policies under local plans (e.g., the City's General Plan and Housing Element) and applicable regional plans, such as SCAG's Regional Transportation Plan/Sustainable Communities Strategy. The Project would be consistent with local and regional policies to reduce urban sprawl, efficiently use existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled. The Project site is in a highly urbanized area and is surrounded by a mix of residential uses, commercial uses, and office uses, and within close proximity to the L Line Station as well as bus service along Huntington Drive. The sewer infrastructure improvement required for the proposed Project would remove an existing constraint to development in this specific area of the City; however, the future growth that would be served by this infrastructure improvement would be in an urban area served by transit and would not facilitate urban sprawl or otherwise facilitate unwanted growth in sensitive environments. However, this improvement would be sized in accordance with the City's planned growth related to development in this portion of the City, in compliance with anticipated development under the City's General Plan. In addition, the required sewer pipeline upgrade would be subject to subsequent CEQA review, as applicable. The Project would not require any major roadway improvements, nor would the Project open any large undeveloped areas for new use. Therefore, although the Project would remove a barrier to future development in the Project area, the impacts of the infrastructure improvement would support applicable goals and policies under local plans (e.g., the City's General Plan and Housing Element) and applicable regional plans, such as the SCAG's Regional Transportation Plan/Sustainable Communities Strategy, as discussed in Section 4.9, Land Use and Planning, and would not result in significant impacts to the environment.

5.4 Potential Secondary Effects of Mitigation Measures

Section 15126.4(a)(1)(D) of the CEQA Guidelines states that "if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but, in less detail, than the significant effects of the project as proposed." With regard to this section of the CEQA Guidelines, the potential impacts that could result with the implementation of each mitigation measure proposed for the Project was reviewed. The following provides a discussion of the potential

secondary impacts that could occur as a result of the implementation of the proposed mitigation measures, listed by environmental issue area.

Cultural Resources

MM-CUL-1 requires that prior to commencement of construction activities, an inadvertent discovery clause, written by an archaeologist, shall be added to all construction plans associated with ground disturbing activities. It also requires that the Project Applicant/Developer shall retain a qualified archaeologist to prepare a Worker Environmental Awareness Program. In addition, MM-CUL 1 dictates that, if potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the proposed Project, the City shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find and determine whether or not additional study is warranted. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. This mitigation measure is proposed to reduce potential impacts associated with archaeological resources and includes short-term mitigative actions that would not result in significant effects on the environment. Implementation of this mitigation measure would not result in any physical changes to the environment that could cause any long-term secondary impacts.

Geology and Soils

In the event paleontological resources are discovered during grading, MM-GEO-1 requires the Applicant/Developer to retain a qualified paleontologist prior to commencement of grading activities. The qualified paleontologist must then prepare and submit a Paleontological Resources Recovery Plan to the City for review and approval. This mitigation measure is required to reduce potential impacts associated with paleontological resources and includes short-term mitigative actions that would not result in significant effects on the environment. Implementation of this mitigation measure would not result in any physical changes to the environment that could cause any long-term secondary impacts.

Hazards and Hazardous Materials

Prior to the issuance of a demolition permit, MM-HAZ-1 requires the Applicant/Developer to retain a qualified environmental specialist to conduct a hazardous building materials survey and document the presence of any potentially hazardous materials within the existing structures. Furthermore, MM-HAZ-1 requires that any potentially hazardous materials identified as part of this survey must be handled and disposed in accordance with the federal and state hazardous waste and universal waste regulations. Prior to the issuance of a grading permit, MM-HAZ-2 requires the preparation of a soil management plan to properly handle, transport, and dispose of potentially contaminated soils removed from the Project site, including health and safety procedures, such as breathing zone monitoring, to prevent exposure of onsite workers to elevated concentrations of hazardous materials during short-term construction activities. MM-HAZ-1 and MM-HAZ-2 are required to reduce potential impacts associated with potential hazards and include short-term mitigative actions that would not result in significant effects on the environment. Implementation of these mitigation measures would not result in any physical changes to the environment that could cause any long-term secondary impacts.

Transportation

Prior to issuance of a grading permit, MM-TRA-1 requires the Project Applicant/Developer coordinate with the City Engineer to remove and/or reconfigure the raised median on E. Huntington Drive to extend the eastbound left-turn pocket to at least 75 feet. Implementation of MM-TRA-1 would require demolition of the existing median (including removal of up to three City-owned crepe myrtle trees), use of additional building materials, operation of construction equipment, and consumption of non-renewable resources.

The anticipated improvements to the median would consist of minor alterations to an existing median that would not result in the creation of a new lane or otherwise result in substantial changes that could result in a significant environmental impact. Additionally, potential effects associated with reconfiguration of the median are addressed throughout this Draft EIR, including in Sections 4.1, Aesthetics, 4.2, Air Quality, 4.4, Energy, 4.9 Land Use and Planning, and 4.13, Transportation. Therefore, although MM-TRA-1 would result in physical changes to the environment, these impacts were assessed in this Draft EIR, and the mitigation would not result in additional secondary significant effects on the environment.

Prior to issuance of a grading permit, MM-TRA-2 requires the Project Applicant/Developer to prepare a Parking Signage Plan to clearly identify ingress/egress and circulation for residents and commercial visitors. The Plan must include signage within the commercial section of the parking structure directing personal vehicles to use the Gateway Drive egress to exit the Project site in order to eliminate potential conflicts with valet operations. As set forth in Section 4.13, MM-TRA-2 would reduce impacts related to queuing to a level of less than significant. Although the Plan could result in minor physical effects related to the posting of permanent signage and improvements to queuing/circulation, these activities are covered under the scope of Draft EIR (e.g., Section 4.1, related to signage, and Section 4.13, related to queuing/circulation). MM-TRA-2 would not require the construction of any new facilities or otherwise result in adverse, long-term secondary impacts.

MM-TRA-3 requires the development and implementation of a City-approved Construction Traffic Control Plan to address the potential for emergency access and transportation circulation construction-related impacts, including pedestrian and bicycle circulation disruption in the public right-of-way. The Plan must describe safe detours and protocols for implementing the following: temporary traffic controls (e.g., a flag person during heavy truck traffic for soil export) to maintain smooth pedestrian and traffic flow; dedicated on-site turn lanes for construction trucks and equipment leaving the site; scheduling of peak construction truck traffic that affects traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or rerouting of construction trucks away from congested streets or sensitive receptors. All of the measures set forth in MM-TRA-3 would be temporary and would not require construction of any new facilities or otherwise create a physical impact on the environment that could result in secondary impacts. As such, implementation of MM-TRA-3 would not result in adverse, long-term secondary impacts.

Tribal Cultural Resources

MM-TCR-1 requires the retention of a Native American monitor from the Gabrielino Band of Mission Indians – Kizh Nation prior to ground disturbing activities. The monitor must complete daily monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. MM-TCR-2 requires procedures for an unanticipated discovery of human remains and associated funerary objects during construction activities and establishes that preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods that are Native American in origin. If human remains and associated funerary objects are unearthed during construciton and it is determined

that the Gabrieleño Band of Mission Indians - Kizh Nation is the Most Likely Descendant, MM-TCR-3 outlines required procedures for recovery, storage, and reburial of said remains/objects. These mitigation measures are required to reduce potential impacts associated with tribal cultural resources and include short-term mitigative actions that would not result in significant effects on the environment. Implementation of this mitigation measure would not result in any physical changes to the environment that could cause any long-term secondary impacts.

Utilities

MM-UTIL-1 would reduce the Project's incremental impact on the capacity of the existing sewer pipeline within Fifth Avenue. This measure requires that, before a Certificate of Occupancy permit for the Project can be issued, the Applicant/Property Owner is required to make a fair share contribution to the cost of upgrading the Fifth Avenue sewer line. The upgrade will be a part of the City's 2024-25 Capital Improvement Plan budget, and the work would be completed by the City's Public Works Department within the 2024-25 fiscal year. The execution of this measure must be completed to the satisfaction of the City Engineer and/or the City Public Works Services Department. The City is responsible for evaluating their capital improvement projects in accordance with the requirements of CEQA.

CEQA requires local agencies to evaluate and disclose the significant environmental impacts of their discretionary actions and to mitigate those impacts if feasible. Impacts of the sewer improvements could potentially include temporary disruptions to traffic or other public services due to the construction work and/or temporary increase in noise or dust levels during the construction phase. Utility upgrades, such as improvements to sewer systems or other capital improvement projects, generally fall within the scope of projects that must be evaluated under CEQA. However, CEQA also includes categorical exemptions that may apply to certain types of utility upgrades. For example, minor alterations to existing facilities, replacement or reconstruction of existing structures where the new structure will be located on the same site, and projects that consist of repairs, maintenance, or minor alteration to existing public structures can potentially be exempt from CEQA review (CEQA Guidelines Section 15301 and 15302). These exemptions are based on a determination by the State of California that certain categories of projects (such as utility upgrades) do not have a significant effect on the environment. Further, pipeline projects within a public right of way that are less than one-mile in length are statutorily exempt from CEQA (Public Resources Code Section 21080.21). Because the anticipated sewer-line upgrade would be less than one-mile in length, the City's evaluation of the capital improvement project may be statutorily exempt from CEQA, or otherwise categorically exempt from CEQA (Article 19, Sections 15301-15333). Therefore, although MM-UTIL-1 would result in physical changes to the environment, those impacts would be subject to CEQA review in accordance with the evaluation of the City's Capital Improvement Plan. This mitigation measure is proposed to reduce potential impacts associated with sewer capacity and includes short-term mitigative actions that would not result in significant effects on the environment. Implementation of this mitigation measure would not result in any physical changes to the environment that could cause any long-term secondary impacts.

5.5 Effects Found Not to Be Significant

Section 15128 of the CEQA Guidelines requires that an EIR briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR. As discussed in the Notice of Preparation, released on October 14, 2022, implementation of the Project is not expected to result in any

significant impacts to aesthetics[3]; agriculture and forestry resources; biological resources; mineral resources; and/or wildfire.

A summary of the analysis provided in the Notice of Preparation, for these issue areas, is provided below.

5.5.1 Agriculture and Forestry Resources

The Project site is located in an urban area on a site that is fully developed with buildings and asphalt paving and is entirely within the Commercial (0.5 FAR) zone ("Commercial (0.5 FAR)" General Plan land use designation), with adjacent Commercial (0.5 FAR) zone parcels. There are no existing agriculture or forestry activities on the site. No readily available opportunities for agricultural or forestry operations exist on site or in the surrounding area. According to the California Department of Conservation's California Important Farmland Finder, most of Los Angeles County, including the City, is not mapped as part of the state's Farmland Mapping and Monitoring Program; thus, the Project site does not contain Prime Farmland, Unique Farmland, or Farmland of State Importance (collectively "Important Farmland") (DOC 2022a), nor does it contain any parcels under a Williamson Act contract (DOC 2022b). Additionally, the Project site nor the surrounding area contain forestland or timberland. Therefore, impacts associated with agricultural and forestry resources would not occur.

5.5.2 Biological Resources

Under the existing conditions, the Project site is developed with paved surfaces and buildings, with no native or naturalized vegetation communities present. A limited amount of landscaped area is located within the Project site and adjacent to the public rights-of-way, consisting of small areas of ornamental trees, shrubs (Google 2021). This vegetation is ornamental in nature, entirely surrounded by urban development, and does not form a cohesive plant community that would provide quality suitable habitat for candidate, sensitive or special status wildlife species, or would support wildlife movement.

Special-Status Species

A qualified Dudek Senior Biologist conducted electronic searches of California Department of Fish and Wildlife (CDFW), the California Native Plant Society (CNPS), and the U.S. Fish and Wildlife Services (USFWS) databases. The database search results indicated that there were 84 special-status plant species and 49 special-status wildlife species with recorded occurrences in the U.S. Geologic Survey's Baldwin Park, California 7.5-minute topographic quadrangle, in which the project is located, and surrounding eight quadrangles (CDFW 2021, CNPS 2021, USFWS 2021a). The Project is not located within any designated critical habitat (USFWS 2021). No natural vegetation communities, soils, or hydrology occur on the Project site, so no special-status plant or wildlife species are expected on the Project and no impact would occur.

[3] Because the Project is considered a mixed-use residential project on an infill site within a transit priority area, aesthetic impacts of the Project cannot be considered significant, pursuant to Public Resources Code Section 21099(d). However, the EIR contains an informational-only aesthetics discussion to respond to community concerns regarding aesthetics issues (see Section 4.1 of this EIR).

Riparian Habitat/Sensitive Natural Communities

The Project site is developed with paved surfaces and buildings, with no native or naturalized vegetation communities present. No riparian or wetland features are present to support riparian habitat (USFWS 2022b). No impacts would occur.

Wetlands

No wetlands or other jurisdiction waters are within the Project site (USFWS 2022b). Water from rainfall flows across the impervious surfaces found on the Project site and enter the municipal stormwater system. No impacts would occur.

Wildlife Movement/Use of Nursery Sites

There are no on-site drainages or ponds that may serve as habitat for fish species. The Project site is developed and surrounded by developed area, and it does not reside within any designated wildlife corridors and/or habitat linkages identified in the South Coast Missing Linkages analysis project (South Coast Wildlands 2008) or California Essential Habitat Connectivity project (Spencer et al. 2010; CDFW 2014), so the Project would not affect the movement of any native resident or land-based wildlife species, nor would it affect established native resident or migratory wildlife corridors.

Ornamental vegetation located on the Project site could provide suitable nesting habitat for some urban-adapted bird species. All development activities are subject to the requirement to protect nesting birds, in compliance with the Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits the accidental or "incidental" taking or killing of migratory birds. The Project would be required to comply with the Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code by preventing the disturbance of nesting birds during Project construction activities. This would generally involve clearing the Project site of all vegetation outside the nesting season (from September 1 through January 31) or if construction would commence within the nesting season (which generally runs from February 1 through August 31 and as early as February 1 for raptors), conducting a pre-construction nesting bird survey to determine the presence of nesting birds or active nests at the Project site. Any active nests and nesting birds must be protected from disturbance by construction activities through buffers between nest sites and construction activities. The buffer areas may be removed only after the birds have fledged. No impacts would occur.

Conflict with Biological Resources Protection Policies and Ordinances

Any development activities associated with implementation of the Project would be required to comply with all applicable requirements set forth by the City, including adherence to tree preservation and maintenance requirements. The Project site area includes 66 on-site trees, as well as seven (7) off-site street-trees adjacent to the Project's southern boundary line. Sixty-four (64) on-site trees would be removed and two (2) would be encroached upon as a result of Project implementation. None of the on-site trees are protected. In addition, one (1) off-site City owned street located on Huntington Drive would be removed and, and six (6) City owned trees within the public right-of-way along Huntington Drive would be encroached upon. According to Division 10, Section 9110.01, Tree Preservation, of the City's Development Code, a permit is required prior to removal of any protected tree, as well as prior to any encroachment into the protected zone of any protected tree. In accordance with Sections 9110.01.080 of Development Code, replacement of the one (1) protected street tree shall be determined by the Director of Public Works.

Additionally, Article IX, Chapter 8, Comprehensive Tree Management Program, of the City's Municipal Code governs the planting, maintenance, removal and replacement of City-owned trees on public property. City-issued permits are not required for removal of tree limbs or pruning or trimming branches of street trees in conjunction with construction activities; however, the City requires that pruning or trimming be completed in accordance with the industry standards as set forth by the International Society of Arboriculture or the American National Standards Institute (ANSI), and in consultation with a Certified Arborist. Section 9812, Tree Planting and Maintenance Regulations, of Chapter 8 also mandates that the owner of property adjacent to a parkway or public right-of-way shall have the responsibility to maintain in good condition all street trees in the parkway or public right-of-way. Further details are included in Appendix B, Arborist Report, of this Draft EIR. Due to the required adherence to City regulations, impacts associated with biological resources protection policies and ordinances would be less than significant and would not require further evaluation in the Draft EIR.

Conflict with Habitat Conservation Plan/Natural Community Conservation Plan

The Project site is located in a highly urbanized area, and there is no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the site or the surrounding area. No conflict with a Habitat Conservation Plan or Natural Community Conservation Plan would occur with the Project. No impacts would occur.

Therefore, impacts associated with biological resources would be less than significant and would not require further evaluation in the Draft EIR.

5.5.3 Mineral Resources

There are no oil wells or oil/mineral extraction activities on the Project site (CalGEM 2022). Current on-site land uses do not allow for oil/mineral extraction. According to the Department of Conservation's California Geological Survey, the City is within a Mineral Resources Zone-2 area, which is classified as an area or areas where "adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists" (DOC 2010). Ordinarily, classification of a mineral deposit as MRZ-2 would constitute adequate evidence that an area contains significant mineral deposit; thus, the Project could result in the loss of mineral resources of known importance to the state (DOC 2002). However, in recognition of the fact that much of the MRZ-2 designated lands within the San-Gabriel Valley Production-Consumption Region have become highly urbanized, and therefore incompatible with mineral extraction enterprises, the zone has been further designated into discreet Sections (DOC 2014). The Project site is not located in a Section currently identified as being suitable for mineral extraction (DOC 2014). As the site is not considered suitable for mineral extraction, and as there are no oil wells or oil extraction activities on the site, Project impacts associated with mineral resources would not occur.

5.5.4 Wildfire

According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone maps and the City General Plan Safety Element, the Project site is not within a Fire Hazard Severity Zones (CAL FIRE 2021; City of Arcadia 2010a). Due to the urban setting of the Project site, the potential for wildland fire hazards in the immediate Project vicinity are extremely limited, however, portions of the City approximately 0.85 miles north of the Project Site are within a Very High Fire Hazard Severity Zone (VHFHSZ). The proposed Project would result in an increase in permanent residents in the Downtown Core, which could potentially have an impact on City wide evacuation routes. The proposed Project is located along Huntington Drive, which is a designated disaster route by the Los Angeles Department of Public Works (LADPW 2012). Additionally, the nearby I-210 (running east-west through the City) and

I-605 (running along the City's southeastern corner) are other designated disaster routes in the City (LADPW 2012). The Project, however, would not result in any short- or long-term alterations to Huntington Drive, nor would it introduce a substantial number of new permanent residents that would significantly impact Huntington Drive's ability to serve as a disaster evacuation route. Further, as identified by CAL FIRE, all of the incorporated Fire Hazard Severity Zones within and adjacent to the City are north of the I-210, as are the main arterial roadways that would likely be utilized by residents of these zones in the event of a wildfire evacuation (CAL FIRE 2022). The Proposed project area is located to the south of the I-210 and to the far west of 1-650. As such, potential residents of the proposed Project would likely not access the designated area-wide evacuation routes via the same arterial roadways as the northern residents living in and around the VHFHZs and/or other Low, Moderate/High/Fire Hazard Severity Zones. As such, the Project would not exacerbate or expose people or structures to wildfire risks or substantially impair an adopted emergency response plan.

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6 Alternatives

This chapter describes and evaluates alternatives to The Derby Mixed-Use Development Project (Project). This chapter implements the requirements set forth in the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations [CCR] 15000 et seq.), and identifies the Environmentally Superior Project Alternative, as required by CEQA Guidelines Section 15126.6(e)(2).

6.1 Introduction

CEQA requires that Environmental Impact Reports (EIRs) "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the Project and evaluate the comparative merits of the alternatives" (14 CCR 15126.6[a]). The CEQA Guidelines direct that the selection of alternatives be governed by "a rule of reason" (14 CCR 15126.6[a] and [f]). As defined by the CEQA Guidelines (14 CCR 15126.6[f]):

> The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project.

As presented in prior sections of this Draft EIR, the Project would not result in significant and unavoidable impacts after implementation of all mitigation measures. Consistent with CEQA, the analysis presented in this chapter considers a reasonable range of alternatives to the proposed Project and evaluates their comparative environmental impacts. The selection of alternatives and their discussion must "foster informed decision making and public participation" (14 CCR 15126.6[a]). Therefore, this chapter identifies potential alternatives to the proposed Project and evaluates them, as required by CEQA.

The inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact "feasible." The final decision regarding the feasibility of alternatives lies with the decision maker(s) for a given project, who must make the necessary findings addressing the potential feasibility of an alternative, including whether it meets most of the basic project objectives (further described in Section 6.2, Project Objectives) or reduces the severity of significant environmental effects pursuant to CEQA (California Public Resources Code, Section 21081; see also 14 CCR 15091).

This Draft EIR includes the analysis of three alternatives to the proposed Project:

- Alternative A – No Project/Existing Development
- Alternative B – Reduced Commercial
- Alternative C – Reduced Commercial (The Derby)/No H7 Special Height Overlay

6.2 Overview of Significant Project Impacts

Alternatives should focus on reducing or avoiding significant environmental impacts associated with the Project as proposed. As described in Chapter 4, Environmental Analysis, the Project would result in the following significant or

potentially significant environmental impacts. All of these impacts would be reduced to a less-than-significant level through incorporation of mitigation measures.

- **Threshold 4.3b: Archaeological Resources.** The proposed Project could potentially cause a substantial adverse change in the significance of an archeological resource in the event of an inadvertent discovery during ground disturbance activities during construction.
- **Threshold 4.5f: Paleontological Resources.** The proposed Project could potentially directly or indirectly impact a unique paleontological resource in the event of an inadvertent discovery during ground disturbance activities during construction.
- **Threshold 4.7a: Demolition and Abatement Procedures.** Demolition of structures that contain asbestos, lead-based paint, or other hazardous materials/wastes could potentially result in a hazard to the public or the environment during transport and disposal of construction debris.
- **Threshold 4.7b: Contaminated Soil Management.** The proposed Project could potentially result in the disturbance or unearthing of contaminated soils during Project construction, resulting in a significant hazard to the public or the environment.
- **Threshold 4.10a: Construction Noise.** The proposed Project could potentially result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of construction noise standards.
- **Threshold 4.13c: Construction Traffic.** The proposed Project could potentially result in a substantial increase of hazards due to a geometric design feature.
- **Threshold 4.13d: Inadequate Emergency Access**. The proposed Project could potentially result in inadequate pedestrian, bicycle and vehicular circulation and emergency vehicle access during short-term construction activities.
- **Threshold 4.14b: Tribal Cultural Resources. The** proposed Project could potentially cause a substantial adverse change in the significance of a tribal cultural resource in the event of an inadvertent discovery during ground disturbance activities during construction.
- **Threshold 4.15a: Utilities and Service Systems.** The proposed Project could potentially cause the 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,

6.3 Project Objectives

CEQA Guidelines Section 15124 requires an EIR to include a statement of objectives sought by the Project. The objectives assist the City of Arcadia (City) in developing a reasonable range of alternatives to be evaluated in the EIR. The Project's specific objectives are as follows:

1. To efficiently develop currently under-utilized property within a Transit Priority Area into a mixed-use, high-density, urban development that provides convenient access to alternative forms of transportation, including bicycling, bus lines and the Metro A Line light-rail station.
2. To provide new multifamily residential housing, including affordable housing, that helps meet the City's Regional Housing Needs Allocation (RHNA) requirements.
3. To provide a compact, mixed-use development in Downtown Arcadia within an established Land Use Focus Area to further facilitate the City as "a destination stop on the Metro A Line".

4. To encourage building design that creates a cohesive, vibrant look in Downtown Arcadia and that minimizes the appearance of expansive parking lots on major commercial corridors.
5. To provide an adequate amount of on-site vehicle, bicycle, and electric vehicle stalls that satisfy the City's Municipal Code Parking Requirements
6. To provide employment opportunities through construction, maintenance and operation of new housing and commercial uses.
7. To support and modernize a local landmark business in the neighborhood with a larger, more open floorplan and up-to-date facilities that meet current building codes.

6.4 Significant and Unavoidable Impacts

As discussed throughout Chapter 4 of this EIR, implementation of the proposed Project would not result in any significant and unavoidable impacts on the environment. Prior to mitigation, the proposed Project would result in potentially significant impacts related to cultural resources, geology and soils, hazards and hazardous materials, noise, transportation, tribal cultural resources, and utilities and service systems. However, with implementation of mitigation measures provided in Table ES-1, Summary of Project Impacts, of Chapter ES, Executive Summary, all potentially significant impacts would be mitigated to below a level of significance.

6.5 Alternatives Considered and Eliminated During the Project Planning Process

CEQA Guidelines Section 15126.6(c) recommends that an EIR identify any alternatives that were considered by the lead agency but were rejected as infeasible and briefly explain the reasons for their rejection. Among the factors described by CEQA Guidelines Section 15126.6 in determining whether to exclude alternatives from detailed consideration in an EIR are failure to meet most of the basic objectives of a project, infeasibility, or inability to avoid significant environmental impacts.

With respect to the feasibility of potential alternatives to a project, CEQA Guidelines Section 15126.6(t)(l) states the following:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries … and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

In determining an appropriate range of Project alternatives to be evaluated in this EIR, two alternatives for the Project were considered, but ultimately rejected from further analysis in the Draft EIR, consistent with Section 15126.6(c) of the CEQA Guidelines. Descriptions of the potential alternatives considered, but not carried forward, and the rationale for rejection are provided below.

6.5.1 Alternative Location

Pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the City considered the potential for alternative locations to the Project. As stated in Section 15126.6(f)(2)(A), the key question and first step in analyzing alternative sites is whether any of the significant effects of a project would be avoided or substantially lessened by putting that project

in another location. Only locations that would avoid or substantially lessen any of the significant effects of a project need to be considered in the EIR. There are no significant and unavoidable impacts associated with the proposed Project that relate to the location of the Project site, and development of the Project on another site in the City is not likely to lessen or avoid the environmental impacts that required mitigation.

The Project's proposed location is in an area of the City surrounded by a variety of land uses, including hotel, recreational, office, residential, and commercial/retail uses. The Project would construct The Derby as a larger, two-story restaurant that would be connected to a new, six-story mixed-use development consisting of a restaurant, cafe, and multifamily residential uses. The current General Plan designation for the Project site is Commercial. The Project would result in a General Plan Amendment to change the land use designation from Commercial to Downtown Mixed Use. In addition, the Project would require a Zone Change from General Commercial (C-G) to Downtown Mixed-Use (DMU), which would include an H7 Special Height Overlay. The Project Applicant also proposes to take advantage of a 5 percent density bonus under the California Density Bonus Law (California Government Code Sections 65915–65918) which would facilitate the inclusion of nine affordable units and increase the allowable dwelling unit count to 214 units. Since the City is largely built-out, few available properties of similar size as the Project site exist for the proposed Project.

Development of the proposed Project on an alternate site would result in a similar construction scenario, similar quantities of criteria air pollutant emissions during construction, similar levels of construction noise, and similar levels of energy consumption. Due to the generally built-out nature of the City, it is likely that demolition of existing buildings and paved areas would be required. Additionally, because of the City's urban nature, mix of land uses, and the presence of a variety of sensitive receptors throughout the City, it is unlikely that an alternate site would be situated far enough from sensitive receptors to substantially lessen the air quality and noise impacts of the proposed Project during construction. Similarly, development at an alternate site would not necessarily reduce impacts to transportation and traffic, as the Project site is situated in an area surrounded by several transportation options and approximately 0.3-mile of the Metro A Line (formerly L/Gold Line) Arcadia Station.

Regardless of its location, the proposed Project would generally place similar demands on public services, utilities and services systems, and energy resources. With regard to the visibility and appearance of the Project, the aesthetic impact on the Project is largely related to its height and density, which would not substantially change at an alternative location. Additionally, the Project's frontage intentionally fronts Huntington Drive to promote a pedestrian-friendly interface within the City's downtown.

There are no known available sites within the City of an approximately equivalent size to the Project site that could be redeveloped with a mixed-use development consisting of a restaurant, cafe, and multifamily residential uses. One of the factors for feasibility of an alternative is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site."

Furthermore, construction of the Project on an alternative site may not be consistent with the City's land use plans and policies. While the Project is requesting the approval of a General Plan Amendment to change the land use designation from Commercial to Downtown Mixed-Use with an accompanying Land Use map change, it is nevertheless located on a site where such changes are shown by City policy to be a desirable outcome. The Project is specifically being developed on a site to support and modernize a local landmark business (The Derby) in the neighborhood with a larger, more open floorplan and up-to-date facilities.

The proposed Project would not result in any significant unavoidable environmental impacts related to the Project's location. As a result, the consideration to locate the Project in an alternate location was rejected and is not further analyzed in this Draft EIR.

6.5.2 Reduced Units/No H7 Special Height Overlay

In accordance with CEQA Guidelines Section 15126.6(c), the following provides a brief description of an alternative Project design considered and rejected as infeasible, along with the reasons underlying the lead agency's determination.

As stated in Section 4.9, Land Use and Planning, the Project site's current C-G zoning designation sets a maximum allowable building height of 40 feet and does not allow for residential use. The Project would include a proposed Zone Change to DMU as well as an H7 Special Height Overlay. An overlay zone, such as height overlay, supplements the base zoning provisions for the purpose of establishing specific development regulations for a particular site or area. Under the DMU zone, the maximum allowable building height is 60 feet. The H7 Special Height Overlay would increase the maximum allowable building height on the Project site to 75 feet, thus allowing for the Project's six-story mixed-use building to be proposed with a maximum height of 71 feet.

The lead agency considered an alternative Project design that removed Level Six from the proposed mixed-use building, resulting in the elimination of approximately 33,748 square feet of total floor area that would otherwise have been used for residential units, hallways/stairways, and fitness space. The elimination of Level Six would have reduced the Project's maximum height from 71 feet to 60 feet, which would have been consistent with the height limits set forth under the zone change request to DMU, thereby eliminating the need for an H7 Special Height Overlay. [1] However, Level Six includes 34 units under the proposed Project (plus the second level of five units on Level Five). Subsequently, this alternative would have adjusted the unit count under the proposed Project from 214 units to 180 units[2]. Assuming the Project Applicant could have slightly redesigned some residential units by converting larger units to smaller units under this scenario to recover 3 units, this alternative could have reasonably been expected to accommodate 183 units without need for a Level Six. The reduction in units represented a 14.5 percent decrease[3] in housing units when compared to the proposed Project.

However, in accordance with the California Density Bonus Law, the maximum number of allowable units for the Project is 214 (including the 9 affordable units and a 5 percent Density Bonus). This alternative would not have allowed the Project Applicant to achieve the maximum increased unit count associated with the Density Bonus, thereby conflicting with the intent and purpose of the California Density Bonus Law, which requires local agencies to grant a density increase over the otherwise maximum allowable gross residential density for the zoning district and/or General Plan land use designation for qualifying housing development projects. In accordance with CEQA Guidelines Section 15126.6(f)(1), regulatory limitations may be taken into account when addressing the feasibility of alternatives. Although under this alternative the Project would have provided nine very-low-income residential units (thereby helping to address the state's housing affordability needs), the Applicant would not have been afforded the permissible residential density increase. As such, this alternative would have conflicted with the California Density Bonus Law. As a result, the consideration to remove Level Six and subsequently reduce the total unit count was rejected and is not further analyzed in this Draft EIR.

1 According to Table 2-11 within Section 9102.05.030, Development Standards in Downtown Zones, the Downtown Mixed-Use (DMU) zone has a base density of 80 dwelling units per acre and a maximum height of 60 feet.
2 214 proposed units – 34 units from Level Six = 180 total units
3 [(214 – 183)/214] x 100 = 14.5 percent

6.6 Alternatives Selected for Further Analysis

This section discusses a reasonable range of alternatives to the proposed Project, including a no project alternative in compliance with CEQA Guidelines Section 15126.6(e). These alternatives include the following:

- Alternative A – No Project/Existing Development
- Alternative B – Reduced Commercial
- Alternative C – Reduced Commercial (The Derby)/No H7 Special Height Overlay

Pursuant to Section 15126.6(d) of the CEQA Guidelines, each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less than, similar to, or greater than the corresponding impacts of the Project. Each alternative is also evaluated to determine whether the Project objectives would be substantially attained.

CEQA requires that EIRs "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives" (14 CCR 15126[a]). Therefore, in addition to Alternative A, this Draft EIR analyzes two additional alternatives.

6.6.1 Alternative A – No Project/No Development

Alternative Description

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate the specific alternative of "no project" along with its impact. As stated in this section of the CEQA Guidelines, the purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving a proposed project. As stated in Section 15126.6(e)(3)(A), when a project is the revision of an existing land use or regulatory plan or policy or an ongoing operation, the no project alternative will be the continuation of the plan, policy, or operation into the future. Accordingly, Alternative A assumes the proposed Project would not proceed, no new permanent development or land uses would be introduced within the Project site, and the existing environment would be maintained. The existing uses would operate with the existing infrastructure in place. The existing commercial uses (i.e., The Derby restaurant), would remain in place and be operational, the existing surface parking lots would be retained, and no new buildings or subterranean parking would be constructed. It can also be assumed that the existing commercial building that was previously occupied by the Souplantation restaurant would be re-occupied by a similar type use, as the facility is currently vacant but could be leased to a new tenant. It cannot be known at this time whether the existing restaurant buildings would be reoccupied in their current form or would be redeveloped based on economic circumstances; however, for the purposes of this Alternative A, no site improvements are assumed.

Ability to Meet Project Objectives

Because the "No Project" alternative assumes that the proposed Project has not been approved by the Lead Agency, an evaluation of consistency between the Alternative A and the Project Objectives is provided for informational purposes only.

1. To efficiently develop currently under-utilized property within a Transit Priority Area into a mixed-use, high-density, urban development that provides convenient access to alternative forms of transportation, including bicycling, bus lines and the Metro A Line light-rail station.

   Alternative A would not satisfy this Project Objective. Alternative A assumes existing commercial and surface parking located on site would remain and that the Project site would not be redeveloped. Therefore, Alternative A would not develop the property within the City's Transit Priority Area into a mixed-use, high-density, urban development and would not increase the City's population near the Metro A Line. Alternative A would have no impact on existing access to alternative forms of transportation.

2. To provide new multifamily residential housing, including affordable housing, that helps meet the City's Regional Housing Needs Allocation (RHNA) requirements.

   Alternative A would not satisfy this Project Objective. Alternative A would not provide for additional housing opportunities, and therefore, would not provide new multifamily residential housing, including affordable housing, that could help meet the City's RHNA requirements.

3. To provide a compact, mixed-use development in Downtown Arcadia within an established Land Use Focus Area to further facilitate the City as "a destination stop on the Metro A Line".

   Alternative A would not satisfy this Project Objective. Alternative A assumes existing land uses and surface parking would remain, and therefore, would not provide compact, mixed-use development in the Downtown Arcadia established Land Use Focus Area, and would not further facilitate the City as "a destination stop on the Metro A Line".

4. To encourage building design that creates a cohesive, vibrant look in Downtown Arcadia and that minimizes the appearance of expansive parking lots on major commercial corridors.

   Alternative A would partially satisfy this Project Objective. Alternative A assumes existing land uses and surface parking would remain, and therefore, would not redevelop the property to provide a building design that creates a cohesive, vibrant look in Downtown Arcadia. However, the existing uses are commercial and generally consistent with the existing character of the area, and because the surface parking lot is generally located to the rear of the existing buildings and not along Huntington Drive, the views of the surface parking lots from Huntington Drive is not expansive or overbearing. However, views of the parking lots from Gateway Drive would continue to be prominent under Alternative A.

5. To provide an adequate amount of on-site vehicle, bicycle, and electric vehicle stalls that satisfy the City's Municipal Code Parking Requirements.

   Alternative A would not satisfy this Project Objective. Alternative A assumes existing land uses and surface parking would remain. Existing structures do not contain adequate amounts of on-site bicycle or electric vehicle stalls. As such, with no redevelopment of the Project site, Alternative A would not satisfy the City's Municipal Code Parking Requirements.

6. To provide employment opportunities through construction, maintenance and operation of new housing and commercial uses.

   Alternative A would partially satisfy this Project Objective. Alternative A assumes existing land uses associated with The Derby restaurant would remain and new commercial (i.e. restaurant) uses would be provided within Souplantation building. No new housing would be provided; however, Alternative A would provide employment opportunities through occupation of the restaurant space.

7. To support and modernize a local landmark business in the neighborhood with a larger, more open floorplan and up-to-date facilities that meet current building codes.

   Alternative A would not satisfy this Project Objective. Alternative A assumes existing land uses and surface parking would remain and would not result in the demolition and construction of a new two-story mixed-use building to accommodate a modernized version of The Derby restaurant . Therefore, Alternative A would not support and modernize a local landmark business with up-to-date facilities that meet current building codes.

Comparison of the Effects of Alternative A to the Project

Aesthetics

Alternative A would result in the continued operations of the Project site. Since no changes would occur under Alternative A, changes to the scenic quality of existing conditions would not occur. The Project site would continue to be located in a Transit Priority Area (TPA) as defined in PRC Section 21099. As such, for qualified projects in a transit priority area, which is the case for the proposed Project, aesthetic impacts cannot be considered significant, and therefore, the analysis makes no judgment of the significance of any possible impacts under CEQA pursuant to PRC Section 21099(d).

For informational purposes, Alternative A would not introduce new sources of glare and light to the Project site and surrounding area, and no tree removals or encroachments upon existing trees would occur under Alternative A. As such, this alternative would not conflict with existing regulations governing scenic quality (i.e., Sections 9103.13.070 and 9110.01 of the City's Development Code). Given that there would be no changes related to aesthetics under Alternative A, aesthetic impacts under Alternative A would be **less than** those anticipated from the proposed Project.

Air Quality

Construction Impacts: Alternative A would not alter the existing condition of the Project site or require any construction activities, and, therefore, would not result in any construction emissions associated with construction worker and construction truck traffic, or the use of heavy-duty construction equipment. Therefore, impacts under Alternative A would be **less than** those anticipated from the proposed Project.

Operational Impacts: Under Alternative A, operations and operational emissions would remain in the current condition, whereas the proposed Project would generate additional emissions of criteria pollutants. Under Alternative A, The Derby would continue operations and would not result in additional employees or residents to the Project site. It is reasonably foreseeable the vacant Souplantation restaurant would be replaced with another similar use. However, under this alternative, no tenant improvements would occur. Alternative A also would result in fewer operational emissions, as no new development would occur at the Project site, although the population growth associated with the proposed development would be expected to occur elsewhere in the City or the region. Because no operational air quality emissions would be generated under Alternative A, air quality impacts under Alternative A would be **less than** those anticipated from the proposed Project.

Cultural Resources

Under Alternative A, there would be no demolition of existing structures and no impact to historic resources. Alternative A would not have the potential to impact culturally significant resources because no ground disturbance would occur on the Project site. The Project site would remain as is and potential construction impacts (including

ground-disturbing activities such as grading or other earthwork) that could result in disturbance of previously unknown resources, would not occur. Therefore, MM-CUL-1 would not be applicable to Alternative A for the unanticipated discovery of archaeological resources and although the proposed Project would comply with Section 7050.5 of the California Health and Safety Code, if human remains are found, Alternative A would result in no potential impacts to human remains because no ground disturbing activities would occur. Therefore, impacts under this alternative would be **less than** those anticipated from the proposed Project.

Energy

Short-Term Impacts: Although the proposed Project would have no significant impacts on energy and no mitigation measures were required, there would be no construction activity and no temporary use of electricity, natural gas, and petroleum under Alternative A. Therefore, short-term impacts under this alternative would be **less than** those anticipated from the proposed Project.

Long-Term Impacts: The natural gas and electricity usage would not increase under Alternative A when compared to the existing condition. Although the proposed Project would be constructed in compliance with applicable regulations governing energy efficiency and would have no significant impacts on energy and no mitigation measure were required, because the Project would result in an increase in population and intensity of energy use, impacts under Alternative A would be **less than** those anticipated from the proposed Project.

Geology and Soils

Alternative A would not result in erosion or loss of topsoil because no ground disturbance would occur on the Project site. Alternative A would not introduce new development to the Project site, and therefore, would not introduce new earthwork or structures that could have the potential to exacerbate geologic hazards. The Project site would remain as is and potential construction impacts (including grading, excavations, and trenching) that could risk potential disturbance of paleontological resources, would not occur. Therefore, MM-GEO-1, requiring measures to reduce impacts to paleontological resources, would not be required under Alternative A. Therefore, impacts under Alternative A would be **less than** those anticipated from the proposed Project.

Greenhouse Gas Emissions

Short-Term Impacts: Alternative A would not alter the existing condition of the Project site or require any construction activities, and, therefore, would not generate any short-term construction-related greenhouse gas (GHG) emissions. Even though no significant impacts would result and no mitigation was required for the proposed Project, because Alternative A would result in no short-term impacts to GHG emissions, impacts under Alternative A would be **less than** those anticipated from the proposed Project.

Long-Term Impacts: Under Alternative A, operations and operational emissions would remain the same as in the current condition. Under the proposed Project, operational conditions would be greater than that of existing conditions; however, impacts would be less than significant, and no mitigation measures would be required. Under Alternative A, the Project site would remain in its existing condition and the potential benefits of the proposed Project related to providing new living and working opportunities in close proximity to transit would not occur. Although no significant impacts would result and no mitigation was required for the proposed Project, Alternative A would have no long-term impact on GHG emissions; therefore, impacts under Alternative A would be **less than** those anticipated from the proposed Project.

Hazards and Hazardous Materials

Short-Term Impacts: Under Alternative A, there would be no construction activity and no potential use or release of hazards and hazardous materials resulting from demolition and construction would occur. Alternative A would not result in the demolition of the existing surface parking lot and two commercial buildings where asbestos-containing materials and lead based paint could be present, and other universal wastes are likely present. Alternative A would also not result in ground disturbing activities, which have the potential to unearth contaminated soils due to underground storage tanks associated with a former gas station. Therefore, mitigation requirements related to short-term construction, including MM-HAZ-1, requiring abatement procedures for the removal of materials containing asbestos, universal wastes, and hazardous materials for offsite disposal, and MM-HAZ-2, requiring preparation of a soil management plan, as set forth in Section 4.7, Hazards and Hazardous Materials, would not be required under Alternative A. Conversely, Alternative A would not remediate any existing, historical contamination. Therefore, short-term impacts related to hazards and hazardous materials under this alternative would be **less than** those anticipated from the proposed Project.

Long-Term Impacts: Under Alternative A, operations would remain the same as in the current condition. Although the proposed Project would not create a significant long-term hazard to the public or the environment, the proposed Project would increase routine transport, use, and disposal of hazardous materials and/or wastes on the Project site compared to the existing conditions under Alternative A due to increased intensity of use. Therefore, operational impacts on hazards and hazardous materials under Alternative A would be **less than** those anticipated from the proposed Project.

Hydrology and Water Quality

Short-Term Impacts: Alternative A would not alter the existing condition of the Project site or require any construction activities, and, therefore, would not generate any short-term construction-related hydrology or water quality impacts. Even though no significant impacts would result, and no mitigation was required for the proposed Project, because Alternative A would result in no short-term impacts to hydrology and water quality, impacts under Alternative A would be **less than** those anticipated from the proposed Project.

Long-Term Impacts: Under Alternative A, the operational state would remain the same as in existing conditions and there would be no increase in surface water runoff nor alterations to existing water drainage systems. However, three drywells and one four-foot diameter primary settling chamber are proposed to be constructed on the Project site, located in the subterranean parking lot, which would be able to capture the required runoff volume and treat that volume as quickly as it enters the drywell system. As such, upon construction and operation of the drywells, groundwater recharge at the site would increase in comparison to existing conditions and consistent with the requirements of applicable Low Impact Development (LID) requirements. Therefore, because Alternative A does not include any improvements related to LID and onsite infiltration of surface drainage, the long-term impacts to hydrology or water quality under Alternative A would be **slightly greater than** those anticipated from the proposed Project.

Land Use and Planning

Alternative A would allow for the continued operations of the Project site and the existing parking lot and two commercial buildings would continue to operate as under existing conditions. Since no changes would occur under Alternative A, no new land use entitlements would be required. Unlike the proposed Project, Alternative A would not redevelop the Project site and would not provide a mix of land uses within a TPA, including high-density residential, which would help the City to achieve state and regional goals and policies related to land use, circulation, economic

development, and housing the potential benefits of the proposed Project related to providing new living and working opportunities in close proximity to transit would not occur. The proposed additional density on the Project site nearby the Metro A Line light-rail station, which would encourage alternative modes of transportation to an automobile for the proposed residents of the Project, would not occur. Further, the Alternative A would not provide new multifamily residential housing, including affordable housing. Therefore, although the proposed Project would not result in land use impacts, impacts under Alternative A would be **slightly greater than** those anticipated from the proposed Project because Alternative A would not facilitate the City's stated goals, policies, and objectives related to zoning and land-use in Downtown Arcadia.

Noise

Short-Term Impacts: Alternative A would not involve construction that could result in noise from the temporary use of heavy-duty construction equipment or generation of construction traffic, including worker and haul truck trips to the Project site. Construction noise and vibrations generated by the proposed Project would be less than significant with the implementation of MM-NOI-1. Because Alternative A would result in no short-term impacts to noise, mitigation requiring construction noise reduction measures, as set forth in Section 4.10, Noise, would not be required under Alternative A. Therefore, short-term impacts related to noise under this alternative would be **less than** those anticipated from the proposed Project.

Long-Term Impacts: Under Alternative A, the operational state would remain the same as in existing conditions. Addition of proposed Project traffic to the roadway network would not result in a discernable increase in noise, while noise impacts from increased stationary operational noise would be less than significant. However, there would be no additional on- or off-site noise resulting from Alternative A. Therefore, operational impacts on noise under this alternative would be **less than** those anticipated from the proposed Project.

Population and Housing

Short-Term Impacts: Alternative A would not generate part-time and full-time jobs associated with construction, because no construction would occur, whereas the proposed Project would require a temporary construction workforce. Therefore, impacts would be **less than** the proposed Project.

Long-Term Impacts: Under Alternative A, no change from the existing conditions would occur, and therefore, no population growth or new residential units would result as part of implementing Alternative A. Although, it is reasonably foreseeable the vacant Souplantation restaurant would be replaced with another similar use, under this alternative, no tenant improvements would occur. Comparatively, the proposed Project would result in population growth from the proposed 214 residential units, in accordance with City projections, and would satisfy a portion of the City's mandated 6th Cycle RHNA allocation. Because Alternative A would result in no changes to population, housing, and specifically affordable housing that would help the City reach its RHNA allocation requirements, impacts under Alternative A would be **greater than** those anticipated from the proposed Project.

Public Services and Recreation

Alternative A would not alter the existing condition of the Project site or require any construction activities, and, therefore, would not generate increased demand for fire protection and police services, or parks and library services. Alternative A would not result in changes to existing uses on the Project site. While the Project site currently places some demand on fire protection and police services and parks and library services due to the occupied commercial building (The Derby), the proposed Project would increase demands relative to existing conditions. Even

though no significant impacts would result, and no mitigation was required for the proposed Project, because Alternative A would result in no impacts to public services and recreation, impacts under Alternative A would be **less than** those anticipated from the proposed Project.

Transportation

Short-Term Impacts: Alternative A would not generate short-term traffic or transportation impacts because no construction would occur. Construction activities associated with the proposed Project have the potential to temporarily impact emergency vehicle access to the Project site. To ensure adequate safeguards for pedestrian, bicycle and vehicular circulation and emergency vehicle access during short-term construction activities, MM-TRA-3 is required. Because Alternative A would not generate construction traffic, MM-TRA-3 would not be required. Therefore, short-term impacts to transportation under this alternative would be **less than** those anticipated from the proposed Project. Mitigation measures set forth in Section 4.13, Transportation, would not be required under Alternative A.

Long-Term Impacts: Under Alternative A, the operational state would remain the same as in existing conditions, whereas the proposed Project would generate new vehicle trips from the Project site. New trips would result in impacts associated with transportation, although the proposed Project's characteristics (e.g., mixed land uses, infill development, its proximity of nearby destinations and pedestrian connections) would encourage localized trips and trips made by walking, biking, carpool, or transit, and the Project would redevelop the Project site and construct a mix of land uses that would help the City to achieve its goals and policies to increase density with a TPA. Although Alternative A would not result in additional VMT impacts, it would not further the goals of the City's General Plan to develop currently under-utilized property within a TPA, resulting in a greater reduction of VMT over time as compared to existing conditions (see Land Use and Planning above). Additionally, the proposed Project would have the potential to increase hazards due to vehicle queuing on and off the Project site. As set forth in Section 4.13, to ensure that adequate stacking distance is available, MM-TRA-1 is required and includes removing and reconfiguring the raised median on E. Huntington Drive to extend the eastbound left-turn pocket to at least 75 feet. Moreover, to limit driver confusion, MM-TRA-2 is required, which would mandate the preparation of a Parking Signage Plan that requires appropriate signage for residents and commercial visitors. Implementation of MM-TRA-1 and MM-TRA-2 would reduce potential impacts related to queuing to less than significant. Because Alternative A would not generate new traffic during operations, MM-TRA-1 and MM-TRA-2 would not be required. Therefore, impacts under Alternative A would be **less than** those anticipated from the proposed Project.

Tribal Cultural Resources

The proposed Project would require earthwork for the excavation associated with the proposed Project, and specifically the subterranean parking levels, which would result in the potential to impact tribal cultural resources. Alternative A would not impact culturally significant tribal cultural resources because there would be no ground-disturbing activities and no excavation into native soils; therefore, MM-CUL-1 and MM-TCR-1 through MM-TCR-3 (as set forth in Section 4.14, Tribal Cultural Resources) would not be required. Because this alternative would not affect tribal resources, impacts under Alternative A would be **less than** those anticipated from the proposed Project.

Utilities and Service Systems

Alternative A would not result in changes to the existing condition, and therefore, would not result in an additional demand for potable water, generation of wastewater, or generation of solid waste. Alternative A would not require the construction of new on-site water or sewer or stormwater distribution infrastructure (e.g., pipes, valves, meters,

booster pumps) and as such, would not result in the expansion, construction, or relocation of utilities, and would not require the reconstruction of sewer pipelines within 5th Avenue in accordance with MM-UTL-1. The proposed Project would result in an intensification of use on-site, which requires additional wet and dry utilities, including telecommunication and cable facilities, and water supplies, whereas development under Alternative A would not. Because Alternative A would not affect utilities and service systems, impacts under Alternative A would be **less than** those anticipated from the proposed Project.

6.6.2 Alternative B – Reduced Commercial

Alternative Description

As presented in prior sections of this Draft EIR, the Project would not result in significant and unavoidable impacts after implementation of all mitigation measures. Therefore, Alternative B considers an alternative design that would incrementally reduce the environmental impacts of the proposed Project for which mitigation is required by reducing the amount of commercial space and replacing the level one commercial area with 4,700 square feet of amenity space for the residential uses. Under Alternative B, the 3,300 square-foot restaurant space and 1,400 square-foot café space would be replaced by additional residential amenity space. Under Alternative B, The Derby restaurant would be the only commercial use on the Project site.

Alternative B would generate residents associated with 214 units and employment associated with the modernized The Derby restaurant. Under Alternative B, no change would occur to the number of units and total residents (i.e., 608); however, this alternative would result in fewer anticipated employees as a result of the conversion of the 3,300 square-foot restaurant and 1,400 square-foot café to amenity spaces. As such, Alternative B is estimated to result in approximately 73 employees (20 net new employees), as opposed to the Project's 87 employees (34 net new employees), representing a reduction of 14 employees. This reduction represents an approximately 16.1 percent decrease in anticipated total employees and an approximately 41.2 percent decrease in net new employees when compared to the proposed Project.[4]

Ability to Meet Project Objectives

1. To efficiently develop currently under-utilized property within a Transit Priority Area into a mixed-use, high-density, urban development that provides convenient access to alternative forms of transportation, including bicycling, bus lines and the Metro A Line light-rail station.

   Alternative B would satisfy this Project Objective. Alternative B would decrease the amount of commercial space when compared to the proposed Project, but would still include a commercial component (i.e., the updated The Derby restaurant). The number of residential units would stay the same as compared to the Project. Therefore, similar to the proposed Project, Alternative B would redevelop commercial properties and a surface parking lot within a TPA into a mixed-use, high-density, urban development, and would provide more convenient access for City residents and workers to alternative forms of transportation.

2. To provide new multifamily residential housing, including affordable housing, that helps meet the City's Regional Housing Needs Allocation (RHNA) requirements.

[4] (87 – 73) / 87 = 0.161 × 100 = 16.1 percent; (34 – 20) / 34 = 0.412 × 100 = 41.2 percent

Alternative B would satisfy this Project Objective. Although commercial space would decrease under Alternative B, it would still develop 214 new multifamily residential units, including 9 affordable units. Therefore, Alternative B would help meet the City's RHNA requirements.

3. To provide a compact, mixed-use development in Downtown Arcadia within an established Land Use Focus Area to further facilitate the City as "a destination stop on the Metro A Line".

   Alternative B would satisfy this Project Objective. Alternative B would decrease the amount of commercial space, thereby reducing employment generation at the site when compared to the proposed Project. However, the amount of residential use would stay the same as compared to the proposed Project. Therefore, similar to the proposed Project, Alternative B would provide compact, mixed-use development in the Downtown Arcadia established Land Use Focus Area and would further facilitate the City as "a destination stop on the Metro A Line".

4. To encourage building design that creates a cohesive, vibrant look in Downtown Arcadia and that minimizes the appearance of expansive parking lots on major commercial corridors.

   Alternative B would satisfy this Project Objective. Although commercial space would be reduced, Alternative B would still facilitate the redevelopment of the Project site's existing surface parking and commercial uses into a mixed-use, high-density, urban development, which would be cohesive and vibrant within the City's downtown.

5. To provide an adequate amount of on-site vehicle, bicycle, and electric vehicle stalls that satisfy the City's Municipal Code Parking Requirements.

   Alternative B would satisfy this Project Objective. Alternative B would provide an adequate amount of on-site vehicle, bicycle, and electric vehicle stalls that satisfy the City's Municipal Code Parking Requirements. Similar to the proposed Project, Alternative B would be a mixed-use, high-density, urban development that would provide and comply with applicable zoning regulations, similar to the proposed Project.

6. To provide employment opportunities through construction, maintenance and operation of new housing and commercial uses.

   Alternative B would partially satisfy this Project Objective. Alternative B would result in a mixed-use, high-density, urban development that would be supported by temporary employment opportunities during construction. Due to the reduced commercial space, Alternative B would generate 14 fewer employees compared to the project. However, long-term employment would still be generated under Alternative B through operation of The Derby restaurant, the residential leasing office, and valet/parking areas.

7. To support and modernize a local landmark business in the neighborhood with a larger, more open floorplan and up-to-date facilities that meet current building codes.

   Alternative B would satisfy this Project Objective. Alternative B would result in the construction of a new mixed-use building, which would be designed to accommodate a larger, modernized version of The Derby restaurant. Therefore, Alternative B would support and modernize a local landmark business with up-to-date facilities that meet current building codes.

Comparison of the Effects of Alternative B to the Project

Aesthetics

PRC Section 21099 sets forth guidelines for evaluating project impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within transportation priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 applies to the both the proposed Project and Alternative B. Alternative B meets the criteria established by state law and would be exempt from aesthetic impacts.

For informational purposes, commercial signage and lighting that would be implemented as part of the Alternative B would adhere to the City's Development Code, Section 9103.01.120, which establishes the standards for exterior lighting in the City, similar to the proposed Project. Even with the reduction of commercial space, from public vantage points, the outward appearance of the mixed-use building would be similar to the proposed Project. Alternative B would also require a General Plan amendment and zone change to accommodate proposed uses and, as the redevelopment/building footprint would remain the same, would have similar impacts regarding tree removals/encroachments compared to the Project. Therefore, impacts under Alternative B would be **the same as** the proposed Project.

Air Quality

Short-Term Impacts: Because there would be the same construction activity under Alternative B, there would be the same construction emissions associated with construction truck traffic and the use of heavy-duty construction equipment. As such, impacts under Alternative B would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Under Alternative B, the amount of commercial space proposed would be reduced by 4,700 feet, thereby representing a reduction of 14 employees when compared to the proposed Project. The operational emissions associated with the proposed Project would be roughly the same under Alternative B for criteria air pollutants. However, due to the reduction of potential employment and commercial space, less automotive trips are anticipated and, thus less criteria pollutants would be emitted. Estimated emissions under both scenarios are anticipated to remain under the thresholds of significance and impacts related to long-term air quality emissions under Alternative B would be less than significant, and no mitigation is required. Given this, long-term operational impacts under Alternative B would be **slightly less than** those anticipated from the proposed Project.

Cultural Resources

Under Alternative B the same intensity of development would occur, including the excavations for the subterranean parking garage. Therefore, MM-CUL-1 related to the salvage and treatment requirements of potential archaeological resources would continue to be required under Alternative B. Therefore, impacts under Alternative B would be **the same as** those anticipated from the proposed Project.

Energy

Short-Term Impacts: Construction activity under Alternative B would be similar to the proposed Project in both duration and intensity. As such, short-term energy impacts under Alternative B would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Operational activity under Alternative B would be slightly reduced due to the reduction in commercial space and employment when compared to the proposed Project. There would be slight reductions in demands for the use of electricity and petroleum during operations. As such, operational impacts under this alternative would be **slightly less than** those anticipated from the proposed Project.

Geology and Soils

Under Alternative B the same earthwork and building development would occur. As such, potential construction impacts (including grading, excavations, and trenching) that could risk potential disturbance of paleontological resources would occur. Therefore, MM-GEO-1 requiring measures to reduce impacts to paleontological resources would continue to be required under Alternative B. Therefore, impacts under Alternative B would be **the same as** those anticipated from the proposed Project.

Greenhouse Gas Emissions

Short-Term Impacts: The construction scenario under Alternative B would be similar to the proposed Project and which would generate similar construction-related GHG emissions. As such, short-term impacts under Alternative B would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Under Alternative B, the number of commercial space and associated employees would be slightly reduced when compared to the proposed Project. The operational emissions associated with the proposed Project would be correspondingly reduced under Alternative B for GHGs. Due to the reduction of potential employees, less automotive trips are anticipated and, thus less GHGs would be emitted. GHGs emitted under both scenarios are anticipated to remain under the thresholds of significance and impacts related to long-term GHG emissions under Alternative B would be less than significant, and no mitigation is required. Given this, long-term operational impacts under Alternative B would be **slightly less than** those anticipated from the proposed Project.

Hazards and Hazardous Materials

Short-Term Impacts: Alternative B would have the same subterranean parking and would result in the construction of a new mixed-use building; therefore, construction activities would be the same as the proposed Project. Therefore, Alternative B would continue to require implementation of MM-HAZ-1 to reduce potential impacts from asbestos-containing materials, lead-based paint, and other universal wastes, similar to the proposed Project. Alternative B would also result in ground disturbing activities, which have the potential to unearth contaminated soils due to underground storage tanks associated with a former gas station, requiring implementation of MM-HAZ-2 and the preparation of a soil management plan. Because Alternative B would have the same construction impacts and require the same construction related mitigation measures as the proposed Project, short-term impacts related to hazards and hazardous materials under this alternative would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Alternative B would have the same operational impacts as the proposed Project, and the redevelopment of the Project site would not substantively alter any operational aspects of hazards-related impacts. Therefore, impacts under this alternative would be **the same as** those anticipated from the proposed Project.

Hydrology and Water Quality

Short-Term Impacts: Alternative B would have the same subterranean parking and would result in the construction of a new mixed-use building; therefore, construction activities would be the same as the proposed Project. No mitigation was required for short-term impacts to hydrology or water quality under the proposed Project, therefore, impacts under Alternative B would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Alternative B would have the same subterranean parking and would result in the operation of a new mixed-use building; therefore, operational activities would be the same as the proposed Project. Therefore, similar to the proposed Project, long-term impacts to hydrology and water quality under Alternative B would be less than significant, and no mitigation is required. In addition, Alternative B would implement design features considered under the proposed Project, including three drywells and one four-foot diameter primary settling chamber located in the subterranean parking lot. These design features would be able to capture the required runoff volume and treat that volume as quickly as it enters the drywell system. As such, upon construction and operation of the drywells, groundwater recharge at the site would increase in comparison to existing conditions and be consistent with the requirements of applicable Low Impact Development (LID) requirements. Therefore, impacts under Alternative B would be **the same as** those anticipated from the proposed Project.

Land Use and Planning

While the types of land uses would be modified under Alternative B, neither the proposed Project nor Alternative B would result in any significant land-use impacts, and neither would require any mitigation. Both the proposed Project and Alternative B would require a General Plan Amendment to change the current General Plan land use designation from Commercial to DMU. In addition, both the proposed Project and Alternative B would require a Zone Change to Downtown Mixed-Use from the Project site's current C-G zoning designation, which sets a maximum allowable building height of 40 feet and does not allow for residential use. Alternative B would also include a H7 Special Height Overlay to supplement the base zoning provisions setting the maximum allowable building height at 60 feet. While commercial square-footage would be reduced compared to the Project, Alternative B would still provide a mix of land uses on the Project site within a TPA and facilitate local, regional, and state goals, policies, and objectives related to zoning and land-use. Impacts related to land use and planning under Alternative B would be **the same as** those anticipated from the proposed Project.

Noise

Short-Term Impacts: Under Alternative B, there would the similar levels of construction noise from the temporary use of heavy-duty construction equipment or generation of construction traffic, including worker and haul truck trips to the Project site. Construction noise and vibrations generated by the proposed Project would be less than significant with the implementation of MM-NOI-1. As construction under Alternative B would be similar to the Project, MM-NOI-1, as set forth in Section 4.10, would also be required under Alternative B. As such, impacts related to noise under Alternative B would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Under Alternative B, the operational state would be similar to the proposed Project. While the addition of traffic associated to vehicle trips under Alternative B would be reduced when compared to the proposed Project due to the reduction in commercial space, the associated noise on the roadway network would not result in a discernable increase in noise when compared to the proposed Project and impacts would be less than significant. Nevertheless, the increase in Project generated off-site traffic noise be reduced due to fewer vehicle miles traveled under Alternative B, and impacts would be **slightly less than** those anticipated from the proposed Project.

Population and Housing

Short-Term Impacts: Similar to the proposed Project, Alternative B would generate part-time and full-time jobs associated with the construction of the Project between the start and end of construction. The construction employment generated by Alternative B and the proposed Project would be similar and is not expected to increase the residential population of the City and would not induce population growth or require permanent housing. Therefore, short-term impacts under Alternative B would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Once operational, Alternative B would generate residents associated with the 214 units and employment associated with The Derby restaurant. Under Alternative B, due to the reduced commercial space compared to the proposed Project, the number of employees would decrease from approximately 87 employees and 34 net new employees under the Project to approximately 73 employees and 20 net new employees under Alternative B (a reduction of 14 employees when compared to the proposed Project). According to SCAG's Connect SoCal, the forecasted employment growth for the City is 3,500 jobs between 2016 and 2045. As such, both the proposed Project and Alternative B would result in employment growth that would contribute to but not exceed regional forecasts.

As discussed in Section 4.11.1 of this Draft EIR, the City maintains an approximately 1.6:1 jobs to housing ratio, which translates to being a jobs-rich community. Similar to the proposed Project, Alternative B would help reduce the jobs/housing imbalance by adding housing compared to the existing conditions. Moreover, as with the proposed Project, Alternative B would not result in the displacement of people or housing. As with the proposed Project, no significant impacts would result, and no mitigation would be required. Given this, impacts under Alternative B would be **the same as** those anticipated from the proposed Project.

Public Services and Recreation

Because construction activity would remain the same under Alternative B, there would be the same level of short-term demand for public services as compared to the Project. Alternative B would generate the same number of residents as the Project, but a slightly reduced number of employees (i.e., 73 total employees under Alternative B compared to 87 total employees under the Project). As such, Alternative B would generate slightly less demand on police, fire, parks, libraries, and other recreational services due to the reduced number of employees. However, in both instances all impacts would be less than significant, and no mitigation would be required. Because Alternative B would result in reduced commercial space, with slightly fewer employees, impacts under Alternative B would be **slightly less than** those anticipated from the proposed Project.

Transportation

Short-Term Impacts: Alternative B would have the same as construction impacts related to the amount of construction traffic from truck deliveries and construction employees. As such, construction activities associated with the Alternative B would have the potential to temporarily impact emergency vehicle access to the Project site, and MM-TRA-3, which ensures adequate safeguards for pedestrian, bicycle and vehicular circulation and emergency vehicle access during short-term construction activities, would still be required. Because Alternative B would result in the same amount of short-term transportation impacts and would still require implementation of MM-TRA-1, impacts under Alternative B would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Both the proposed Project and Alternative B characteristics (e.g., mixed land uses, infill development, its proximity of nearby destinations, pedestrian and bicycle connections, etc.) would encourage

localized trips and trips made by walking, biking, carpool, or transit. As such, similar to the proposed Project, Alternative B would further the goals of the City's General Plan to develop currently under-utilized property within a TPA, resulting in a greater reduction of VMT overtime as compared to existing conditions (see Land Use and Planning above). Additionally, as discussed in Section 4.13, the proposed Project would have the potential to increase hazards due to vehicle queuing on and off the Project site. To ensure that adequate stacking distance is available, MM-TRA-1 is required and includes removing and reconfiguring the raised median on E. Huntington Drive to extend the eastbound left-turn pocket to at least 75 feet. Moreover, to limit driver confusion, MM-TRA-2 is required, which would mandate the preparation of a Parking Signage Plan that requires appropriate signage for residents and commercial visitors. Implementation of MM-TRA-1 and MM-TRA-2 would reduce potential impacts related to queuing to less than significant. Under Alternative B, the same circulation-related impacts would occur during operations. As such, MM-TRA-1 and MM-TRA-2 would be required under Alternative B. However, as commercial use and associated employment would be slightly reduced under Alternative B, the number of average daily vehicle trips would also be slightly reduced. Therefore, impacts under Alternative B would generally be **slightly less than** those anticipated from the proposed Project.

Tribal Cultural Resources

Under Alternative B the earthwork associated with Project development would continue to occur, including the excavations for the subterranean parking garage. Therefore, MM-CUL1 and MM-TCR-1 through MM-TCR-3 related to the salvage and treatment requirements of potential tribal resources would continue to be required under Alternative B. Similar to the Project, impacts would be less than significant after mitigation. Because Alternative B would still require subsurface excavations into native soils and MM-TCR-1 would still be required, impacts under Alternative B would be **the same as** those anticipated from the proposed Project.

Utilities and Service Systems

The new development associated with Alternative B would result in new water service connections, sewer laterals, on-site stormwater infrastructure, and underground utility conduit systems for electricity and telecommunications, similar to the proposed Project. However, impacts related to the demand for potable water, generation of wastewater, and generation of solid waste would be slightly reduced compared to the proposed Project because of the building's reduced commercial space. Alternative B assumes the commercial space would be replaced by residential amenity space, which would reduce the sewer generation from 50,938 GPD to approximately 46,238 GPD, or a 9.2 percent reduction (LACSD 2023).[5] Although the reduced commercial space would incrementally reduce wastewater generation, it is not anticipated that this alternative would eliminate the need for MM-UTL-1 as even with a 9.2 percent reduction in wastewater generation, the existing sewer line would likely still exceed the 50 percent capacity limitation. However, in addition to incrementally reducing wastewater generation, the reduction in commercial floor area would correspondingly reduce the demands for water supply, water and sewer infrastructure, natural gas, electric infrastructure, and telecommunications infrastructure. Therefore, impacts under Alternative B would be **less than** the proposed Project.

[5] The elimination of 4,700 square feet of commercial space would result in a reduced flow of 4,700 GPD. This estimate is based on the Los Angeles County Sanitation Districts wastewater generation factor for "Restaurant" (i.e., 1,000 GPD per 1,000 square feet).

6.6.3 Alternative C – Reduced Commercial (The Derby)/No H7 Special Height Overlay

Alternative Description

As presented in prior sections of this Draft EIR, the Project would not result in significant and unavoidable impacts after implementation of all mitigation measures. Therefore, Alternative C considers an alternative design that would incrementally reduce the environmental impacts of the proposed Project for which mitigation is required and would potentially improve the Project's consistency with the City's zoning designation. Alternative C would eliminate approximately 8,850 square feet of commercial space. Due to the overall reduction in commercial space, Alternative C would no longer provide a larger, modernized space for The Derby restaurant, which would be demolished to accommodate a new five-story mixed-use building. Additionally, Alternative C would not include an H7 Special Height Overlay, thereby reducing the Project's maximum height from 71 feet to 60 feet.

As stated in Section 4.9, Land Use and Planning, the Project site's current C-G zoning designation sets a maximum allowable building height of 40 feet and does not allow for residential use. The Project would include a Zone Change to DMU and an H7 Special Height Overlay. An overlay zone, such as a height overlay, supplements the base zoning provisions for the purpose of establishing specific development regulations for a particular site or area. Under the DMU zone, the maximum allowable building height is 60 feet. The H7 Special Height Overlay would increase the maximum allowable building height on the Project site to 75 feet, thus allowing for the Project's six-story mixed-use building to be proposed with a maximum height of 71 feet. Alternative C would not include the H7 Special Height Overlay and the additional height allowed, thereby reducing the Project's maximum height from 71 feet to 60 feet, which would be consistent with limits set forth under the DMU zone change request.[6] Alternative C would not result in reduced dwelling units due to an alternative building design that eliminates the setback on Levels Two through Five, thus allowing for "replacement" units to be constructed.

Under Alternative C, the 9,177 square-foot commercial space associated with The Derby restaurant on Level One would be reduced and divided into two 2,000 square-foot commercial spaces. The remaining square footage associated with The Derby restaurant would be converted to additional commercial parking (approximately 5,177 square feet). On Level Two, there would be no building setback, and the 2,950 square-foot exterior space for The Derby along with an approximately 723 square-foot interior space would be converted into 10 dwelling units. The vertical exterior space on Levels Three through Five would also be enclosed and built out, allowing for construction of eight additional units per level, for a total of 34 additional units.[7] The five two-story dwelling units on Level Five would also be reduced to one story. Therefore, although Level Six would be eliminated (resulting in the elimination of 34 units) the total unit count for the building would remain 214.

The elimination of 8,850 square feet of commercial space under Alternative C (initially intended to support an expanded The Derby restaurant) would result in an approximately 50 percent reduction in overall commercial space compared to the Project. Although The Derby restaurant would no longer be operational, commercial uses on the Project site would generate employment associated with two 2,000 foot commercial spaces, the 1,400 square foot café space, the 3,300 square foot restaurant space, valet operations, and leasing office for a total of 30 employees. This represents a net reduction of 57 employees (or approximately 66 percent) under this alternative compared to the proposed Project.

6 According to Table 2-11 within Section 9102.05.030, Development Standards in Downtown Zones, the DMU zone has a base density of 80 dwelling units per acre and a maximum height of 60 feet.

7 Level 2 (10 units) + Level 3 (8 units) + Level 4 (8 units) + Level 5 (8 units) = 34 units

Ability to Meet Project Objectives

1. To efficiently develop currently under-utilized property within a Transit Priority Area into a mixed-use, high-density, urban development that provides convenient access to alternative forms of transportation, including bicycling, bus lines and the Metro A Line light-rail station.

   Alternative C would satisfy this Project Objective. Alternative C would decrease the amount of commercial space when compared to the proposed Project but would still include commercial components. The number of residential units would stay the same as compared to the Project. Therefore, similar to the proposed Project, Alternative C would redevelop commercial properties and a surface parking lot within a TPA into a mixed-use, high-density, urban development, and would provide more convenient access for City residents and workers to alternative forms of transportation.

2. To provide new multifamily residential housing, including affordable housing, that helps meet the City's Regional Housing Needs Allocation (RHNA) requirements.

   Alternative C would satisfy this Project Objective. Although commercial space would decrease under Alternative C, it would still develop 214 new multifamily residential units, including 9 affordable units. Therefore, Alternative C would help meet the City's RHNA requirements.

3. To provide a compact, mixed-use development in Downtown Arcadia within an established Land Use Focus Area to further facilitate the City as "a destination stop on the Metro A Line".

   Alternative C would satisfy this Project Objective. Alternative C would decrease the amount of commercial space, thereby reducing employment generation at the site when compared to the proposed Project. However, the amount of residential use would stay the same as compared to the proposed Project. Therefore, similar to the proposed Project, Alternative C would provide compact, mixed-use development in the Downtown Arcadia established Land Use Focus Area and would further facilitate the City as "a destination stop on the Metro A Line".

4. To encourage building design that creates a cohesive, vibrant look in Downtown Arcadia and that minimizes the appearance of expansive parking lots on major commercial corridors.

   Alternative C would satisfy this Project Objective. Although commercial space would be reduced, Alternative C would still facilitate the redevelopment of the Project site's existing surface parking and commercial uses into a mixed-use, high-density, urban development, which would be cohesive and vibrant within the City's downtown.

5. To provide an adequate amount of on-site vehicle, bicycle, and electric vehicle stalls that satisfy the City's Municipal Code Parking Requirements.

   Alternative C would satisfy this Project Objective. Alternative C would provide an adequate amount of on-site vehicle, bicycle, and electric vehicle stalls that satisfy the City's Municipal Code Parking Requirements. Similar to the proposed Project, Alternative C would be a mixed-use, high-density, urban development that would provide and comply with applicable zoning regulations, similar to the proposed Project.

6. To provide employment opportunities through construction, maintenance and operation of new housing and commercial uses.

   Alternative C would partially satisfy this Project Objective. Alternative C would result in a mixed-use, high-density, urban development that would be supported by temporary employment opportunities during construction. Due to the reduced commercial space, Alternative C would generate fewer employees

compared to the project. However, long-term employment would still be generated under Alternative C through operation of the commercial spaces, the residential leasing office, and valet/parking areas.

7. To support and modernize a local landmark business in the neighborhood with a larger, more open floorplan and up-to-date facilities that meet current building codes.

   Alternative C would not satisfy this Project Objective. Under Alternative C, the new mixed-use building would not be designed to accommodate a larger, modernized version of The Derby restaurant. Therefore, Alternative C would not support and modernize a local landmark business with up-to-date facilities that meet current building codes.

Comparison of the Effects of Alternative C to the Project

Aesthetics

PRC Section 21099 sets forth guidelines for evaluating project impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within transportation priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 applies to the both the proposed Project and Alternative C. Alternative C meets the criteria established by state law and would be exempt from aesthetic impacts.

For informational purposes, commercial signage and lighting that would be implemented as part of the Alternative C would adhere to the City's Development Code, Section 9103.01.120, which establishes the standards for exterior lighting in the City, similar to the proposed Project. Even with the height reduction and removal of the building setback above Level Two, from public vantage points, the outward appearance of the mixed-use building would be similar to the proposed Project; however, as there would be no The Derby restaurant, unique visual components associated with The Derby restaurant (e.g., neon signs, horseracing projections) would not be included under this alternative. Alternative C would also require a General Plan amendment and zone change to accommodate proposed uses and, as the redevelopment/building footprint would remain the same, would have similar impacts regarding tree removals/encroachments compared to the Project. However, as the overall height of the building would be reduced, aesthetic impacts under Alternative C would be **less than** the proposed Project.

Air Quality

Short-Term Impacts: Although the mixed-use building would have a reduced building height under this alternative, the vertical exterior space above Level Two would be built out to "recapture" the units lost through elimination of Level Six. Therefore, there would be similar construction activity under Alternative C compared to the Project, resulting in similar construction emissions associated with construction truck traffic and the use of heavy-duty construction equipment. As such, impacts under Alternative C would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Under Alternative C, the amount of commercial space would be reduced by 8,850 feet, thereby representing a 50 percent reduction of commercial space (and 57 fewer employees) when compared to the proposed Project. The operational emissions associated with the proposed Project would be roughly the same under Alternative C for criteria air pollutants. However, due to the reduction of potential employment and commercial space, less automotive trips are anticipated and, thus less criteria pollutants would be emitted. Estimated emissions under both scenarios are anticipated to remain under the thresholds of significance and impacts related to long-term air quality emissions under Alternative C would be less than significant, and no mitigation is required.

Given this, long-term operational impacts under Alternative C would be **less than** those anticipated from the proposed Project.

Cultural Resources

Under Alternative C the same intensity of development would occur, including the excavations for the subterranean parking garage. Therefore, MM-CUL-1 related to the salvage and treatment requirements of potential archaeological resources would continue to be required under Alternative C. Therefore, impacts under Alternative C would be **the same as** those anticipated from the proposed Project.

Energy

Short-Term Impacts: Although the mixed-use building would have a reduced building height under this alternative, the vertical exterior space above Level Two would be built out to "recapture" the units lost through elimination of Level Six. Therefore, construction activity under Alternative C would be similar to the proposed Project in both duration and intensity. As such, short-term energy impacts under Alternative C would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Operational activity under Alternative C would be reduced due to the reduction in commercial space and employment when compared to the proposed Project. There would be reductions in demands for the use of electricity and petroleum during operations. As such, operational impacts under this alternative would be **less than** those anticipated from the proposed Project.

Geology and Soils

Although building height would be reduced, Alternative C would have the same building footprint and the same earthwork requirements to accommodate subterranean parking. As such, potential construction impacts (including grading, excavations, and trenching) that could risk potential disturbance of paleontological resources would occur. Therefore, MM-GEO-1 requiring measures to reduce impacts to paleontological resources would continue to be required under Alternative C. Therefore, impacts under Alternative C would be **the same as** those anticipated from the proposed Project.

Greenhouse Gas Emissions

Short-Term Impacts: The construction scenario under Alternative C would be similar to the proposed Project and would generate similar construction-related GHG emissions. As such, short-term impacts under Alternative C would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Under Alternative C, the number of commercial space and associated employees would be reduced when compared to the proposed Project. The operational emissions associated with the proposed Project would be correspondingly reduced under Alternative C for GHGs. Due to the reduction of potential employees, less automotive trips are anticipated and, thus less GHGs would be emitted. GHGs emitted under both scenarios are anticipated to remain under the thresholds of significance and impacts related to long-term GHG emissions under

Alternative C would be less than significant, and no mitigation is required. Given this, long-term operational impacts under Alternative C would be **less than** those anticipated from the proposed Project.

Hazards and Hazardous Materials

Short-Term Impacts: Although building height would be reduced, Alternative C would have the same subterranean parking and mixed-use building footprint; therefore, demolition and construction activities would be similar to the proposed Project. Alternative C would continue to require implementation of MM-HAZ-1 to reduce potential impacts from asbestos-containing materials, lead-based paint, and other universal wastes, similar to the proposed Project. Alternative C would also result in ground disturbing activities, which have the potential to unearth contaminated soils due to underground storage tanks associated with a former gas station, requiring implementation of MM-HAZ-2 and the preparation of a soil management plan. Because Alternative C would have similar construction impacts and require the same construction related mitigation measures as the proposed Project, short-term impacts related to hazards and hazardous materials under this alternative would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Alternative C would have similar operational impacts as the proposed Project, and the redevelopment of the Project site would not substantively alter any operational aspects of hazards-related impacts. Therefore, impacts under this alternative would be **the same as** those anticipated from the proposed Project.

Hydrology and Water Quality

Short-Term Impacts: Alternative C would have the same subterranean parking and would result in the construction of a new mixed-use building; therefore, construction activities would be the same as the proposed Project. No mitigation was required for short-term impacts to hydrology or water quality under the proposed Project, therefore, impacts under Alternative C would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Although building height would be reduced, Alternative C would have the same subterranean parking and mixed-use building footprint; therefore, operational activities would be similar to proposed Project. As with the proposed Project, long-term impacts to hydrology and water quality under Alternative C would be less than significant, and no mitigation is required. In addition, Alternative C would implement design features considered under the proposed Project, including three drywells and one four-foot diameter primary settling chamber located in the subterranean parking lot. These design features would be able to capture the required runoff volume and treat that volume as quickly as it enters the drywell system. As such, upon construction and operation of the drywells, groundwater recharge at the site would increase in comparison to existing conditions and be consistent with the requirements of applicable LID requirements. Therefore, impacts under Alternative C would be **the same as** those anticipated from the proposed Project.

Land Use and Planning

While the types of land uses would be modified under Alternative C, neither the proposed Project nor Alternative C would result in any significant land-use impacts, and neither would require any mitigation. Both the proposed Project and Alternative C would require a General Plan Amendment to change the current General Plan land use designation from Commercial to DMU. In addition, both the proposed Project and Alternative C would require a Zone Change to DMU from the Project site's current C-G zoning designation, which sets a maximum allowable building height of 40 feet and does not allow for residential use. Alternative C would not include a H7 Special Height Overlay to supplement the base zoning provisions setting the maximum allowable building height at 60 feet. While commercial

square-footage would be reduced compared to the Project, Alternative C would still provide a mix of land uses on the Project site within a TPA and facilitate local, regional, and state goals, policies, and objectives related to zoning and land-use. However, as no H7 Special Height Overlay would be required, impacts related to land use and planning under Alternative C would be **less than** those anticipated from the proposed Project.

Noise

Short-Term Impacts: Under Alternative C, there would the similar levels of construction noise from the temporary use of heavy-duty construction equipment or generation of construction traffic, including worker and haul truck trips to the Project site. Construction noise and vibrations generated by the proposed Project would be less than significant with the implementation of MM-NOI-1. As construction under Alternative C would be similar to the Project, MM-NOI-1, as set forth in Section 4.10, would also be required under Alternative C. As such, impacts related to noise under Alternative C would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Under Alternative C, the operational state would be similar to the proposed Project. While the addition of traffic associated to vehicle trips under Alternative C would be reduced when compared to the proposed Project due to the reduction in commercial space, the associated noise on the roadway network would not result in a discernable increase in noise when compared to the proposed Project and impacts would be less than significant. Nevertheless, the increase in Project-generated off-site traffic noise would be reduced due to fewer vehicle miles traveled under Alternative C, and impacts would be **slightly less than** those anticipated from the proposed Project.

Population and Housing

Short-Term Impacts: Similar to the proposed Project, Alternative C would generate part-time and full-time jobs associated with the construction of the Project between the start and end of construction. The construction employment generated by Alternative C and the proposed Project would be similar and is not expected to increase the residential population of the City and would not induce population growth or require permanent housing. Therefore, short-term impacts under Alternative C would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Once operational, Alternative C would generate residents associated with the 214 units and employment associated with the various commercial spaces. Under Alternative C, due to the reduced commercial space compared to the proposed Project, the number of employees would decrease from approximately 87 employees under the Project to approximately 30 employees under Alternative C (a reduction of 57 employees when compared to the proposed Project). Furthermore, while the Project would result in a net gain in employees compared to existing conditions, Alternative C would result in a net loss.

As discussed in Section 4.11.1 of this Draft EIR, the City maintains an approximately 1.6:1 jobs to housing ratio, which translates to being a jobs-rich community. Similar to the proposed Project, Alternative C would help reduce the jobs/housing imbalance by adding housing compared to the existing conditions. Moreover, as with the proposed Project, Alternative C would not result in the displacement of people or housing. As with the proposed Project, no significant impacts would result, and no mitigation would be required. However, as the number of employees would be substantially reduced under Alternative C (i.e., an approximately 66 percent reduction), impacts under this alternative would be **less than** those anticipated from the proposed Project.

Public Services and Recreation

Because construction activity under Alternative C would be similar to the proposed Project, there would be the same level of short-term demand for public services. Alternative C would generate the same number of residents as the Project, but a substantially reduced number of employees (i.e., 30 total employees under Alternative C compared to 87 total employees under the Project). As such, Alternative C would generate less demand on police, fire, parks, libraries, and other recreational services due to the reduced number of employees. However, in both instances all impacts would be less than significant, and no mitigation would be required. Because Alternative C would result in reduced commercial space with fewer employees, impacts under Alternative C would be **less than** those anticipated from the proposed Project.

Transportation

Short-Term Impacts: Alternative C would have similar construction impacts related to the amount of construction traffic from truck deliveries and construction employees. As such, construction activities associated with the Alternative C would have the potential to temporarily impact emergency vehicle access to the Project site, and MM-TRA-3, which ensures adequate safeguards for pedestrian, bicycle and vehicular circulation and emergency vehicle access during short-term construction activities, would still be required. Because Alternative C would result in the same amount of short-term transportation impacts and would still require implementation of MM-TRA-1, impacts under Alternative C would be **the same as** those anticipated from the proposed Project.

Long-Term Impacts: Both the proposed Project and Alternative C characteristics (e.g., mixed land uses, infill development, its proximity of nearby destinations, pedestrian and bicycle connections, etc.) would encourage localized trips and trips made by walking, biking, carpool, or transit. As such, similar to the proposed Project, Alternative C would further the goals of the City's General Plan to develop currently under-utilized property within a TPA, resulting in a greater reduction of VMT overtime as compared to existing conditions (see Land Use and Planning above). Additionally, as discussed in Section 4.13, the proposed Project would have the potential to increase hazards due to vehicle queuing on and off the Project site. To ensure that adequate stacking distance is available, MM-TRA-1 is required and includes removing and reconfiguring the raised median on E. Huntington Drive to extend the eastbound left-turn pocket to at least 75 feet. Moreover, to limit driver confusion, MM-TRA-2 is required, which would mandate the preparation of a Parking Signage Plan that requires appropriate signage for residents and commercial visitors. Implementation of MM-TRA-1 and MM-TRA-2 would reduce potential impacts related to queuing to less than significant. Under Alternative C, the same circulation-related impacts would occur during operations. As such, MM-TRA-1 and MM-TRA-2 would be required under Alternative C. However, as commercial use and associated employment would be reduced under Alternative C, the number of average daily vehicle trips would also be reduced. Therefore, impacts under Alternative C would generally be **less than** those anticipated from the proposed Project.

Tribal Cultural Resources

Under Alternative C the earthwork associated with Project development would continue to occur, including the excavations for the subterranean parking garage. Therefore, MM-CUL1 and MM-TCR-1 through MM-TCR-3 related to the salvage and treatment requirements of potential tribal resources would continue to be required under Alternative C. Similar to the Project, impacts would be less than significant after mitigation. Because Alternative C would still require subsurface excavations into native soils and mitigation would still be required, impacts under Alternative C would be **the same as** those anticipated from the proposed Project.

Utilities and Service Systems

The new development associated with Alternative C would result in new water service connections, sewer laterals, on-site stormwater infrastructure, and underground utility conduit systems for electricity and telecommunications, similar to the proposed Project. It is anticipated that the elimination of 8,850 square feet of commercial space and 57 employees would reduce impacts related to utility service systems compared to the proposed Project. Alternative C assumes the reduction in commercial space would reduce the sewer generation from 50,938 GPD to approximately 42,084 GPD, or a 17.4 percent reduction (LACSD 2023).[8] Although the reduced commercial space would incrementally reduce wastewater generation, it is not anticipated that this alternative would eliminate the need for MM-UTL-1 as even with a 17.4 percent reduction in wastewater generation, the existing sewer line would likely still exceed the 50 percent capacity limitation. However, in addition to incrementally reducing wastewater generation, the reduction in commercial floor area would correspondingly reduce the demands for water supply, water and sewer infrastructure, natural gas, electric infrastructure, and telecommunications infrastructure. Therefore, impacts under Alternative C would be **less than** the proposed Project.

6.7 Summary of Alternatives to the Proposed Project

Table 6-2 below summarizes the potential environmental impacts associated with Alternative A, Alternative B, and Alternative C when compared to the proposed Project, as suggested in CEQA Section 15126.6(d). Table 6-2 below highlights any changes in impacts if the given alternative *eliminated* the need for mitigation or required *new* mitigation. As such, Alternative A could be considered to have reduced impacts, while Alternative B and C would not. Because no additional mitigation measures were determined to be necessary under any of the considered alternatives, none of the alternatives would be considered to have impacts greater than those of the proposed Project.

Table 6-2. Summary and Comparison of Impacts for Considered Alternatives

Environmental Issue Area	Proposed Project	Alternative A - No Project/No Development	Alternative B - Reduced Commercial	Alternative C – Reduced Commercial/No Height Overlay
Aesthetics	LTS	Reduced impacts	Same impacts	Reduced impacts
Air Quality: Short-Term Long-Term	 LTS LTS	 Reduced impacts Reduced impacts	 Same impacts Slightly reduced impacts	 Same impacts Reduced impacts
Cultural Resources	LTS-MM	**No MM:** Reduced impacts	Same impacts	Same impacts
Energy: Short-Term Long-Term	 LTS LTS	 Reduced impacts Reduced impacts	 Same impacts Slightly reduced impacts	 Same impacts Reduced impacts
Geology and Soils	LTS-MM	**No MM:** Reduced impacts	Same impacts	Same impacts

[8] The elimination of 4,700 square feet of commercial space would result in a reduced flow of 4,700 GPD. This estimate is based on the Los Angeles County Sanitation Districts wastewater generation factor for "Restaurant" (i.e., 1,000 GPD per 1,000 square feet). Note that wastewater flow is assumed to be equivalent to water demand.

Table 6-2. Summary and Comparison of Impacts for Considered Alternatives

Environmental Issue Area	Proposed Project	Alternative A - No Project/No Development	Alternative B - Reduced Commercial	Alternative C – Reduced Commercial/No Height Overlay
Greenhouse Gas Emissions: Short-Term Long-Term	 LTS LTS	 Reduced impacts Reduced impacts	 Same impacts Slightly reduced impacts	 Same impacts Reduced impacts
Hazards and Hazardous Materials: Short-Term Long-Term	 LTS-MM LTS-MM	 **No MM:** Reduced impacts **No MM:** Reduced impacts	 Same impacts Same impacts	 Same impacts Same impacts
Hydrology and Water Quality: Short-Term Long-Term	 LTS LTS	 Reduced impacts Slightly greater impacts	 Same impacts Same impacts	 Same impacts Same impacts
Land Use and Planning	LTS	Slightly greater impacts	Same impacts	Reduced impacts
Noise: Short-Term Long-Term	 LTS-MM LTS	 **No MM:** Reduced impacts Reduced impacts	 Same impacts Slightly reduced impacts	 Same impacts Slightly reduced impacts
Population and Housing: Short-Term Long-Term	LTS	Reduced impacts Greater impacts	Same impacts Same impacts	Same impacts Reduced impacts
Public Services and Recreation	LTS	Reduced impacts	Slightly reduced impacts	Reduced impacts
Transportation: Short-Term Long-Term	 LTS-MM LTS-MM	 **No MM:** Reduced impacts **No MM:** Reduced impacts	 Same impacts Slightly reduced impacts	 Same impacts Reduced impacts
Tribal Cultural Resources	LTS-MM	**No MM:** Reduced impacts	Same impacts	Same impacts
Utilities and Service Systems	LTS	**No MM:** Reduced impacts	Reduced impacts	Reduced impacts

Notes:
MM mitigation measure
LTS less than significant impact
LTS-MM less than significant impact with mitigation

Table 6-3 compares the alternatives in terms of whether they meet the Project objectives.

Table 6-3. Potential for Alternatives to Meet Project Objectives

Does the Alternative Meet the Following Project Objectives?	Alternative A: No Project	Alternative B	Alternative C
To efficiently develop currently under-utilized property within a Transit Priority Area into a mixed-use, high-density, urban development that provides convenient access to alternative forms of transportation, including bicycling, bus lines and the Metro A Line light-rail station.	No	Yes	Yes
To provide new multifamily residential housing, including affordable housing, that helps meet the City's Regional Housing Needs Allocation (RHNA) requirements.	No	Yes	Yes
To provide a compact, mixed-use development in Downtown Arcadia within an established Land Use Focus Area to further facilitate the City as "a destination stop on the Metro A Line".	No	Yes	Yes
To encourage building design that creates a cohesive, vibrant look in Downtown Arcadia and that minimizes the appearance of expansive parking lots on major commercial corridors.	Partially	Yes	Yes
To provide an adequate amount of on-site vehicle, bicycle, and electric vehicle stalls that satisfy the City's Municipal Code Parking Requirements.	No	Yes	Yes
To provide employment opportunities through construction, maintenance and operation of new housing and commercial uses.	Partially	Partially	Partially
To support and modernize a local landmark business in the neighborhood with a larger, more open floorplan and up-to-date facilities that meet current building codes.	No	Yes	No
How many project objectives are met?	1	7	6

6.8 Environmental Superior Alternative

An EIR must identify an "environmentally superior" alternative; and, where the no project alternative is environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as environmentally superior (14 CCR 15126.6[e][2]).

As shown in Table 6-4, Alternative A would result in reduced impacts to all environmental topics in the short-term because construction activity would not occur. Alternative A would therefore eliminate all mitigation requirements for short-term construction activity. Similarly, Alternative A would result in reduced environmental impacts to most environmental topics in the long-term because no operational changes would occur. However, increased environmental impacts would occur for the following topics: (1) Hydrology/water quality, due to the continued operation of the site that does not currently contain low-impact development features; (2) Population and Housing, due to the lack of additional housing units that could help meet the City's RHNA goals and growth projections; and (3) Land Use and Planning, as neither Alternative A would facilitate the City's stated goals, policies, and objectives related to zoning and land-use in Downtown Arcadia. The proposed Project would redevelop existing commercial uses and surface parking lot to construct a mix of land uses including residential and commercial, within a TPA and the established Downtown Arcadia focus area, which would help the City to achieve its goals and policies related to

land use, circulation, economic development, and housing, which would not occur under Alternative A. Nevertheless, the elimination of all construction and operational impacts associated with the proposed Project would result in an environmentally superior alternative when compared to the proposed Project, Alternative B, and/or Alternative C.

As required under CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "no project" alternative, the EIR must also identify an environmentally superior alternative among the other alternatives. The proposed Project has no significant unavoidable impacts that could be addressed by the adoption of any alternative. Both Alternatives B and C would have similar environmental impacts when compared to the proposed Project for almost all environmental topics and would not eliminate the need for any proposed mitigation measures. However, Alternative C would result in reduced impacts associated with aesthetics, air quality, energy, GHG emissions, noise, population and housing, public services and recreation, transportation, and utilities and service systems. Therefore, Alternative C would reduce more overall impacts when compared to the Project and Alternative B; therefore, Alternative C would be considered the environmentally superior alternative.

6.9 References

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