

# CITY OF ROLLING HILLS ESTATES

## ROLLING HILLS UNITED METHODIST CHURCH EDUCATIONAL FACILITIES IMPROVEMENT PROJECT

PUBLIC REVIEW DRAFT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

---

*Prepared for:*

CITY OF ROLLING HILLS ESTATES  
4045 PALOS VERDES DRIVE NORTH  
ROLLING HILLS ESTATES, CA 90274

*Prepared by:*

**Michael Baker**

INTERNATIONAL

3900 KILROY AIRPORT WAY, SUITE 120  
LONG BEACH, CA 90806

**SEPTEMBER 2016**

# CITY OF ROLLING HILLS ESTATES

## ROLLING HILLS UNITED METHODIST CHURCH EDUCATIONAL FACILITIES IMPROVEMENT PROJECT

### PUBLIC REVIEW DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

---

*Prepared for:*

CITY OF ROLLING HILLS ESTATES  
4045 PALOS VERDES DRIVE NORTH  
ROLLING HILLS ESTATES, CA 90274

*Prepared by:*

MICHAEL BAKER INTERNATIONAL  
3900 KILROY AIRPORT WAY, SUITE 120  
LONG BEACH, CA 90806

**SEPTEMBER 2016**

# TABLE OF CONTENTS

I	Land Use And Planning.....	29
II	Recreation & Open Space.....	33
III	Aesthetics.....	34
IV	Transportation/Traffic .....	37
V	Air Quality.....	42
VI	Noise .....	53
VII	Biological Resources.....	58
VIII	Cultural Resources.....	60
IX	Geology And Soils.....	63
X	Hazards And Hazardous Materials.....	66
XI	Hydrology And Water Quality .....	69
XII	Agriculture Resources .....	73
XIII	Mineral Resources .....	74
XIV	Population And Housing.....	75
XV	Public Services.....	76
XVI	Utilities And Service Systems.....	78
XVII	Mandatory Findings Of Significance.....	81

## FIGURES

Figure 1	Regional Vicinity .....	7
Figure 2	Project Location.....	9
Figure 3a	Site Photographs Views of the RHUMC Campus and Entry from Crenshaw Boulevard.....	11
Figure 3b	Site Photographs On-site Views of Existing RHUMC Preschool Buildings and Facilities to be Demolished.....	13
Figure 4	Site Plan .....	15
Figure 5a	Proposed Elevations.....	17
Figure 5b	Proposed Elevations.....	19
Figure 5c	Proposed Elevations.....	21
Figure 5d	Proposed Elevations.....	23
Figure 5e	Proposed Elevations.....	25

## TABLES

Table 1	Proposed New School Building Summary .....	2
Table 2	Proposed Administration Building Expansion Summary .....	3
Table IV-1	Existing Plus Project Peak Hour Intersection Capacity Analysis .....	38
Table IV-2	Year 2019 Peak Hour Intersection Capacity Analysis .....	39
Table V-1	Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day .....	45
Table V-2	Construction Local Significance Threshold Impacts – Maximum Pounds per Day .....	46
Table V-3	Long-Term Operational Emissions – Maximum Pounds per Day .....	47
Table V-4	Construction-Related and Operational Greenhouse Gas Emissions (Metric Tons per Year) .....	49
Table V-5	Consistency with SCAG’s Regional Transportation Plan/Sustainable Communities Strategy Goals .....	51
Table VI-1	Typical Construction Equipment Noise Levels.....	54
Table VI-2	Modeled Existing and Existing plus Project Traffic Noise Levels at 100 Feet.	56
Table VI-3	Modeled Cumulative and Cumulative plus Project Traffic Noise Levels at 100 Feet .....	57
Table XVI-1	City of Rolling Hills Estates Solid Waste Disposal – 2012.....	80

---

## CITY OF ROLLING HILLS ESTATES INITIAL STUDY, ENVIRONMENTAL CHECKLIST

- 1. Project Title:** Rolling Hills United Methodist Church  
Educational Facilities Improvement Project (PA-06-16)
- 2. Lead Agency Name and Address:** City of Rolling Hills Estates  
4045 Palos Verdes Drive North  
Rolling Hills Estates, CA 90274
- 3. Contact Person and Phone Number:** Jeannie Naughton, AICP, Senior Planner  
(310) 377-1577
- 4. Project Location:** 26438 Crenshaw Boulevard (approximately 260 feet north of the intersection with Palos Verdes Drive North)  
Assessor's Parcel No. 7548-010-030 Rolling Hills Estates, Los Angeles County, CA
- 5. Project Sponsor's Name and Address:** (See Figures 1 and 2: Regional Vicinity and Project Location, as well as Section 8, Description of Project, for additional details.)  
Rolling Hills United Methodist Church  
Jonathan Chute  
26438 Crenshaw Boulevard, Suite 100  
Rolling Hills Estates, CA 90274
- 6. General Plan Designation:** Institutional (Planning Area 2) and within the Horse Overlay
- 7. Zoning:** Institutional
- 8. Description of Project:**

### Project Location

The project site is located at 26438 Crenshaw Boulevard, in Rolling Hills Estates, Los Angeles County, California. Specifically, the site is located on the eastern side of Crenshaw Boulevard, 260 feet north of the intersection of Crenshaw Boulevard and Palos Verdes Drive North. The project site is located on the Redondo Beach, California, 7.5-minute US Geological Survey (USGS) topographic quadrangle. See Figures 1 and 2, which illustrate the regional orientation of Rolling Hills Estates and the project location, respectively. Figures 3a and 3b provide photographs of the project site.

The project site measures approximately 4.97 acres in area, and is currently developed with a church and preschool, consisting of eight buildings, and associated parking lots, drive aisles, and landscaping. The existing buildings on-site consist of a 9,285-square-foot, two-story church building; a 7,817-square-foot church hall; a 3,020-square-foot church office building; and five preschool buildings ranging in size from 915 square feet to 1,615 square feet. The preschool has operated since 1972, and currently enrolls 102 students. Lastly, the existing parking lots provide a total of 162 parking spaces, which serve the congregation and the educational use.

## Project Background

The Rolling Hills United Methodist Church (RHUMC) was established on the project site in the early 1960s. School uses on the church campus date to 1966, when the Country Day School was approved to operate on-site. Currently, the RHUMC operates a preschool pursuant to Conditional Use Permit (CUP)-101-79, which was last modified in 2004 to allow for a maximum enrollment of 102 students.

In addition to church services and the preschool, the RHUMC's on-campus programs include administrative functions (e.g., board meetings, ministries), faith-related classes/meetings/workshops, Bible study sessions, after-school programs, summer camps, fitness programs, and parenting classes. In addition, the church hosts a variety of other activities and events on campus, such as Boy Scout troop meetings, music events/concerts, pickup basketball, seminars, and volunteer events.

## Project Characteristics

The proposed project consists of demolishing the five existing, one-story educational buildings that cumulatively contain 6,860 square feet of floor area, and constructing three new school buildings at the same location. As illustrated in Table 1 below, the three new educational buildings would include a one-story, 2,685-square-foot building; a two-story, 3,685-square-foot building; and a two-story, 5,151-square-foot building with a usable/functional subterranean basement, resulting in cumulative total floor area of 11,521 square feet. The new school buildings would measure 16 feet, 1 inch in height for the one-story building (as measured from adjacent finish grade to top of ridgeline), and up to 26 feet, 8 inches in height for the two-story buildings. The buildings would comply with the City's 27-foot height limit. Figure 4 shows the proposed site plan for the project. Figures 5a through 5e depict the elevation plans for the proposed new buildings.

**Table 1**  
**Proposed New School Building Summary**

<b>Building</b>	<b>Basement Area</b>	<b>First Floor Area</b>	<b>Second Floor Area</b>	<b>Total Area</b>
Preschool Building 1	0	2,445 sf	1,240 sf	3,685 sf
Preschool Building 2	1,360 sf	1,735 sf	2,056 sf	5,151 sf
Preschool Building 3	0	2,685 sf	0	2,685 sf
Total	--	--	--	11,521 sf

*sf = square feet*

The proposed project also includes a remodel and addition to the existing administration building. As illustrated in Table 2 below, the building would be remodeled and 540 square feet of floor area would be added to the building, resulting in a 3,560-square-foot, one-story building. The proposed addition would expand the footprint and the existing gable roofline so that the existing 17 foot, 4 inch height is maintained.

**Table 2  
Proposed Administration Building Expansion Summary**

<b>Building</b>	<b>Existing Area</b>	<b>Remodeled Area</b>	<b>Addition</b>	<b>Total Area</b>
Administration Building	3,020 sf	836 sf	540 sf	3,560 sf

*sf = square feet*

In summary, the proposed project includes demolishing five existing educational buildings, constructing three new educational buildings, and enlarging the existing administration building, which in total would result in a net increase in building space on the project site of 5,201 square feet. The project would also reorient the layout of the campus, with the three new proposed buildings (north, south, and east wings) and the administration building (west wing) creating a quad with a courtyard/play area (Figure 4, Site Plan). An additional play area is also proposed adjacent to Crenshaw Boulevard and a 4-foot tall fence is proposed within the Crenshaw Boulevard setback, requiring a variance.

*Access and Circulation*

Vehicular access and circulation would remain largely unchanged, with the site’s main access remaining in place along Crenshaw Boulevard. Minor improvements to the existing parking lots and drive aisles, including painted directional arrows, five additional parking spaces, new walkways, and landscape improvements, are proposed to provide for an improved drop-off area in the southwest corner of the site.

*Construction*

Construction of the proposed project is expected to last one year and would include demolition of the existing school buildings; site preparation, grading (including 950 cubic yards of export), and trenching; building construction; paving (approximately 9,000 square feet), and architectural coating (e.g., painting). During construction, school operations would be relocated into temporary classroom trailers, which would be placed in the southwest corner of the site, adjacent to Crenshaw Boulevard and the Rolling Hills Country Day School.

*Operation*

The proposed expansion would allow for an increase in preschool student enrollment from 102 to up to 140 preschool students. Other uses of the church and school campus are anticipated to remain in their current capacity. Likewise, hours of operations are not anticipated to change as a result of the proposed project.

Requested Discretionary Approvals

The proposed project requires the following City discretionary actions:

<b>City Discretionary Actions</b>	
<b>Decision-Making Body</b>	<b>Action Required</b>
Planning Commission	<ul style="list-style-type: none"> <li>• Amendment to CUP-101-79 for school operation</li> <li>• Grading application</li> <li>• Variance for fence within Crenshaw Boulevard setback</li> <li>• Neighborhood compatibility determination</li> </ul>

## 9. Surrounding Land Uses and Setting:

Rolling Hills Estates lies in the southwest portion of Los Angeles County on the Palos Verdes Peninsula. The peninsula consists of rolling hills surrounded by the Pacific Ocean on three sides (the south, east, and west) and the Los Angeles Basin to the north. The project site is in the southwestern portion of the city in General Plan Planning Area 2.

The surrounding area is currently fully developed. Figure 2 is a project location map that depicts an aerial photograph of the project site. Figures 3a and 3b provide photographs of the site. Figure 4 shows the proposed site plan for the project. Figures 5a through 5e depict the elevation plans for the proposed new buildings.

The surrounding area includes the South Coast Botanic Garden, an 87-acre open space botanic garden on the north side, which is under the jurisdiction of the County of Los Angeles; single-family residences to the east (rear) along Branding Iron Lane; and Rolling Hills Country Day School along the south side. The project site is bounded by Crenshaw Boulevard along the west (front), with the Seahorse Riding Club beyond, which is an equestrian facility offering boarding and lessons. Rolling Hills Estates City Hall is across Crenshaw Boulevard to the southwest. There are existing bridle trails on the north and east side of the site, separating the site from the South Coast Botanic Garden and residential uses, respectively.

## 10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participation agreement):

This document covers all approvals by government agencies that may be needed to construct, implement, or operate the project. At this time, no discretionary approvals are known to be required for the project by any public agencies other than the City of Rolling Hills Estates (lead agency).

## 11. References

The documents listed below are incorporated into this document by reference and are available for review in the Planning Department of the City of Rolling Hills Estates, which is located in City Hall, 4045 Palos Verdes Drive North, Rolling Hills Estates, CA 90274, or as shown in the reference.

CalRecycle (California Department of Resources Recycling and Recovery). 2014. *Jurisdiction Disposal by Facility*. <http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx>. Accessed March 3, 2016.

CEMA (California Emergency Management Agency). Hazard mitigation web portal. <http://myplan.calema.ca.gov/>. Accessed March 7, 2016.

CGS (California Geological Survey). 1999. *Seismic Hazards Zone Map, Torrance Quadrangle*. <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>. Accessed March 7, 2016.

———. 2008. *Earthquake Shaking Potential for California*. [http://www.consrv.ca.gov/cgs/information/publications/ms/Documents/MS48\\_revised.pdf](http://www.consrv.ca.gov/cgs/information/publications/ms/Documents/MS48_revised.pdf).

CWSC (California Water Services Company). 2016. *2015 Urban Water Management Plan, Dominguez District*. [https://www.calwater.com/docs/uwmp2015/rd/Dominguez/2015\\_Urban\\_Water\\_Management\\_Plan\\_Final\\_\(DOM\).pdf](https://www.calwater.com/docs/uwmp2015/rd/Dominguez/2015_Urban_Water_Management_Plan_Final_(DOM).pdf).

- DTSC (California Department of Toxic Substances Control). Envirostor database. <http://www.envirostor.dtsc.ca.gov/public/>. Accessed February 29, 2016.
- EPA (US Environmental Protection Agency). *Noise from Construction Equipment and Operations, Building Equipment, and Appliances*. 1971.
- FEMA (Federal Emergency Management Agency). 2008. Flood Insurance Rate Map No. 06037C1920F.
- FTA (Federal Transit Administration). 2006. *Transit Noise and Vibration Impact Assessment*.
- John M. Cruikshank Consultants, Inc. 2013. *Hydrology and SUSMP Report for Rolling Hills United Methodist Church – Phase 1*.
- Linscott, Law & Greenspan. 2016. Traffic Impact Analysis.
- Los Angeles County Airport Land Use Plan. 2004. [http://planning.lacounty.gov/assets/upl/data/pd\\_alup.pdf](http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf).
- Ralph Stone and Company, Inc. 2013. *Preliminary Geotechnical Engineering and Geologic Investigation and Report for Proposed One- and Two-Story School Buildings, Partial Basement, One-Story Additions, and Retaining Wall*. File 7037.
- Rolling Hills Estates, City of. 1992. *General Plan*. <http://www.ci.rolling-hills-estates.ca.us/index.aspx?page=128>.
- . n.d. *Rolling Hills Estates Municipal Code*. <https://library.municode.com/index.aspx?clientId=16587>.
- SCAQMD (South Coast Air Quality Management District). 1993. *CEQA Air Quality Handbook*.
- . 2008. Final Localized Significance Threshold Methodology. <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds#appc>.
- . 2009. Localized Significance Threshold Appendix C – Mass Rate LST Look-Up Tables. <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.
- . 2012. *2012 Air Quality Management Plan*. <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan>.
- South Coast Botanic Garden. 2016. <http://southcoastbotanicgarden.org>.
- SWRCB (State Water Resources Control Board). GeoTracker Database. <http://geotracker.waterboards.ca.gov/>. Accessed February 29, 2016.
- WRD (Water Replenishment District of Southern California). Interactive Well Search. <http://gis.wrd.org/wrdmap/index.asp>. Accessed March 4, 2016.

## **12. Appendices**

A. Traffic Impact Analysis

B. Air Quality and Greenhouse Gas Model Output

C. Noise Worksheets

### **REPORT PREPARERS**

The following consulting firm assisted the City of Rolling Hills Estates in the preparation of this Initial Study:

Michael Baker International  
3900 Kilroy Airport Way, Suite 120  
Long Beach, CA 90806



**FIGURE 1**  
Regional Vicinity





**FIGURE 2**  
Project Location



**Figure 3a Site Photographs**  
**Views of the RHUMC Campus and Entry from Crenshaw Boulevard**

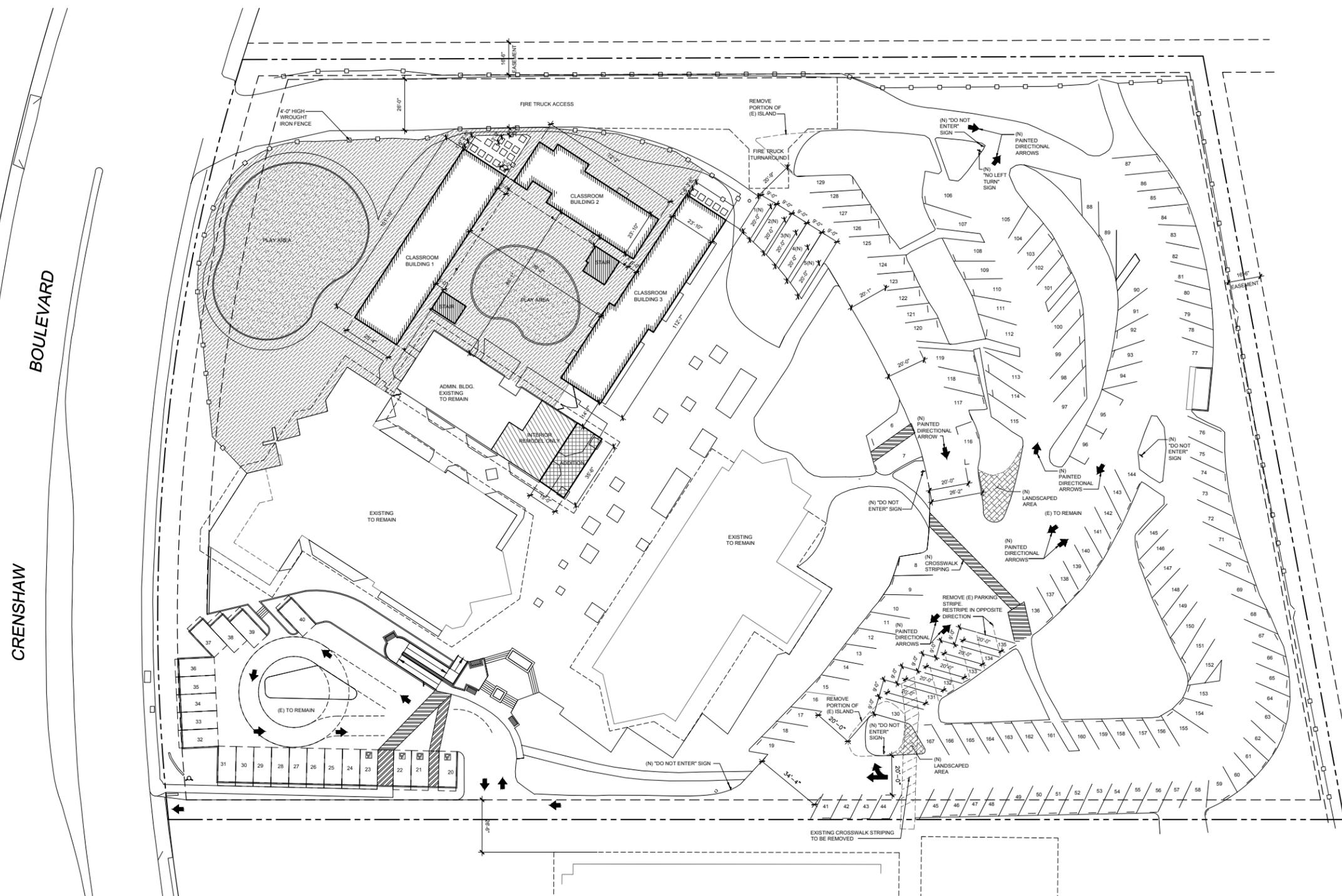


Page is intentionally left blank.

**Figure 3b Site Photographs**  
**On-site Views of Existing RHUMC Preschool Buildings and Facilities to be Demolished**



Page is intentionally left blank.



AREA CALCULATIONS IN SF

ADMINISTRATION BUILDING	EXISTING	REMODELED	ADDITION	TOTAL
	3,020	836	540	3,580

LENGTH OF DEMOLISHED WALL: 43'-8"

PRE-SCHOOL BUILDINGS	BASEMENT	FIRST	SECOND	TOTAL
BUILDING 1	0	2,445	1,240	3,685
BUILDING 2	1,360	1,735	2,956	5,151
BUILDING 3	0	2,665	0	2,668
TOTAL	-	-	-	11,524

PRE-SCHOOL BUILDINGS TO BE DEMOLISHED: 6,859 S.F.

- AREA OF REMODEL
- AREA OF ADDITION
- EXTERIOR OPEN SPACE FOR PRESCHOOL 23,125 S.F.
- (N) LANDSCAPING

Source: Joseph Spierer Architects

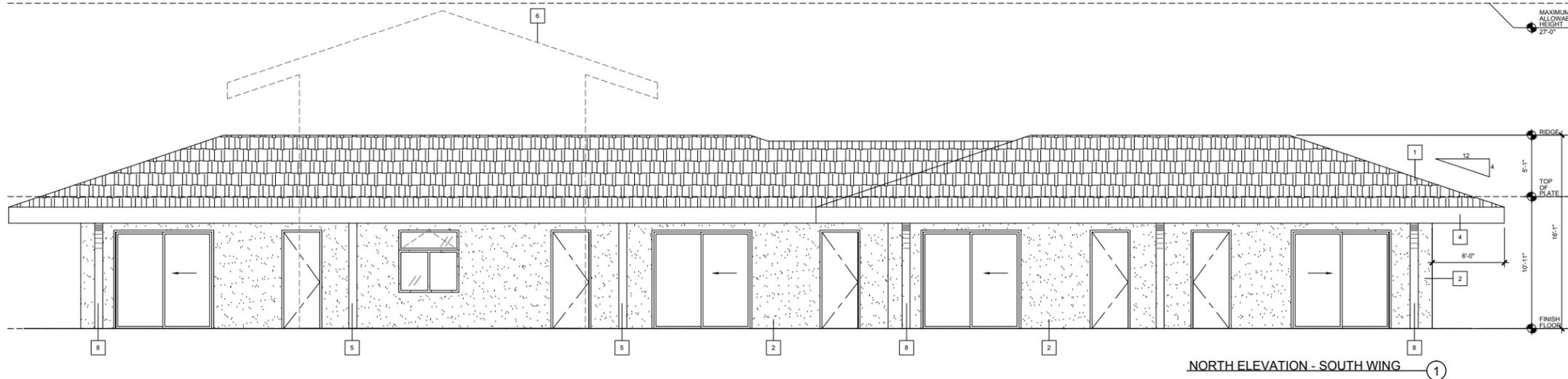
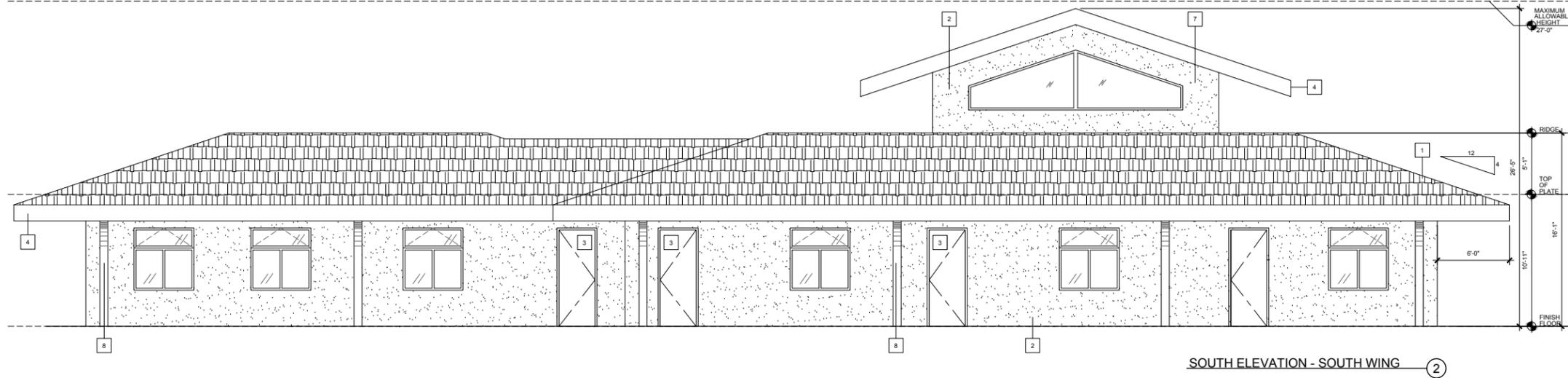
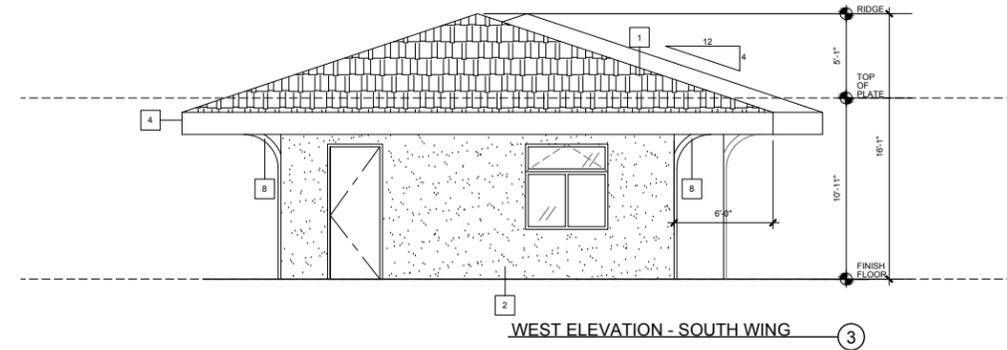


FIGURE 4 Site Plan

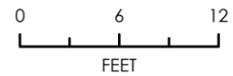


**KEYNOTES:**

- 1 CONCRETE TILE ROOF
- 2 STUCCO FINISH
- 3 DOOR TO SOUND A LOCAL ALARM, CONNECTED TO CENTRAL ADMIN. WHEN OPENED
- 4 BOXED-IN EAVE TO MATCH STYLE OF (E) SACTUARY
- 5 WOOD TRIM
- 6 2-STORY CLASSROOM BUILDING IN FOREGROUND
- 7 2-STORY CLASSROOM BUILDING IN BACKGROUND
- 8 ARCHED WOOD TRIM

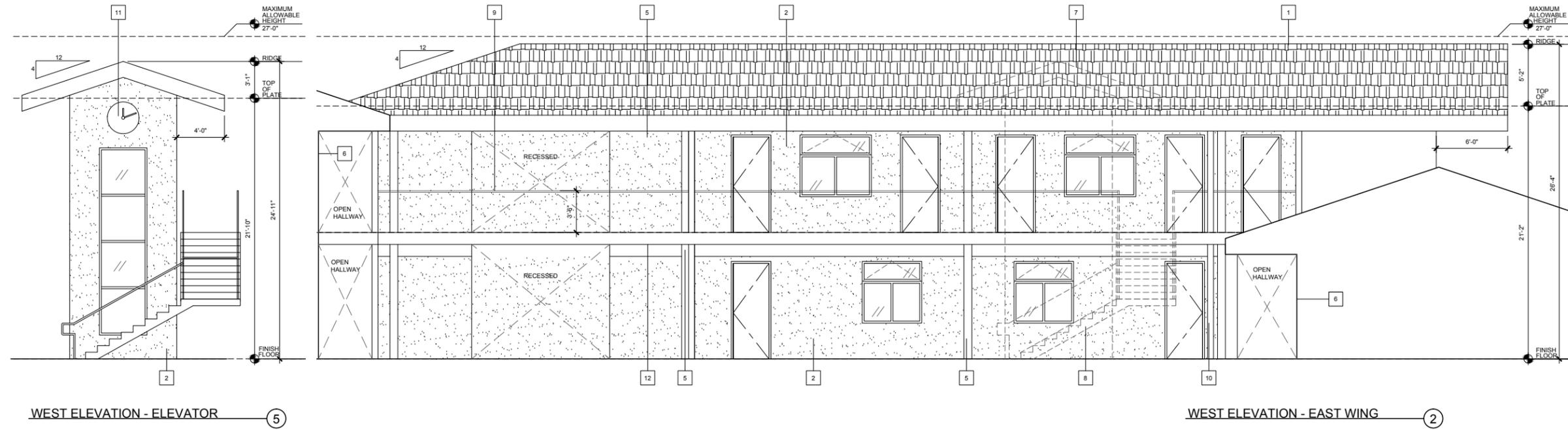


Source: Joseph Spierer Architects



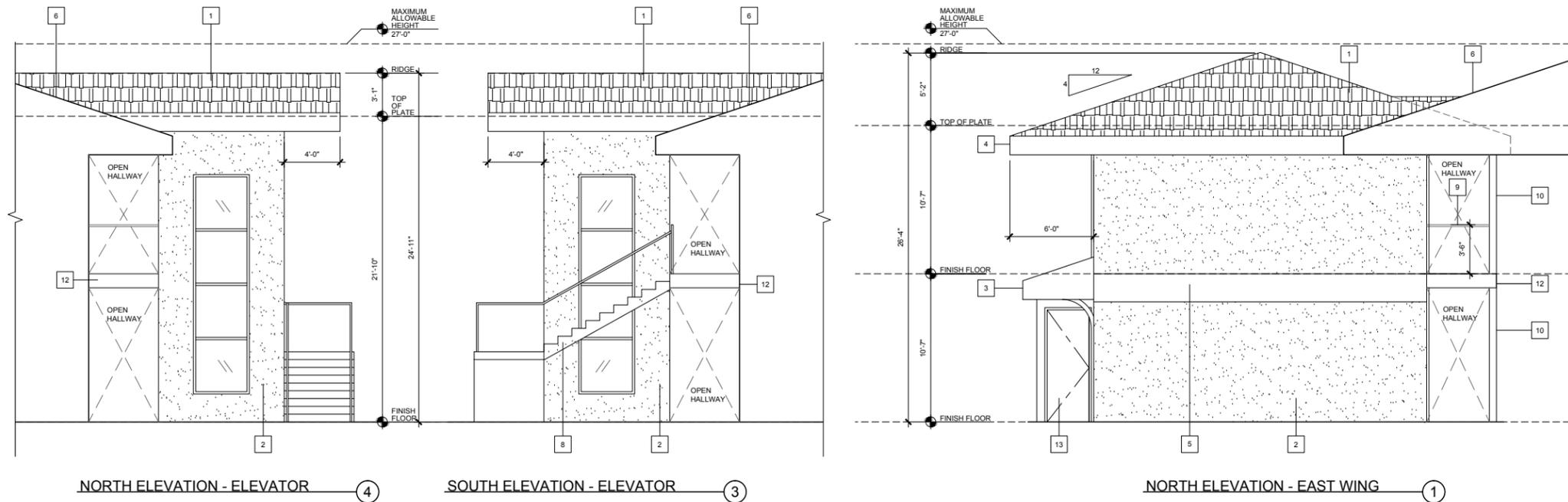
**FIGURE 5a**  
Proposed Elevations



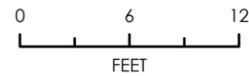


**KEYNOTES:**

- 1 CONCRETE TILE ROOF
- 2 STUCCO FINISH
- 3 LOWER ROOF OVER BASEMENT STAIR
- 4 BOXED-IN EAVE TO MATCH STYLE OF (E) SACTUARY
- 5 WOOD TRIM
- 6 CLASSROOM BUILDING IN FOREGROUND
- 7 ELEVATOR TOWER IN FOREGROUND
- 8 STAIRS IN FOREGROUND
- 9 GUARDRAIL
- 10 COLUMN
- 11 CLOCK
- 12 BALCONY
- 13 DOOR TO BASEMENT

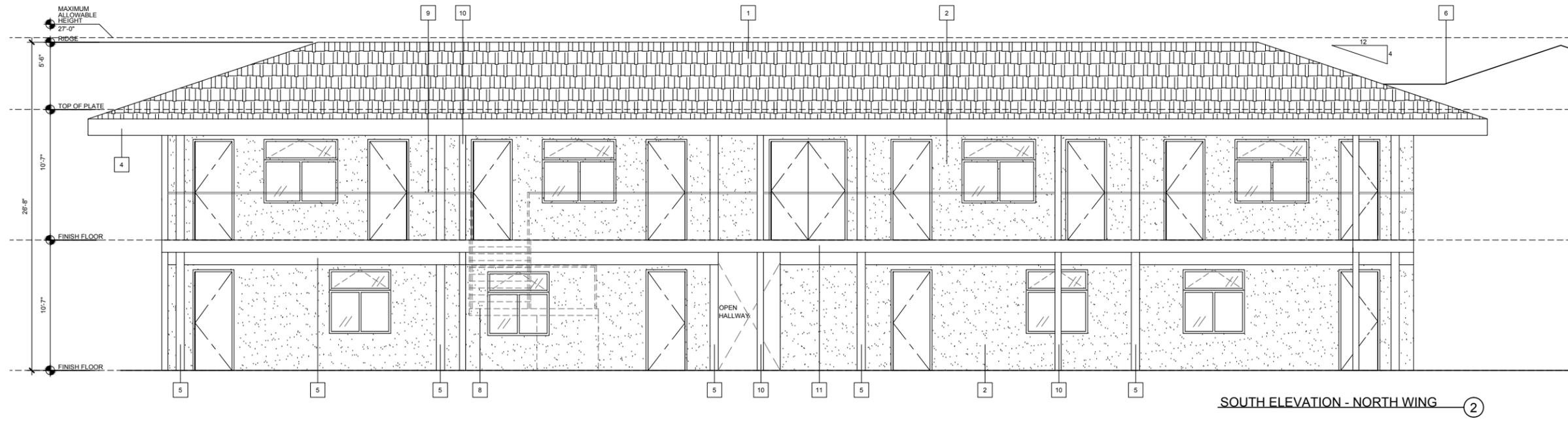


Source: Joseph Spierer Architects



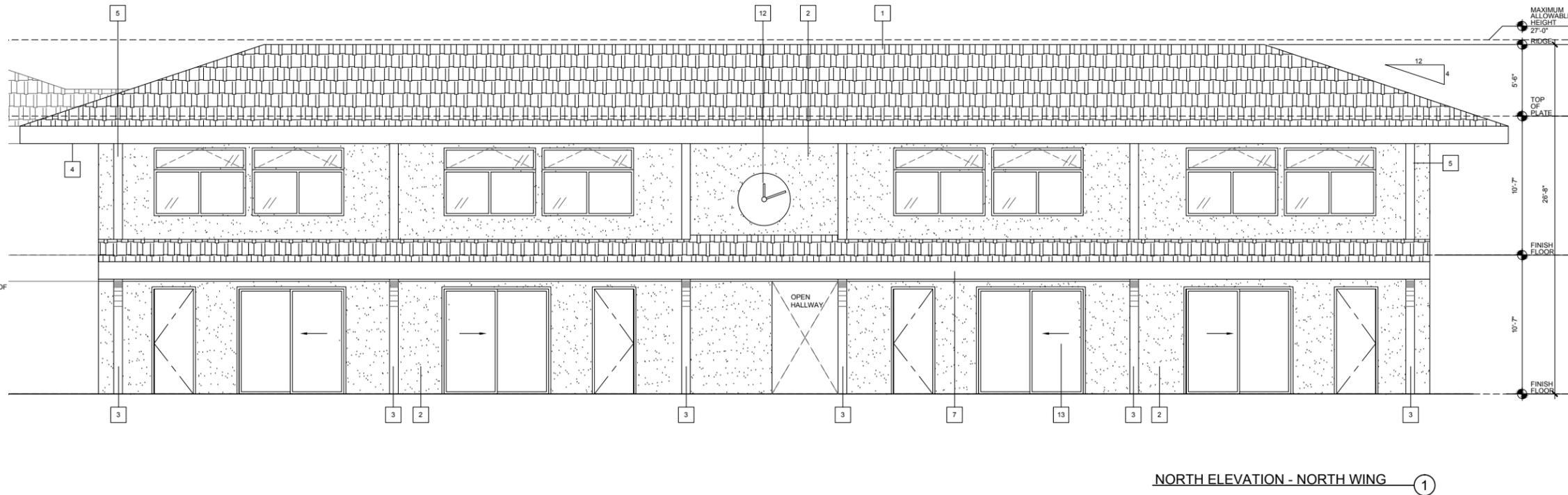
**FIGURE 5b**  
Proposed Elevations



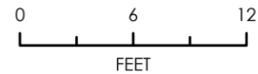


**KEYNOTES:**

- 1 CONCRETE TILE ROOF
- 2 STUCCO FINISH
- 3 ARCHED WOOD TRIM
- 4 BOXED-IN EAVE TO MATCH STYLE OF (E) SACTUARY
- 5 WOOD TRIM
- 6 CLASSROOM BUILDING IN FOREGROUND
- 7 LOWER CONCRETE TILE ROOF
- 8 STAIRS IN FOREGROUND
- 9 GUARDRAIL
- 10 COLUMN
- 11 BALCONY
- 12 CLOCK
- 13 SLIDING DOOR

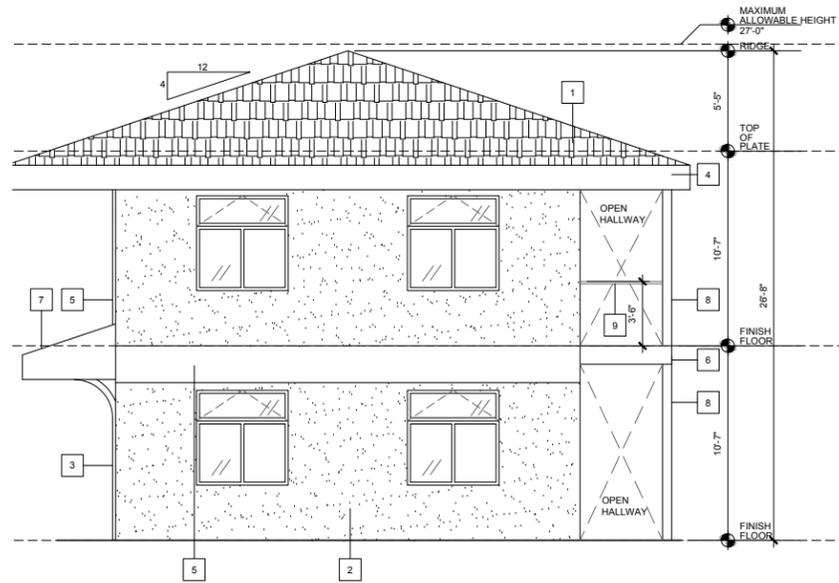


Source: Josph Spierer Architects

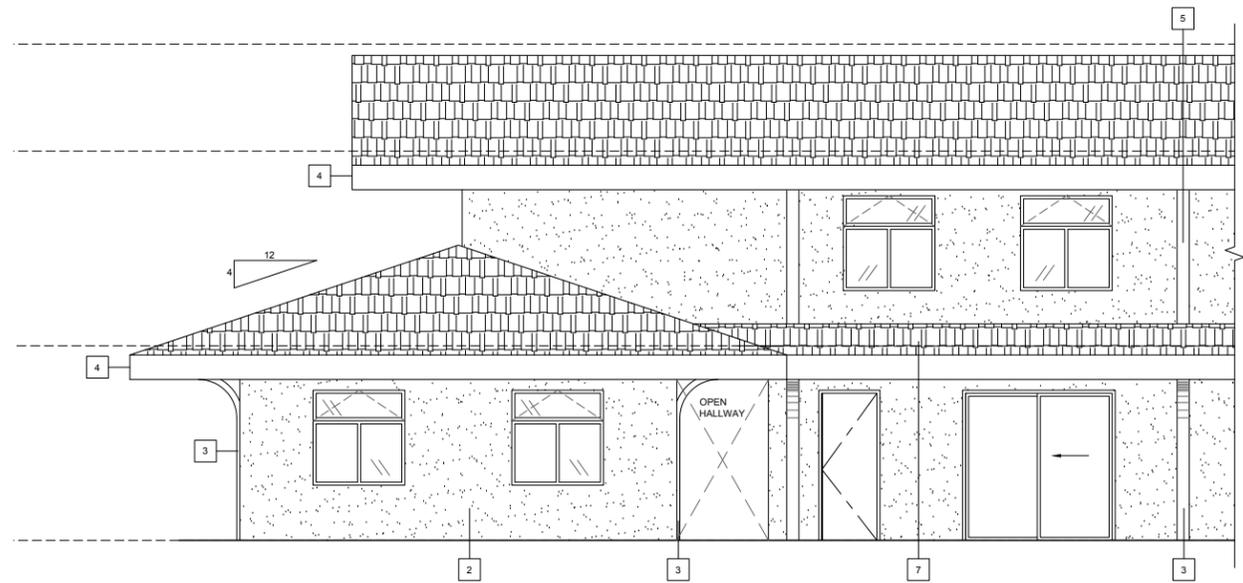


**FIGURE 5c**  
Proposed Elevations





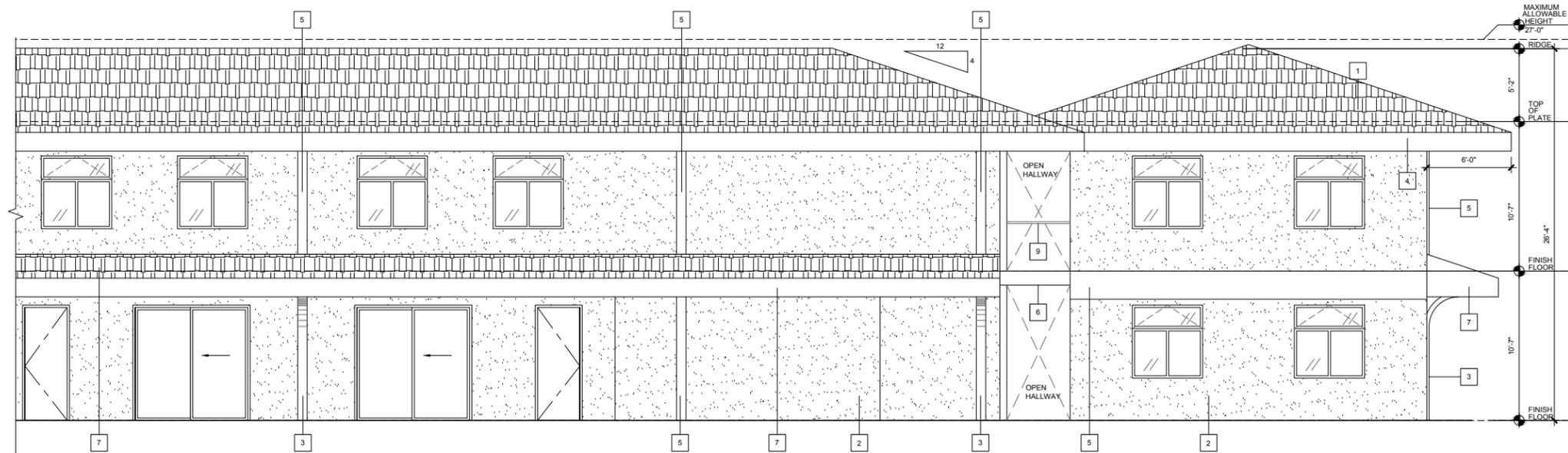
WEST ELEVATION - NORTH WING ③



EAST ELEVATION - EAST WING ②

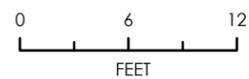
**KEYNOTES:**

- 1 CONCRETE TILE ROOF
- 2 STUCCO FINISH
- 3 ARCHED WOOD TRIM
- 4 BOXED-IN EAVE TO MATCH STYLE OF (E) SACTUARY
- 5 WOOD TRIM
- 6 BALCONY
- 7 LOWER CONCRETE TILE ROOF
- 8 COLUMN
- 9 GUARDRAIL



EAST ELEVATION - EAST WING ①

Source: Joseph Spierer Architects

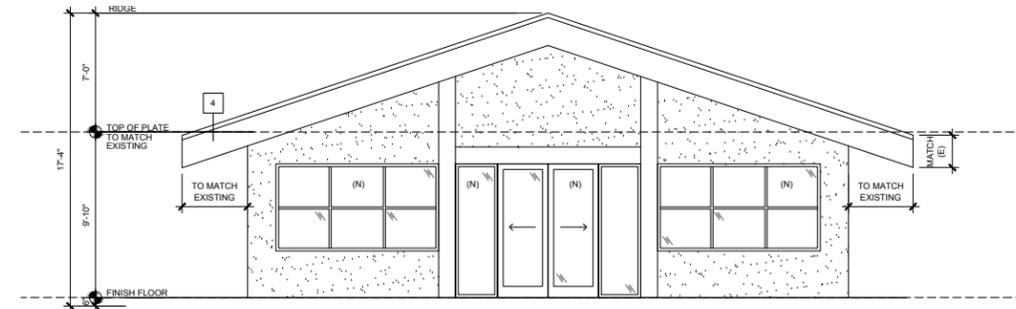


**FIGURE 5d**  
Proposed Elevations

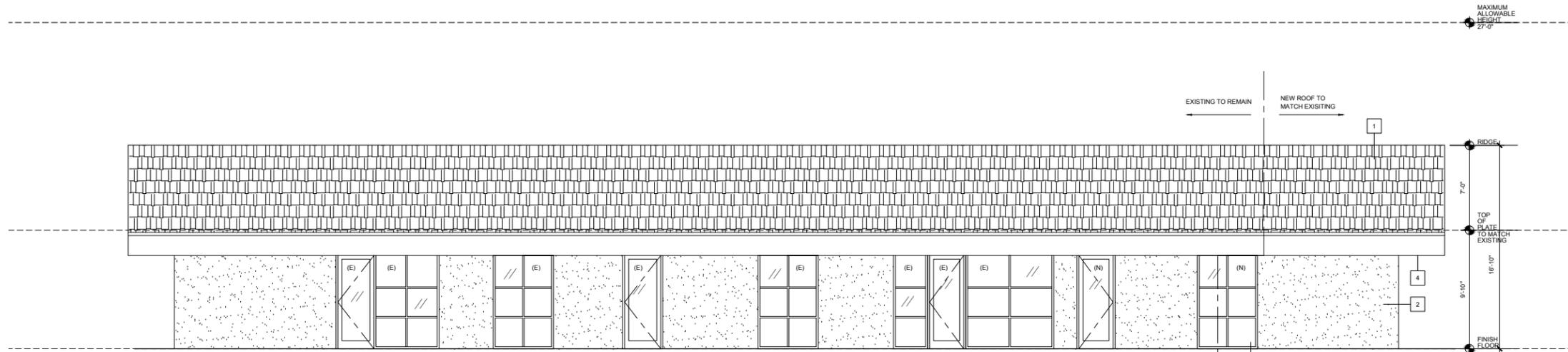


**KEYNOTES:**

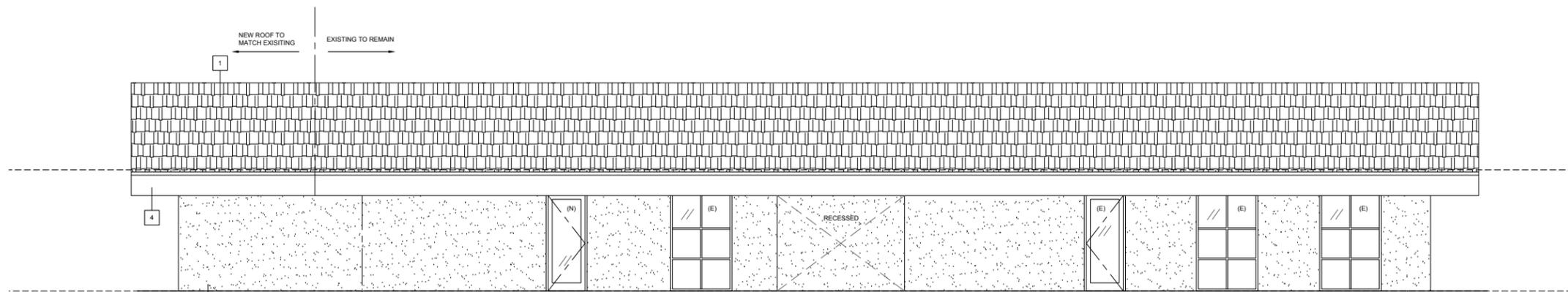
- 1 CONCRETE TILE ROOF TO MATCH EXISTING
- 2 STUCCO FINISH TO MATCH EXISTING
- 3 LOWER PANEL TO BE BLOCKOUT
- 4 BOXED-IN EAVE TO MATCH EXISTING



**SOUTH ELEVATION - ADMIN** ③

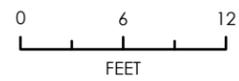


**WEST ELEVATION - ADMIN** ②



**EAST ELEVATION - ADMIN** ①

Source: Joseph Spierer Architects



**FIGURE 5e**  
Proposed Elevations



## INITIAL STUDY CHECKLIST

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

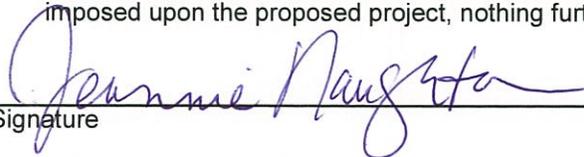
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

<input type="checkbox"/> Aesthetics <input type="checkbox"/> Biological Resources <input type="checkbox"/> Greenhouse Gas Emissions <input type="checkbox"/> Land Use/Planning <input type="checkbox"/> Population/Housing <input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Agriculture Resources <input type="checkbox"/> Cultural Resources <input type="checkbox"/> Hazards & Hazardous Materials <input type="checkbox"/> Mineral Resources <input type="checkbox"/> Public Services <input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Air Quality <input type="checkbox"/> Geology/Soils <input type="checkbox"/> Hydrology/Water Quality <input type="checkbox"/> Noise <input type="checkbox"/> Recreation <input type="checkbox"/> Mandatory Findings of Significance
---	---	--

**DETERMINATION: (To be completed by the lead agency)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
 \_\_\_\_\_  
 Signature

09/08/16  
 \_\_\_\_\_  
 Date

JEANNIE NAUGHTON  
 \_\_\_\_\_  
 Printed Name

City of Rolling Hills Estates  
 \_\_\_\_\_  
 For

## EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers, except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factor as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should formally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

## ENVIRONMENTAL CHECKLIST

<b>I    <u>LAND USE AND PLANNING</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Propose a use not currently permitted by the General Plan Use Map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Propose a use not currently permitted by the Zoning Ordinance and Zoning Map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in an increase in density beyond that permitted in the General Plan and Zoning Ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have an architectural style or use building materials that are substantially inconsistent with neighborhood compatibility requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Propose a use which is incompatible with surrounding land uses because of the difference in the physical scale of development, noise levels, light and glare, and traffic levels or hours of operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Detract substantially from the rural character, as defined in the Rolling Hills Estates General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Explanation of Checklist Judgments

- I(a)     **No Impact.** The project site is currently developed with and operates as a church and preschool. The proposed project would redevelop portions of the site with a slightly larger facility, and would continue to operate as a church and preschool. The project site is surrounded by various uses, including the South Coast Botanic Garden, the Rolling Hills Country Day School, and residential development. The proposed redevelopment of the project site would occur entire on the existing RHUMC campus and would not disrupt access to any surrounding or nearby uses. Therefore, the proposed project would not divide an established community and would cause no related impacts.

- l(b, c, d) **No Impact.** The project site is located in General Plan Planning Area 2. The project site is currently designated Institutional in the City's General Plan. Public and institutional uses, including churches and private schools, are recognized by the City's General Plan in the Institutional land use designation. Further, the project site is consistently zoned Institutional. The Institutional zone specifies churches and preschools as conditionally permitted uses. As such, the proposed project would cause no related impacts.
- l(e) **No Impact.** The project site is currently designated Institutional in the City's General Plan. The project site is currently zoned Institutional and the project proposes the continuation of an existing institutional use. Thus, due to the institutional nature of the proposed project and the proposed continued use of the church and preschool operation on-site, the proposed project would not increase in density beyond that permitted in the General Plan and Zoning Ordinance. Therefore, there would be no impact in this regard.
- l(f) **Less Than Significant Impact.** Municipal Code Chapter 17.62 (Neighborhood Compatibility) provides standards and guidelines for neighborhood compatibility for new residential construction projects in the city. Section 17.20.050(K) of the Municipal Code further requires neighborhood compatibility analysis for any construction proposal in the Institutional zone involving a site adjacent to a residentially zoned property. The Neighborhood Compatibility Ordinance sets forth seven principal objectives for new construction: natural amenities, neighborhood character, scale, style, privacy, landscaping, and views. **Table I-1** evaluates the design of the proposed project for consistency with these objectives. As shown in **Table I-1**, the design of the proposed project complies with the City's Neighborhood Compatibility Ordinance. Therefore, the project's impacts related to neighborhood compatibility requirements are less than significant.

<b>Table I-1 Neighborhood Compatibility Analysis</b>	
<p>1. Natural Amenities</p> <p>Improvements to residential property shall respect and preserve to the greatest extent possible existing topography, landscaping, and natural features.</p>	<p>This criterion has been met since the project site is a largely developed and previously graded lot with limited grading proposed. No notable natural amenities exist on-site. In addition, landscaping is proposed along Crenshaw Boulevard in the northwestern portion of the site, in the proposed courtyard, and in new planters in the improved parking lot.</p>
<p>2. Neighborhood Character</p> <p>Proposals shall be compatible with the existing neighborhood character in terms of scale of development, architectural style and materials.</p>	<p>To the east (rear) of the project site, beyond an existing bridge trail, are existing single-family residential uses along Branding Iron Lane. The houses along Branding Iron Lane are one- and two-story structures built in a variety of architectural styles, including California ranch, Mediterranean, and Tudor.</p> <p>The proposed school buildings would be reasonably consistent with the architectural themes, scale, and development density in the surrounding area. The architectural style of the proposed buildings incorporate California ranch elements (e.g., low-pitched, hipped roofs), with materials and coatings that match the existing church building on-site.</p> <p>In terms of scale, the proposed buildings are one and two stories with a maximum height slightly less than the City's 27-foot height limit. While by their nature the</p>

**Table I-1  
Neighborhood Compatibility Analysis**

	<p>proposed institutional buildings are larger in mass than the single-family houses to the east, they are similar in mass to other existing buildings in the immediate vicinity, including the existing church building on-site, the Rolling Hills Country Day School buildings, and the Academy Center buildings in the southwest corner of the Crenshaw Boulevard/Palos Verdes Drive North intersection.</p> <p>In conclusion, the neighborhood character criterion has been met since the proposed residences would have a scale of development and architectural style that would appear to be in character with the other existing buildings in the project vicinity.</p>
<p><b>3. Scale</b> Designs should minimize the appearance of overbuilt property to both public and private view. The square footage of the residence and total lot coverage should reflect the rural character of the City and neighborhood.</p>	<p>This criterion has been met by reducing the total number of buildings on-site and thereby decreasing the site's lot coverage. Furthermore, the project proposes a setback of more than 80 feet from Crenshaw Boulevard to the closest proposed new building, with a playground and landscaping within this setback.</p>
<p><b>4. Style</b> Proposals shall address the following design elements: façade treatments (avoid stark and unbroken walls), structure height(s), open spaces, roof design, appurtenances, mass and bulk. These design elements should be compatible with the existing home and neighborhood and in all instances seek to minimize the appearance of a massive structure.</p>	<p>This criterion has been met because the proposed buildings avoids the appearance of stark and unbroken walls by the placement of windows and doors and the use of eaves both at the roofline and at the top of the first story. The proposed buildings are within the maximum permitted height of 27 feet, and the project maintains substantial open space. The proposed buildings would be in context with the existing buildings on-site and the mass and bulk of the proposed buildings are not excessive for the large site.</p>
<p><b>5. Privacy</b> Proposals shall maintain an adequate separation between the proposed structures and adjacent property lines. In addition, proposed balconies, decks and windows shall respect the existing privacy of surrounding properties.</p>	<p>This criterion has been met because the proposed buildings are separated from the nearest residential properties to the east by the site's parking lot, landscaping, and a bridle trail. The closest residential property to the proposed new buildings is more than 250 feet to the east.</p>
<p><b>6. Landscaping</b> Designs shall incorporate existing and additional landscaping to ensure compatibility with the surrounding neighborhood. Landscaping shall not be used to create hedges in front yard areas nor diminish the open, spacious character of a neighborhood.</p>	<p>This criterion has been met because the proposed project would decrease the building lot coverage of the site and includes landscaping improvements along the Crenshaw Boulevard frontage, within the proposed courtyard, and in new landscape planters in the improved parking lot.</p>
<p><b>7. Views</b> Designs should respect existing neighboring views.</p>	<p>This criterion has been met because views from the nearby residences to the east toward the project site would continue to be dominated by trees along the School Trail (bridle trail) and in the site's existing parking lot. The proposed new buildings would be more than 250 feet from the nearest residential property and would have a limited effect, if any, on views from Branding Iron Lane.</p>

- I(g) **Less Than Significant Impact.** The proposed project includes the demolition of five existing educational buildings, to be replaced with three new buildings serving the existing preschool use. The resulting construction would increase the overall floor area on-site by 5,201 square feet, and would accommodate an increase in enrollment from 102 students to up to 140 preschool students. The project site is within a developed area of the city, along a major thoroughfare, and currently developed with a church and preschool. As such, the proposed project would not introduce a new use to the area and would not result in a use that is incompatible with the surrounding uses. Thus, the impacts would be less than significant. See also subsections III (Aesthetics), IV (Transportation/Traffic), and VI (Noise) for detailed analysis of the project's light and glare, traffic impacts, and noise.
- I(h) **Less Than Significant Impact.** The proposed project would continue an existing institutional use, and no new uses would be introduced. The rural character would be maintained by use of appropriate building materials and landscaping throughout the site. As a result, the project would not detract from the city's rural character, and this impact would be less than significant.
- I(i) **No Impact.** The proposed project is not located in an area that is subject to a habitat conservation plan or natural community conservation plan.

II <b><u>RECREATION &amp; OPEN SPACE</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in the loss of any City-designated areas for hiking or horse or bicycle riding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Reduce the ratio of parkland in the city to below 6.7 acres per 1,000 residents as designated in the General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the open space would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Individually or cumulatively considered result in a loss of any (i) existing parkland, (ii) open space, as defined by the Rolling Hills Estates General Plan, (iii) private or public recreational facilities as defined by the Rolling Hills Estates General Plan for recreational purposes and/or (iv) the replacement of privately owned public recreational facility as defined by the General Plan with non-recreational facilities as defined in the General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation of Checklist Judgments**

II(a–d) **No Impact.** The proposed project includes the demolition of five existing educational buildings, to be replaced with three new buildings serving the existing preschool use. The resulting construction would increase the overall floor area on-site by 5,201 square feet, and would accommodate an increase in enrollment from 102 students to up to 140 preschool students. The project includes recreational amenities that would service the preschool facility. Thus, the proposed project would not cause substantial physical deterioration of existing recreational facilities; would not increase population in the city nor the demand for recreational facilities; and would not decrease the city’s existing parks per resident ratio. As such, there would be no impacts relating to recreation from the proposed project.

<b>III <u>AESTHETICS</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Not meet the Rolling Hills Estates development standards or neighborhood compatibility standards in a substantial manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (i.e., development standards, design guidelines, etc)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Include new electrical service box and utilities lines above ground?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located within a view corridor and include unscreened outdoor uses or equipment inconsistent with the rural character, as defined by the City of Rolling Hills Estates General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in the loss of any (i) Environmentally Sensitive Area as defined by the City of Rolling Hills Estates, (ii) natural undeveloped canyon, or (iii) hillside area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Obstruct the public's view of (i) scenic resources or (ii) a scenic corridor or (iii) vista as identified (on a case-by- case basis)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Contrast with the surrounding development and/or scenic resources due to the project's height, mass, bulk, grading, signs, setback, color, or landscape?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Be located along a City-designated scenic or view corridor and contrast with the surrounding development and/or scenic resources due to the project's height, mass, bulk, grading, signs, setback, color, or landscape?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Substantially: (i) remove natural features, or (ii) add man-made features, or (iii) structures which degrade the visual intactness and unity of the scenic corridor or vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area that will exceed the standards established in the Municipal Code, illuminate areas outside the project boundary, and use excessive reflective building material?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k) Include roadway improvements that will result in a substantial decrease of open space or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l) Include roadway improvements that are not consistent with the surrounding landscape?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III <b><u>AESTHETICS</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
m) Result in the installation of a traffic signal that is not justified by signal warrants or documented roadway hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n) Result in the installation of a traffic signal in a residential neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Explanation of Checklist Judgments

III(a, b) **Less Than Significant Impact.** The project proposes to demolish five existing preschool buildings, construct three new preschool buildings in their place, and add to the existing administration building, resulting in a 5,201 square foot net increase in floor area on the project site. The project, as proposed, is designed aesthetically to blend with the remaining (existing) buildings on the campus, as the proposed architecture is consistent with the existing architecture.

Municipal Code Chapter 17.62, Neighborhood Compatibility, sets performance standards, requiring new residential construction to be compatible with surrounding neighborhoods in scale (bulk and mass) and style (façade details and appurtenances, materials and colors, roof pitch, etc.). As noted in response I(f), Section 17.20.050(K) of the Municipal Code further requires neighborhood compatibility analysis for any construction proposal in the Institutional zone involving a site adjacent to a residentially zoned property. **Table I-1** in response I(f) evaluates the design of the proposed project for consistency with these objectives. As shown in **Table I-1**, the design of the proposed project complies with the City’s Neighborhood Compatibility Ordinance. Likewise, the project as proposed complies with the City’s development standards, Zoning Ordinance, and General Plan, with the exception of a variance requested to install a 4-foot-tall fence within the site’s setback from Crenshaw Boulevard. The proposed fence is consistent with the campus’s existing fence along the Crenshaw Boulevard frontage. Thus, the project would not conflict with any applicable plan, policy, or adopted regulation, in a manner that would result in any significant aesthetic or environmental impacts.

III(c) **No Impact.** The project site would be required to connect to existing utilities, which are currently present since the project site is already constructed with a church and preschool. Further, no new aboveground utility lines or service boxes would be installed with this project. As such, there would be no impact to this issue area.

III(d, f, g, h, i) **Less Than Significant Impact.** The project site is located on Crenshaw Boulevard, which is identified as a scenic corridor in Exhibit 2-4 of the City’s General Plan. The proposed buildings would be partially screened from the roadway by the existing landscaping that would remain on-site. A playground is proposed along the Crenshaw Boulevard frontage and, during construction, temporary classroom trailers would be installed in the southwestern corner of the site near Crenshaw Boulevard. However, from an aesthetic character standpoint, from Crenshaw Boulevard the site would continue to read as a church campus with a preschool, with the existing church building and its recognizable steeple remaining the dominant feature. The project would not substantially obstruct any distant views from along the roadway since

Crenshaw Boulevard is at a similar grade as the project site; thus, there are no views over the project site from along Crenshaw Boulevard that would be blocked.

The layout of the preschool would result in the new buildings being located farther from the street than the existing buildings, and the new buildings would be designed with articulated façades and architectural elements that minimize bulk and mass. Further, the project would utilize the existing natural features, landform, and foliage to screen the new buildings, which would reduce the appearance of the structures. Lastly, the project would not introduce new amenities to the site that would detract from the existing rural character of the site. As such, the impacts would be less than significant.

III(e) **No Impact.** The proposed project will not result in the loss of any Environmentally Sensitive Areas, undeveloped canyons, or hillside areas. The project site is a fully developed site and located in a developed area. There are no natural topographic features on the site that would be removed as a result of the project. Further, the project site is not identified to be within an Environmentally Sensitive Area. Therefore, the proposed project would have no impacts related to the loss of an Environmentally Sensitive Area, natural undeveloped canyon, or hillside area.

III(j) **Less Than Significant Impact.** The project site is currently developed with a church and preschool, and is separated from the residential uses to the east by a parking lot and associated landscaping, and by a slight elevation change between the properties. Although the new buildings would contain exterior lighting, the proposed illumination would be similar in intensity to the existing facility. Based on the site lighting plans (i.e., photometric plans) included in the project application, illumination from the proposed exterior lighting would not spill onto surrounding properties. Parking lot lighting would remain unchanged, except for the approximately 11 parking stalls adjacent to the proposed east building. Further, the lighting would primarily be used for security and emergency situations, similar to the existing conditions. Notwithstanding, the project would be subject to Section 17.42.030 of the Rolling Hills Estates Municipal Code, which requires any lighting on the property to be directed only onto the property itself and prohibits light from illuminating other properties. Also, any indirect illumination of neighboring properties would not be permitted to exceed 0.4 foot-candles at the property line for all adjoining properties. A final lighting plan is required to be submitted for review during the plan check process, prior to permit issuance, to ensure compliance with the City's Municipal Code.

Lastly, the proposed buildings would not be constructed with reflective materials on the façades or roofs. The proposed exterior building materials include stucco on the walls and clay for the roof tiles, which are not reflective materials. Although other architectural materials that may be used for detailing could create glare (such as wrought iron), any glare associated is not anticipated to have an adverse affect on day or nighttime views. Thus, the project light and glare impacts are less than significant.

III(k, l) **No Impact.** Development of the project would include a minor alignment to the on-site drive aisle, but no modifications to the existing entrances are proposed or necessary. Further, the property is adjacent to a major thoroughfare, and no roadway improvements are proposed. As such, there would be no impacts to these issue area.

III(m, n) **No Impact.** The project does not include the installation of a traffic signal, and the proposed improvements to the site are not anticipated to trigger any traffic warrants.

IV <u>TRANSPORTATION/TRAFFIC</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Itself, or when cumulatively considered result in a traffic impact. A change in level of service (LOS) from C to D or D to E is a traffic impact. Within LOS C or D, a change in ICU value greater than 0.02 is an impact and within LOS E or F a change in ICU greater than 0.01 is an impact. For unsignalized intersections, an impact occurs when the addition of project traffic increases the level of service to an unacceptable level (less than LOS C)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Trigger one or more signal warrants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Include design features, uses, or traffic volumes that may cause traffic hazards such as sharp curves, tight turning radii from streets, limited roadway visibility, short merging lanes, uneven road grades, pedestrian, bicycle or equestrian safety concerns, or any other conditions determined by the City Traffic Engineer to be a hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in additional access points on arterial streets as defined by the General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a residential project that will result in a secondary access point?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create one or more access points on a roadway that is not the primary frontage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Create a flag lot adjacent to an arterial street, as defined by the General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in inadequate parking capacity as determined by the City in evaluating the reasonably foreseeable demands of the specific project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Explanation of Checklist Judgments

IV(a) **Less Than Significant Impact.** Linscott, Law & Greenspan, Engineers prepared a traffic impact analysis (TIA) for the proposed project (see Appendix A). Trip generation estimates were developed utilizing trip generation rates and equations from the Institute of Transportation Engineers' *Trip Generation* (9th edition). Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. The project would accommodate an increase in enrollment from 102 to 140 preschool students. The additional student

enrollment is forecast to generate an additional 171 daily trips, with 31 additional trips (16 inbound, 15 outbound) produced in the AM peak hour and 32 additional trips (15 inbound, 17 outbound) produced in the PM peak hour on a typical weekday.

The following four key study intersections were selected for evaluating traffic conditions with and without the project:

1. Hawthorne Boulevard at Palos Verdes Drive North
2. Crenshaw Boulevard at Palos Verdes Drive North
3. Rolling Hills Road at Palos Verdes Drive North
4. Crenshaw Boulevard and Rolling Hills Road

Table IV-1 (Existing Plus Project Peak Hour Intersection Capacity Analysis) summarizes the peak hour level of service results at the four key study intersections for existing plus project traffic conditions. As shown, the traffic associated with the proposed project would not significantly impact any of the four key study intersections, when compared to the following LOS standards and significant impact criteria, specified in the City's Traffic Impact Analysis Methodology Guidelines and the City's General Plan policies 2.4 and 2.9:

- A change in Level of Service (LOS) from C to D or D to E
- Within LOS C or D, a change in ICU value greater than 0.02
- Within LOS E or F, a change in ICU greater than 0.01
- For unsignalized intersections, when the addition of project traffic increases the Level of Service to an unacceptable level (less than LOS C)

**Table IV-1  
Existing Plus Project Peak Hour Intersection Capacity Analysis**

Key Instructions	Peak Hour	(1) Year 2015 Existing Traffic		(2) Year 2015 Plus Project Traffic		(3) Project Significant Impact	
		ICU/Delay	LOS	ICU/Delay	LOS	Increase	Yes/No
1. Hawthorne Boulevard at Palos Verdes Drive North	AM	0.825	D	0.826	D	0.001	No
	PM	0.637	B	0.639	B	0.002	No
2. Crenshaw Boulevard at Palos Verdes Drive North	AM	0.753	C	0.757	C	0.004	No
	PM	0.787	C	0.789	C	0.002	No
3. Rolling Hills Road at Palos Verdes Drive North	AM	0.859	D	0.861	D	0.002	No
	PM	0.918	E	0.920	E	0.002	No
4. Crenshaw Boulevard at Rolling Hills Road	AM	0.671	B	0.672	B	0.001	No
	PM	0.694	B	0.695	B	0.001	No

Source: Linscott, Law and Greenspan 2016; see Appendix A for full traffic analysis.

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed project, the status of other known development projects (related projects) in the area was researched. With this information, the potential impacts of the proposed project were evaluated within the context of the cumulative impact of all ongoing development. According to the TIA, there are 10 related projects in the City of Rolling Hills Estates, 7 related projects in the City of

Rancho Palos Verdes, and 2 related projects in the City of Los Angeles (San Pedro community) that have either been built, but not yet fully occupied, or are being processed for approval. It is expected that these 19 related projects would generate vehicular traffic, which cumulatively may affect the operating conditions of the key study intersections.

Table IV-2 (Year 2019 Peak Hour Intersection Capacity Analysis) summarizes the peak hour LOS results at the four key study intersections for the 2019 horizon year, and includes cumulative traffic. The first column of ICU/LOS (Intersection Capacity Utilization/Level of Service) and HCM/LOS (Highway Capacity Method/LOS) values in Table IV-2 presents a summary of existing AM and PM peak hour traffic conditions, which are also presented as column one in Table IV-1. The second column lists projected cumulative traffic conditions based on existing intersection geometry, but without any traffic generated from the proposed project. The third column shows the increase in ICU value due to the added peak hour cumulative trips and indicates whether the traffic associated with the ambient growth and related projects would cause a significant cumulative impact without the project, based on the LOS standards and impact criteria. The fourth column presents forecast year 2019 cumulative traffic conditions with the addition of project traffic. The fifth column indicates whether the traffic associated with proposed project, when evaluated within a cumulative traffic setting, would cause a cumulative significant impact based on the City of Rolling Hills Estates LOS standards and the significance impact criteria defined in this report.

**Table IV-2  
Year 2019 Peak Hour Intersection Capacity Analysis**

Key Instructions	Peak Hour	(1) Year 2015 Existing Traffic		(2) Year 2019 Cumulative Traffic		(3) Cumulative Significant Impact		(4) Year 2019 Cumulative Plus Project Traffic		(5) Cumulative Significant Project Impact	
		ICU/ Delay	LOS	ICU/ Delay	LOS	Increase	Yes/ No	ICU/ Delay	LOS	Increase	Yes/ No
1. Hawthorne Boulevard at Palos Verdes Drive North	AM	0.825	D	0.888	D	0.063	Yes	0.889	D	0.001	No
	PM	0.637	B	0.703	C	0.066	No	0.703	C	0.000	No
2. Crenshaw Boulevard at Palos Verdes Drive North	AM	0.753	C	0.829	D	0.076	Yes	0.832	D	0.003	No
	PM	0.787	C	0.878	D	0.091	Yes	0.880	D	0.002	No
3. Rolling Hills Road at Palos Verdes Drive North	AM	0.859	D	0.935	E	0.076	Yes	0.937	E	0.002	No
	PM	0.918	E	1.013	F	0.095	Yes	1.015	F	0.002	No
4. Crenshaw Boulevard at Rolling Hills Road	AM	0.671	B	0.719	C	0.048	No	0.720	C	0.001	No
	PM	0.694	B	0.733	C	0.039	No	0.734	C	0.001	No

Source: Linscott, Law and Greenspan 2016; see Appendix A for full traffic analysis.

Future (Year 2019) cumulative traffic conditions (without any traffic generated from the proposed project) indicate that three of the four key study intersections—Hawthorne Boulevard at Palos Verdes Drive N, Crenshaw Boulevard at Palos Verdes Drive N, and Rolling Hills Road at Palos Verdes Drive N—would operate at an unsatisfactory LOS without project traffic. The fourth intersection, Crenshaw Boulevard at Rolling Hills Road, is forecast to operate at LOS C during the AM peak hour and PM peak hour.

Future cumulative traffic conditions, plus project, indicates that traffic specifically associated with the proposed project would not cause a significant cumulative impact at any of the four key study intersections when compared to the City's LOS standards. When compared to the aforementioned significant impact criteria, it was determined that the ICU increase resulting from the project-related traffic volumes would not

exceed the significance thresholds. Although Hawthorne Boulevard at Palos Verdes Drive N, Crenshaw Boulevard at Palos Verdes Drive N, and Rolling Hills Road at Palos Verdes Drive N are forecast to operate at an unsatisfactory LOS, the change in ICU values at these three intersections due specifically to traffic generated by the proposed project is not significant and not cumulatively considerable.

- IV(b) **Less Than Significant Impact.** The number of project-induced vehicle trips does not require a signal warrant analysis for any unsignalized intersections in the project-impacted area.
- IV(c) **No Impact.** The proposed project does not include the development of streets. All surrounding roadways would remain as is. The project's on-site driveway would be widened to accommodate emergency vehicles, while the existing driveway apron would remain since it is adequate in terms of site distance, grades, and other traffic safety considerations. Therefore, the proposed project would have no impact related to traffic hazards.
- IV(d) **No Impact.** The proposed project does not include, nor is required to, construct an additional access point (i.e., driveway). Thus, the proposed project would have no impact related to additional access points on arterial streets.
- IV(e) **No Impact.** The proposed project does not include residential development. Thus, the proposed project would have no impact related to residential access points to neighboring communities.
- IV(f) **No Impact.** The project site currently contains one dedicated access point and one dedicated egress point along Crenshaw Boulevard, which is the primary road fronting the project site. The project would not result in any new access points to the project site. Thus, the proposed project would have no impact.
- IV(g) **No Impact.** The site is not a flag lot and no new lots are proposed.
- IV(h) **Less Than Significant Impact.** Zoning Ordinance Section 17.20.050.G.1 requires one space for each staff member plus one space for each seven children (based on maximum enrollment). Direct application of the City's code to the proposed project results in a code-parking requirement of 70 spaces. Thus, with a parking supply of 167 spaces, a parking surplus of 97 spaces is anticipated. As such, there would be a less than significant impact.

While not related to the proposed Educational Facilities Improvement Project, the RHUMC is a party to two agreements with neighboring property owners related to parking: (1) a 1968 Reciprocal Parking Agreement (RPA) between the RHUMC and Miss Dawn's Schools, Inc. (now Rolling Hills Country Day School), and (2) a 2013 Joint Use Agreement (JUA) between the County of Los Angeles (South Coast Botanic Garden), the RHUMC, and the Rolling Hills Country Day School (RHCDS). Pursuant to the 1968 RPA, the RHUMC and the RHCDS may use each other's parking facilities when not occupied by the other party. Pursuant to the 2013 JUA, the County can utilize the RHUMC and RHCDS parking facilities up to 13 times annually and the RHUMC and RHCDS can utilize the County's parking facilities for a total of 13 times annually. This JUA is primarily utilized for overflow parking needs during special events at the South Coast Botanic Garden, the RHUMC, and the RHCDS.

IV(i) **Less Than Significant Impact.** It is anticipated that the existing transit service in the project area would adequately accommodate any increase in project-generated transit trips. The proposed project would accommodate a larger enrollment in preschool students, who would be driven in private passenger cars to school. The likelihood of a preschool-age student utilizing transit (unless accompanied by a parent or guardian) is low. Thus, the project is not anticipated to increase the ridership of the existing transit service. Therefore, the project would not conflict with any alternative transportation plans, policies, or programs.

V <u>AIR QUALITY</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
a) Fail to meet the applicable state and federal air quality plan (i) because the project may cause or contribute to emission of identified air pollutants in excess of levels stated in the plan or (ii) where it may fail to implement a remedial or mitigation measure required under the appropriate plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Results in emission of identified pollutants in excess of the pounds per day or tons per quarter standards established by SCAQMD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Cause a cumulatively considerable net increase of any criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality regulations (including releasing emissions which exceed quantitative thresholds for ozone precursors) where the incremental effect of the project emissions, considered together with past, present, and reasonably anticipated future project emissions, increase the level of any criteria pollutant above the existing ambient levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create objectionable odors affecting a substantial number of people because the project may cause an odiferous emission, including emissions resulting from vehicles, that is noxious, putrid, having an appreciable chemical smell, or having an appreciable smell of human or animal waste, rendering, or by-products?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation of Checklist Judgments**

V(a) **Less Than Significant Impact.** Rolling Hills Estates is in the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east and by the Pacific Ocean to the south and west. The South Coast Air Quality Management District (SCAQMD) has jurisdiction in the air basin. The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The air quality in the Los Angeles County portion of the SCAB does not meet the ambient air quality standards for ozone, coarse particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and lead and is therefore classified as a nonattainment area for these pollutants. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of the air pollutants for which the basin is in nonattainment.

In order to reduce emissions, the SCAQMD adopted the 2012 Air Quality Management Plan (AQMP), which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards (the air district is currently developing the 2016 AQMP). The 2012 AQMP is a regional and multiagency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA).

The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.)

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed 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 or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated in response V(b) below, the project would not exceed the SCAQMD short-term construction thresholds or SCAQMD long-term operational 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, or delay the timely attainment of air quality standards. Thus, a less than significant impact is expected, and the project would be consistent with the first criterion.

In regard to Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts. The proposed project is consistent with the land use designation and development density for the site as described in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. Thus, no significant impact would occur, as the project is consistent with both criteria.

V(b) **Less Than Significant Impact.** As discussed above, the project site and the city are located in the SCAB, which is considered nonattainment for certain criteria pollutants. Because the project would involve grading and other construction activities, as well as result in long-term operations at the project site, it would contribute to regional and localized pollutant emissions during construction (short term) and project occupancy (long term). The project's potential impacts from construction and operation related to violation of an air quality standard or contribution to an existing or projected air quality violation are evaluated in the paragraphs below. These analyses compare the project's anticipated emissions to the SCAQMD's standards.

## Construction Emissions

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the project area include ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NO<sub>x</sub>]) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading and excavation, road paving, architectural coatings, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the proposed project, including the demolition of existing buildings, is estimated to last one year. Construction-generated emissions associated with the proposed project were calculated using the CARB-approved CalEEMod computer program, a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals to model emissions for land use development projects, based on typical construction requirements. Modeling was based primarily on the default settings in the computer program for projects in the SCAB. All construction projects in the SCAB are subject to SCAQMD rules and regulations in effect at the time of construction. SCAQMD Rule 403 requires construction contractors to implement best available control measures during construction activities to ensure that visible particulate matter does not cross any property line. Rule 403 is intended to reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Examples of some PM<sub>10</sub> suppression techniques are listed below.

- a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
- b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- d. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- f. A wheel washing system will be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- g. Water will be applied to active portions of the site, including unpaved roads, in sufficient quantity.

Predicted maximum daily construction-generated emissions for the proposed project are summarized in Table V-1. The construction emissions summarized in the table account for the quantifiable PM-reducing requirements of SCAQMD Rule 403.

**Table V-1  
Construction-Related Criteria Pollutant and Precursor Emissions –  
Maximum Pounds per Day**

Construction Activities	Reactive Organic Gases (ROG)	Nitrogen Oxide (NOx)	Carbon Monoxide (CO)	Sulfur Dioxide (SO <sub>2</sub> )	Coarse Particulate Matter (PM <sub>10</sub> )	Fine Particulate Matter (PM <sub>2.5</sub> )
Maximum Pounds per Day						
2016	4.19	37.78	27.57	0.04	3.30	2.59
2017	15.47	24.97	18.85	0.03	1.82	1.57
SCAQMD Potentially Significant Impact Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No

*Source: CalEEMod version 2013.2.2. Projected emissions account for demolition of 6,200 square feet, the export of 950 cubic yards of soil, and adherence to various components of SCAQMD Rule 403, including application of water on the project site, employment of wheel washing systems, sweeping adjacent streets daily, and reestablishing vegetation on inactive portions of the site. Construction timing per applicant. Refer to Appendix B for model data outputs.*

As shown, all emissions types are predicted to be generated below SCAQMD significance thresholds.

*Localized Construction Significance Analysis*

As part of the SCAQMD’s environmental justice program, attention has been focused on localized effects of air quality from construction activities. SCAQMD staff has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether a project may generate significant adverse localized air quality impacts at the nearest residence or sensitive receptor during construction (SCAQMD 2008). LSTs are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The project site is located in SRA 3.

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project are above or below state standards. In the case of CO and NO<sub>2</sub>, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. In the case of PM<sub>10</sub> and PM<sub>2.5</sub>, project emissions are considered significant if they increase ambient concentrations by a measurable amount.

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with hauling, vendor trips, and worker trips are mobile source emissions that occur off-site and need not be considered according to the LST methodology, since they do not contribute to isolated local concentrations of air

pollution. The SCAQMD has provided LST lookup tables (i.e., screening thresholds) and sample construction scenarios to allow users to readily determine whether the daily emissions for proposed construction activities could result in significant localized air quality impacts. The LST screening thresholds are estimated for each SRA using the maximum daily disturbed area (in acres) and the distance of the project to the nearest sensitive receptors (in meters). The nearest air pollutant sensitive receptors in the project vicinity include residents located 250 feet (76 meters) from the project site. The receptor distance on the LST look-up tables used for this analysis is 50 meters. LST screening thresholds were adjusted for a 4.97-acre site.

Table V-2 compares the project's on-site construction emissions to the applicable LST screening threshold. The emissions projections included below account for SCAQMD Rule 403.

**Table V-2  
Construction Local Significance Threshold Impacts – Maximum Pounds per Day**

Activity	Nitrogen Oxide	Carbon Monoxide	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions (on-site) - 2016 Demolition	11.24	8.70	0.90	0.78
Maximum Daily Emissions (on-site) - 2016 Site Preparation	13.64	7.34	1.04	0.79
Maximum Daily Emissions (on-site) - 2016 Grading	11.24	8.70	1.09	0.93
SCAQMD Localized Threshold (adjusted for 4.97 acres of disturbance) for receptors within 50 meters	188.39	1975.74	45.77	10.96
Significant Emissions?	No	No	No	No

*Source: SCAQMD 2008; CalEEMod v.2013.2.2. Emissions projections account for adherence to various components of SCAQMD Rule 403, including application of water on the project site, employment of wheel washing systems, sweeping adjacent streets daily, and reestablishing vegetation on inactive portions of the site. Construction timing per applicant. See Appendix B for model data outputs.*

As shown in Table V-2, air pollutant emissions resulting from project construction would not exceed the applicable localized significance thresholds.

**Operational Emissions**

Project operation-generated increases in emissions would be predominantly associated with motor vehicle use. To a lesser extent, area sources, such as the use of natural gas-fired appliances, landscape maintenance equipment, and architectural coatings (e.g., repainting), would also contribute to overall increases in emissions.

Long-term operational emissions associated with proposed operations are compared to the existing baseline using CalEEMod software (see Table V-3).

**Table V-3  
Long-Term Operational Emissions – Maximum Pounds per Day**

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NOX)	Carbon Monoxide (CO)	Sulfur Dioxide (SO2)	Coarse Particulate Matter (PM <sub>10</sub> )	Fine Particulate Matter (PM <sub>2.5</sub> )
Proposed Project <i>12,063 square feet of educational/administrative uses and 171 trips for the 38 additional students</i>						
Summer Emissions (Pounds per Day)	0.85	1.28	5.16	0.01	0.78	0.22
Winter Emissions (Pounds per Day)	0.88	1.35	5.32	0.01	0.78	0.22
Existing Baseline <i>9,880 square feet of educational uses</i>						
Summer Emissions (Pounds per Day)	0.26	0.06	0.05	0.00	0.00	0.00
Winter Emissions (Pounds per Day)	0.26	0.06	0.05	0.00	0.00	0.00
Difference						
Summer Emissions (Pounds per Day)	0.59	1.22	5.11	0.01	0.78	0.22
Winter Emissions (Pounds per Day)	0.62	1.29	5.27	0.01	0.78	0.22
SCAQMD Potentially Significant Impact Threshold	55 pounds/day	55 pounds/day	550 pounds/day	150 pounds/day	150 pounds/day	55 pounds/day
Exceed SCAQMD Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2013.2.2. Refer to Appendix B for model data outputs.

As shown in Table V-3, the project's net emissions would not exceed SCAQMD thresholds for any criteria air pollutants. (Note that emissions rates differ from summer to winter. This is because weather factors are dependent on the season, and these factors affect pollutant mixing/dispersion, ozone formation, etc.) Therefore, operations emissions would not result in a significant long-term regional air quality impact.

Localized Operational Significance Analysis

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed, as there would be no impact.

In summary, air quality impacts associated with project construction and operations would be considered less than significant, as SCAQMD significance thresholds for criteria emissions would not be surpassed (see Tables V-1, V-2, and V-3).

V(c) **Less Than Significant Impact.** Rolling Hills Estates is in the SCAB, an air basin that regularly exceeds ambient air quality standards, i.e., a nonattainment area. The proposed project may contribute to the net increase of ozone precursors and other criteria pollutants. The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.<sup>1</sup> The discussion under response V(a) describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with the plan. As such, cumulative impacts would be less than significant per the SCAQMD significance threshold.

V(d) **Less Than Significant Impact.** The potential for the project to generate objectionable odors has been considered. Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The project does not contain land uses typically associated with emissions of objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature; would cease on completion of the respective phase of construction activity; and would not affect a substantial number of people. Thus, odor emissions are considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odor impacts associated with the proposed project construction and operations would be less than significant.

#### Contribution to Greenhouse Gas Emissions

**Less Than Significant Impact.** Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHG). The main components of GHG include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). Greenhouse gases are emitted by both natural processes and human activities. In response to growing scientific and political concern related to global climate change, the state of California has adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities in the state. Construction and operation of the proposed project would generate GHG emissions.

---

<sup>1</sup> CEQA Guidelines Section 15064(h)(3) states, "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

GHG emissions associated with the proposed project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and stationary source emissions, such as natural gas used for heating and electricity usage for lighting. The calculation presented below includes construction as well as long-term operational emissions in terms of annual carbon dioxide equivalents (CO<sub>2</sub>e) associated with the anticipated operations of the proposed project. The resultant emissions of these activities were calculated using CalEEMod (Appendix B).

On September 28, 2010, the SCAQMD recommended an interim screening level numeric “bright-line” threshold of 3,000 metric tons of CO<sub>2</sub>e annually and an efficiency-based threshold of 4.8 metric tons of CO<sub>2</sub>e per service population (residents plus employees) per year in 2020 and 3.0 metric tons of CO<sub>2</sub>e per service population per year in 2035. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD’s efforts to develop a GHG significance threshold and comprises a wide variety of stakeholders including the California Office of Planning and Research (OPR), CARB, the Attorney General’s Office, city and county planning departments as well as various utility purveyors such as sanitation and power companies in the SCAB, industry groups, and environmental and professional organizations. The numeric bright-line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed project are significant. For the purposes of this evaluation, the proposed project is compared to the SCAQMD interim screening level numeric bright-line threshold of 3,000 metric tons of CO<sub>2</sub>e annually.

Emissions resulting from implementation of the proposed project have been quantified and compared with the recommended SCAQMD GHG screening threshold. The anticipated GHG emissions during project construction and operation are shown in Table V-4. The project’s operation phase emission levels represent the predicted increase in GHG emissions beyond existing operations. In accordance with the SCAQMD guidance, projected GHGs from construction have been quantified and amortized over 30 years, which is the number of years considered to represent the life of the project. The amortized construction emissions are added to the annual average operational emissions.

**Table V-4  
Construction-Related and Operational Greenhouse Gas Emissions  
(Metric Tons per Year)**

Emission Type	CO <sub>2</sub> e
Construction Emissions	
Construction (amortized over 30 years)	6
Operational Emissions (Difference between Proposed Project and Existing Baseline)	
Area Source (landscaping, hearth)	0
Energy	8
Mobile	161
Waste	5

Emission Type	CO <sub>2</sub> e
Water	1
<b>Total</b>	<b>181</b>
SCAQMD Greenhouse Gas Threshold	3,000
Threshold Exceeded?	No

Source: CalEEMod version 2013.2.2. Per SCAQMD guidance, construction emissions are amortized over 30 years, which is considered to represent the life span of residential development. Refer to Appendix B for model data outputs.

Per Table V-4, the increase of GHG emissions over the baseline would not exceed the SCAQMD GHG screening threshold of 3,000 metric tons of CO<sub>2</sub>e per year. The impact is therefore considered less than significant.

#### Consistency with Greenhouse Gas and Climate Change Policy

**Less Than Significant Impact.** Assembly Bill (AB) 32, the Global Warming Solutions Act, is the legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. The SCAQMD interim screening level numeric bright-line threshold of 3,000 metric tons of CO<sub>2</sub>e annually, described above, was established to achieve consistency with the statewide GHG reduction target of AB 32. In addition to AB 32, two executive orders—California Executive Order 5-03-05 (2005) and California Executive Order B-30-15 (2015)—highlight GHG emissions reduction targets beyond the year 2020, though such targets have not been adopted by the state and remain only a goal of the executive orders. Specifically, Executive Order 5-03-05 seeks to achieve a reduction of GHG emissions of 80 percent below 1990 levels by 2050 and Executive Order B-30-15 seeks to achieve a reduction of GHG emissions of 40 percent below 1990 levels by 2030. Technically, a governor’s executive order does not have the effect of new law but can only reinforce existing laws. For instance, as a result of the AB 32 legislation, the state’s 2020 reduction target is backed by the adopted AB 32 Scoping Plan, which provides a specific regulatory framework of requirements for achieving the 2020 reduction target. The state-led GHG reduction measures, such as the Low Carbon Fuel Standard and the Renewables Portfolio Standard, are largely driven by the AB 32 Scoping Plan. Executive Orders S-03-05 and B-30-15 do not have any such framework and therefore provide no emissions reduction mechanisms that can be applied to the analysis of land use projects for the purpose of meaningful emissions estimates. As a result of Executive Orders B-30-15 and 5-03-05, new legislation is proposed to establish post-2020 GHG reduction goals; however, no action on the legislation has been taken as of this writing (July 2016).

SCAG’s 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region’s future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, and establishes an overall GHG target for the region consistent with both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15. The 2016 RTP/SCS contains over 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions

and seek to reduce traffic bottlenecks, improve the efficiency of the region’s network, and expand mobility choices. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and utilize resources more efficiently. As shown in Table V-4, GHG emissions resulting from development-related mobile sources are the most potent source of emission. Therefore, project comparison to the RTP/SCS is an appropriate indicator of whether the proposed project would inhibit the post-2020 GHG reduction goals promulgated by the state.

The proposed project’s consistency with the RTP/SCS goals is analyzed in detail in Table V-5.

**Table V-5  
Consistency with SCAG’s Regional Transportation Plan/Sustainable  
Communities Strategy Goals**

SCAG Goal	Compliance with Goal
GOAL 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
GOAL 2: Maximize mobility and accessibility for all people and goods in the region.	<p>Consistent: Improvements to the transportation network in Rolling Hills Estates are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs are used to guide development and maintenance of transportation networks, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Congestion Management Program for Los Angeles County</li> <li>• Caltrans Traffic Impact Studies Guidelines</li> <li>• Caltrans Highway Capacity Manual</li> <li>• SCAG RTP/SCS</li> </ul>
GOAL 3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of transit in Rolling Hills Estates are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Rolling Hills Estates, County of Los Angeles) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans.
GOAL 4: Preserve and ensure a sustainable regional transportation system.	Consistent: All new roadway developments and improvements to the existing transportation network must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.

SCAG Goal	Compliance with Goal
GOAL 5: Maximize the productivity of our transportation system.	Consistent: The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City's Public Works Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The City also strives to maximize productivity of the region's public transportation system for residents, visitors, and workers coming into and out of Rolling Hills Estates.
GOAL 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, development projects are required to comply with the provisions of the California Building and Energy Efficiency Standards and the Green Building Standards Code (CALGreen). The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system for residents, visitors, and workers coming into and out of Rolling Hills Estates.
GOAL 7: Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
GOAL 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to Goal 6.
GOAL 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent: The City of Rolling Hills Estates monitors existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (i.e., Caltrans and SCAG) work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in Los Angeles County's emergency management plans (e.g., Los Angeles County Emergency Operations Plan) developed in accordance with the state and federal mandated emergency management regulations.

As shown in Table V-5, the proposed project does not conflict with the stated goals of the RTP/SCS. For these reasons, the proposed project would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets outlined in the 2016 RTP/SCS.

Therefore, impacts associated with the proposed project construction and operations would be less than significant.

VI <b><u>NOISE</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of code requirements (Chapter 8.32)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include an overall frequency weighted sound level in decibels that approximates the frequency response of the human ear (A-weighted decibels or dBA).

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The attenuation rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (EPA 1971). Construction noise levels is assumed to average 6 dB of attenuation per doubling of distance from the source.

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the “line of sight” between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise but are less effective than solid barriers.

### Explanation of Checklist Judgments

VI(a) **Less Than Significant Impact With Mitigation Incorporated.** The City's General Plan Noise Element and the Noise Ordinance contain the City's policies on noise. The Noise Element establishes guidelines for controlling noise in the city and identifies sensitive land uses and noise sources with the intent of separating these uses. Transportation noise from city roadways is identified as the primary noise source affecting Rolling Hills Estates. Municipal Code Section 8.32.210 governs the time of day that construction work can be performed. The Municipal Code limits construction, grading, or demolition work to between the hours of 7:00 a.m. and 5:00 p.m. from Monday through Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday. No construction is permitted on Sundays or federal holidays.

The proposed new buildings are located approximately 250 feet from the nearest residences, which are considered sensitive receptors to noise. Municipal Code Section 8.32.210.B limits noise in residential areas to 55 dBA and noise levels in commercial properties to 65 dBA.

The proposed project would generate noise from temporary construction activities, from the addition of project-induced vehicle trips on surrounding roadways (long-term traffic noise), and from on-site activities (e.g., parking lot operations, voices). The paragraphs below discuss the results of the project’s noise assessment.

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature and/or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Noise levels associated with individual construction equipment are summarized in Table VI-1.

**Table VI-1  
Typical Construction Equipment Noise Levels**

<b>Equipment</b>	<b>Typical Noise Level (dBA L<sub>max</sub>) 50 Feet from Source</b>
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jackhammer	88
Loader	85
Truck	88
Paver	89
Pneumatic Tool	85

Source: FTA 2006

As depicted in Table VI-1, noise levels generated by individual pieces of construction equipment typically range from approximately 76 dBA to 89 dBA L<sub>max</sub> at 50 feet (FTA 2006). L<sub>max</sub> is defined as the maximum A-weighted noise level during the measurement period. Operating cycles for the types of construction equipment shown in Table VI-1 typically involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Time-averaged noise levels (L50) are typically 15 dB lower than the maximum peak noise levels. Therefore, the average noise levels (L50) at 50 feet would range from 59 dBA through 74 dBA. Short-term increases in vehicle traffic, including worker commute trips and haul truck trips, may also result in

temporary increases in ambient noise levels at nearby land uses. Some land uses are considered more sensitive to noise than others because of the types of activities involved. For instance, residential areas are considered to be sensitive receptors to noise because residents tend to be at home for extended periods of time, resulting in sustained exposure to any construction noise present. The nearest residences to the proposed new buildings are located approximately 250 feet to the east/southeast.

Construction noise would be temporary, intermittent, short in duration, and would take place during daytime hours in accordance with the City's Municipal Code. This type of noise is generally expected and accepted in suburban and built-up environments such as the project area. While the majority of project construction, including the loudest construction activities (i.e., demolition and grading) would occur more than 250 feet from the nearest residence, certain parking lot improvements (e.g., planter installation and landscaping) could occur approximately 150 from the nearest residences. Given the proximity of the project site to the nearest residences, the following mitigation measure is recommended to reduce the impacts of construction noise on nearby residents:

Mitigation Measure NOISE-1: During construction activities, a temporary noise barrier (e.g., construction curtain) shall be installed along the southeastern property line to screen the residences from construction noise. The project applicant shall demonstrate that the temporary noise barrier/construction curtain will achieve a noise reduction of at least 10 decibels by specifying the exact sound transmission class rating that would achieve this reduction, as determined by an acoustical engineer.

*Timing/Implementation: During construction*

*Monitoring/Enforcement: Rolling Hills Estates Planning Department*

With the implementation of Mitigation Measure NOISE-1, impacts from construction-generated noise would be less than significant.

### Traffic Noise

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted for understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Changes in traffic caused by the project would result in changes in noise levels along the roadways in the vicinity of the project. Using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the project transportation impact analysis (see Appendix C), changes in

traffic noise were calculated. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions.

As described, a change in level of at least 3 dBA is required before any noticeable change in community response would be expected. Therefore, an increase of 3 dBA over the pre-project noise conditions is considered significant. Table VI-2 shows the existing traffic noise levels on adjacent roadways in comparison to the existing plus project traffic noise levels on adjacent roadways.

**Table VI-2  
Modeled Existing and Existing plus Project Traffic Noise Levels at 100 Feet**

<b>Roadway Segment</b>	<b>Existing</b>	<b>Existing plus Project</b>	<b>Change Due to Project</b>	<b>Exceeds 3 dBA Increase Threshold?</b>
<b>Palos Verdes Drive</b>				
North of Hawthorne Boulevard	57.2	57.3	0.1	No
Hawthorne Boulevard to Crenshaw Boulevard	55.8	55.9	0.1	No
Crenshaw Boulevard to Rolling Hills Road	62.1	62.1	0.0	No
Rolling Hills Road to south	60.4	60.4	0.0	No
<b>Rolling Hills Road</b>				
North of Crenshaw Boulevard	53.9	54.0	0.1	No
Crenshaw Boulevard to Palos Verdes Drive	56.6	56.6	0.0	No
Palos Verdes Drive to south	43.6	43.7	0.1	No
<b>Hawthorne Boulevard</b>				
West of Palos Verdes Drive	60.8	60.8	0.0	No
Palos Verdes Drive to east	60.2	60.2	0.0	No
<b>Crenshaw Boulevard</b>				
West of Palos Verdes Drive	61.6	61.6	0.0	No
Palos Verdes Drive to Driveway 1	54.9	54.9	0.0	No
Driveway 1 to Driveway 2	57.7	57.7	0.0	No
Driveway 2 to Driveway 3	55.3	55.4	0.1	No
Driveway 3 to Rolling Hills Road	57.8	57.8	0.0	No
Rolling Hills Road to east	55.4	55.5	0.1	No

*Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model based on data obtained from the traffic analysis prepared for this project (Linscott Law & Greenspan 2016).*

Table VI-3 shows the traffic noise levels on adjacent roadways under cumulative conditions without the project in comparison to the cumulative plus project traffic noise levels on adjacent roadways.

**Table VI-3  
Modeled Cumulative and Cumulative plus Project Traffic Noise Levels at 100 Feet**

Roadway Segment	Cumulative (no project)	Cumulative plus project	Change Due to Project	Exceeds 3 dBA Increase Threshold?
<b>Palos Verdes Drive</b>				
North of Hawthorne Boulevard	57.5	57.6	0.1	No
Hawthorne Boulevard to Crenshaw Boulevard	56.3	56.3	0.0	No
Crenshaw Boulevard to Rolling Hills Road	62.6	62.6	0.0	No
Rolling Hills Road to south	60.9	60.9	0.0	No
<b>Rolling Hills Road</b>				
North of Crenshaw Boulevard	54.1	54.1	0.0	No
Crenshaw Boulevard to Palos Verdes Drive	56.7	56.7	0.0	No
Palos Verdes Drive to south	43.8	43.9	0.1	No
<b>Hawthorne Boulevard</b>				
West of Palos Verdes Drive	61.2	61.2	0.0	No
Palos Verdes Drive to east	60.7	60.7	0.0	No
<b>Crenshaw Boulevard</b>				
West of Palos Verdes Drive	62.2	62.2	0.0	No
Palos Verdes Drive to Driveway 1	55.3	55.4	0.1	No
Driveway 1 to Driveway 2	58.2	58.3	0.1	No
Driveway 2 to Driveway 3	55.8	55.9	0.1	No
Driveway 3 to Rolling Hills Road	58.3	58.3	0.0	No
Rolling Hills Road to east	55.8	55.8	0.0	No

*Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model based on data obtained from the traffic analysis prepared for this project (Linscott Law & Greenspan 2016).*

As shown, predicted increases in traffic noise levels associated with the project would not increase level thresholds more than 3 dBA over pre-project noise conditions. Therefore, the project's contribution to traffic noise levels would be less than significant.

**On-Site Activities**

The project could potentially result in an increase of approximately 38 students. On-site activities with the greatest concentration of students outdoors would be during recess. However, recess noise is an existing condition. The increase in the students would not result in a noticeable increase of noise as children would be dispersed throughout the playground and not concentrated in one location. In addition, the proposed playground areas are located along Crenshaw Boulevard and in the proposed courtyard and would be separated from the nearest residences by distance and intervening structures. Therefore, the proposed project would not result in substantial permanent increases in long-term operational noise levels. This would be considered a less than significant impact.

<b>VII <u>BIOLOGICAL RESOURCES</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Be a project, other than a minor lot improvement undertaken by an individual homeowner, and be located in a high ecological sensitivity area as defined by the General Plan and not preserve ecological habitat that is found at the project site in accordance with the guidelines established by the General Plan Conservation Element?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with General Plan policies for protecting biological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in the loss of any (i) Environmentally Sensitive Area as defined by the City of Rolling Hills Estates, (ii) natural undeveloped canyon, or (iii) hillside area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (now the California Department of Fish and Wildlife) or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game (now the California Department of Fish and Wildlife), US Army Corps of Engineers, and/or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Interfere substantially with (i) the movement of any native resident or (ii) migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or (iii) impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Have biological resource impacts that are individually limited, but cumulatively considerable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Explanation of Checklist Judgments

- VII(a, c) **No Impact.** The project site is not located in an Ecological Resources Overlay zone identified on Exhibit 5-1 of the City's General Plan. Therefore, the proposed project would cause no impacts related to the City's Ecological Resources Overlay Zone. Likewise, the project site has been developed with a church and preschool for over 39 years. The subject property contains ornamental plantings and turf areas, and similar plantings are expected to be installed on the property at the project's conclusion. Further, the site does not contain any natural vegetation, canyons, or hillsides. Thus, the project would cause no related biological resource impacts.
- VII(b) **No Impact.** The proposed project would not conflict with General Plan policies for the protection of biological resources as identified in the Conservation Element or any other General Plan element. The project site is surrounded by a variety of existing uses, including residential, school, open space, and equestrian uses. The site is not within the Ecological Resources Overlay Zone, which is identified as areas in the city that, in part, have been established for the protection of biological resources. Therefore, the project would not conflict with any General Plan policies for protecting biological resources.
- VII(d) **No Impact.** The project site is in a developed portion of the city and is not located in an area containing high ecological sensitivity as identified by the use of Ecological Resources Overlay Zones in the City's General Plan. As previously mentioned, the project site has been developed with a church and preschool for over 39 years. The subject property contains ornamental plantings and turf areas, and similar plantings are expected to be installed on the property at the project's conclusion. Further, there are no natural vegetation, habitat, or plant communities present on-site. The property is not in an area designated as critical habitat for any sensitive wildlife species, nor is the area subject to any conservation plans, recovery plans, or similar policies and ordinances. As a result, no adverse impacts on candidate, sensitive, or special-status species are anticipated.
- VII(e, f) **No Impact.** The project site is in a developed portion of the city. The project site is not located in an area with riparian habitat, wetlands, or any other identified sensitive natural communities. As such, there would be no impacts.
- VII(g) **No Impact.** The project site is a 4.97-acre lot developed with a church and preschool. Although the botanical gardens to the north of the site could provide for migratory wildlife, the project site does not contain sufficient vegetation to provide for the movement of wildlife species. Movement of wildlife species is further impeded by the developed nature of the surrounding area, which includes residences to the east, a school to the south, and a major thoroughfare to the west. As such, there would be no impacts.
- VII(h, i) **No Impact.** The project site is in a developed portion of the city, has been developed with a church and preschool for over 39 years, and is not located in an area containing high ecological sensitivity as identified by the use of Ecological Resources Overlay Zones in the City's General Plan. The project site does not provide habitat for fish or wildlife species; therefore, development of the site would not substantially reduce fish or wildlife species. Development of the project would not have a cumulative impact on biological species.

<b>VIII <u>CULTURAL RESOURCES</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Be located in high cultural sensitivity area as defined by the Rolling Hills Estates General Plan and result in grading in excess of 20 cubic yards of soil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical or archeological resource as defined in Section 15064.5 of the California Code of Regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation of Checklist Judgments**

VIII(a, b) **Less Than Significant Impact With Mitigation Incorporated.** The project would result in grading in excess of 20 cubic yards. However, the project site is not within a Cultural Resources Overlay area, but is located in an area of low sensitivity for cultural resources as shown in Exhibit 5-3 of the City’s General Plan. The General Plan defines areas of low cultural resource sensitivity as “those lands which have been surveyed with the express purpose of identifying cultural resource sites but which provided negative results [and] ... areas ... where development or grading has resulted in the movement or relocation of massive amounts of earth.”

Pursuant to California AB 52, which became effective on July 1, 2015, the City undertook a formal notification process for California tribes as part of the CEQA process. AB 52 specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” According to the legislative intent for AB 52, “tribes may have knowledge about land and cultural resources that should be included in the environmental analysis for projects that may have a significant impact on those resources.” Section 21074 of AB 52 also defines a new category of resources under CEQA called “tribal cultural resources,” which are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource. The City of Rolling Hills Estates carried out the AB 52 consultation, which included mailing notification letters to the three tribes that had requested notification: the Soboba Band of Mission Indians, the Gabrieleño Band of Mission Indians-Kizh Nation, and the Torres Martinez Desert Cahuilla Indians. Subsequent consultation with the Gabrieleño Band was conducted, which resulted in mitigation measures CULT-1 through CULT-4 (detailed below) as protective measures due to the overall sensitivity of the Palos Verdes

Peninsula for archaeological resources. The Soboba Band deferred consultation to the Gabrieleño Band, and the Torres Martinez Desert Cahuilla Indians did not request consultation. With the incorporation of mitigation measures CULT-1 through CULT-4, the proposed project would not cause any significant impacts on archaeological resources or tribal cultural resources.

In regard to historical resources, the Los Angeles County Historical Directory does not record any historic sites in the vicinity of the project site. None of the buildings proposed for demolition are more than 50 years old, and no existing structures on-site are identified as architecturally or historically significant by the City or any other group. As a result, the proposed project would not result in any impacts on historical resources.

Mitigation Measure CULT-1: A qualified archaeologist approved by the Planning Director of the City of Rolling Hills Estates shall be present for all initial ground-disturbing activities associated with the project. The archaeological monitor shall be responsible for the identification of cultural resources that may be impacted by project activities. The monitor may stop ground-disturbing activities in order to assess any discoveries in the field. Archaeological monitoring may be discontinued when the depth of grading and soil conditions no longer retain the potential to contain cultural deposits or when the qualified project archaeologist determines that monitoring is no longer warranted. The project archaeologist shall be responsible for determining the duration and frequency of monitoring.

*Timing/Implementation: During construction*

*Monitoring/Enforcement: Rolling Hills Estates Planning Department*

Mitigation Measure CULT-2: In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find under CEQA (14 California Code of Regulations 15064.5(f); Public Resources Code Section 21082), the archaeologist may exhaust the data potential of the find through the process of field-level recordation and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

*Timing/Implementation: During construction*

*Monitoring/Enforcement: Rolling Hills Estates Planning Department*

Mitigation Measure CULT-3: If any paleontological resources are found during future development of the project site, all work in the immediate vicinity of the find must stop and the Rolling Hills Estates Planning Department shall be immediately notified. A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate handling and recovery methods. Construction in the vicinity of the find(s) shall not resume until deemed appropriate by the qualified site paleontologist.

*Timing/Implementation: During construction*

*Monitoring/Enforcement: Rolling Hills Estates Planning Department*

Mitigation Measure CULT-4: In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD shall complete inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

*Timing/Implementation: During construction*

*Monitoring/Enforcement: Rolling Hills Estates Planning Department*

VIII(c) **Less Than Significant Impact.** The project site is currently developed with a church and a preschool that have operated at the site for over 39 years. The project site was previously graded to accommodate the existing structures and uses, and no paleontological resources were identified when the site was initially developed or in the subsequent years of their operations. Further, the site is largely flat and does not contain any unique geologic features. Given the current developed nature of the site, the lack of any identified resources when the site was constructed and in the subsequent years that followed, and since the project site is not within a Cultural Resources Overlay area, project impacts are anticipated to be less than significant.

VIII(d) **Less Than Significant Impact.** There are no known human remains on the site, and the likelihood of finding any human remains is low. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, California Health and Safety Code Section 7050.5, Public Resources Code Sections 5097.98 and 15064.5 of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed. In accordance with Health and Safety Code Section 7050.5, all construction or excavation must be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Due to the required compliance with these codes, the project impacts would be less than significant.

<b>IX <u>GEOLOGY AND SOILS</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Involve modifications on slopes greater than 2:1?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risk to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation of Checklist Judgments**

IX(a) **No Impact.** The project site is relatively flat, and although there are transitional slopes at the existing buildings when the site was initially graded down to accommodate the existing development, no slopes greater than 2:1 exist on the site. The project proposes to demolish five existing buildings and construct three new buildings in their place. A new play area in the front would be accommodated by recontouring that portion of the site, while the vehicular access road along the north side would be realigned and re-contoured to accommodate a wider driveway; however, these areas of construction and improvements do not have existing slopes of greater than 2:1. Therefore, the project would have no impact in this area.

IX(b[i, ii]) **Less Than Significant Impact With Mitigation Incorporated.** The potential for fault rupture is addressed at the state level by the Alquist-Priolo Earthquake Fault Zoning Act. The legislation's intent was to provide a statewide seismic hazards mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, ground failure, and other seismic hazards caused by earthquakes.

According to the California Geological Survey (CGS) (1999), the site is located in the Torrance 7.5-minute quadrangle. This area was surveyed by the CGS in order to ascertain the seismic hazards in the area, including liquefaction, ground shaking, and landslides. The project site is not located in a currently mapped California Earthquake Special Studies Fault Zone or an Alquist-Priolo Fault Rupture Zone. The closest fault zone to the project site is the Palos Verdes Fault Zone, located approximately 1 mile to the northeast. In addition to fault zones identified by CGS, Exhibit 8-4 of the Safety Element of the Rolling Hills Estates General Plan identifies the Cabrillo Fault as a Fault Caution Zone. The project site is approximately 1 mile from the closest portion of this Fault Caution Zone.

The site is not within a Fault Caution Zone as shown on Exhibit 8-1 of the Safety Element of the Rolling Hills Estates General Plan. Additionally, according to Figure 2-14, Overlay Map Planning Area 2, of the General Plan, the site is not located in a Hazards Management Overlay.

According to the CGS (2008), the site is located in an area ascertained to be distant from known, active faults and would experience lower levels of shaking less frequently. In most earthquakes, only weaker, masonry buildings would be damaged. However, as with any site in the Southern California region, the site is susceptible to strong seismic ground shaking in the event of a major earthquake. Future on-site structures would need to be constructed to withstand potential peak accelerations as defined by the California Building Code. In addition, the design of individual structures would be subject to review by the City's Building and Safety division, including review by the City geologist and City engineer. With the required compliance with the California Building Code, the project is not expected to result in significant impacts related to rupture of a known earthquake fault or strong seismic ground shaking.

IX(b[iii]) **No Impact.** Liquefaction is a phenomenon in which saturated silt to cohesionless soil below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic stresses induced by an earthquake. These soils may acquire a high degree of mobility and lead to structurally damaging deformations. Liquefaction begins below the water table, but after liquefaction has developed, the groundwater table will rise and cause the overlying soil to mobilize. Liquefaction typically occurs in areas where groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine- to medium-grained sand. In addition to the necessary soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to initiate liquefaction. According to the Department of Conservation Division of Mines and Geology Seismic Hazard Zones Map (Torrance Quadrangle), the project site is not within a liquefaction hazard zone (CGS 1999). Therefore, project implementation is not anticipated to result in the exposure of people or structures to potential impacts related to seismic ground failure or liquefaction. Thus, there would be no impacts in this regard.

- IX(b[iv]) **No Impact.** According to the seismic hazard zone maps for the city (CGS 1999), the project site is not located within a landslide hazard area. Likewise, the site is not within a “Landslide” area shown on Exhibit 8-1 (Generalized Risk Assessment) of the City’s General Plan. The project site is characterized by relatively flat topography. Project implementation would not expose people or structures to landslides. Thus, there would be no impacts.
- IX(b[v]) **Less Than Significant Impact.** Construction of the proposed project would involve limited grading operations associated with preparation of the site. Due to existing regulations, these operations are not anticipated to leave soils uncovered or exposed for long periods and would not result in a significant loss of topsoil or erosion. The proposed project would be required to comply with SCAQMD Rule 403 regarding incorporation of measures to reduce fugitive dust, which would also help reduce the potential for construction-related erosion (SCAQMD Rule 403(d)(2)). SCAQMD Rule 403 provides measures such as the application of water or stabilizing agents to prevent generation of dust plumes, pre-watering materials prior to use, use of tarps to enclose haul trucks, stabilizing sloping surfaces using soil binders until vegetation or ground cover effectively stabilize slopes, hydroseed prior to rain, and washing mud and soils from equipment at the conclusion of trenching activities. Given the project site’s relatively flat topography and required compliance with SCAQMD Rule 403, the project would not result in substantial soil erosion or the loss of topsoil. Impacts in this regard would be less than significant.
- IX(d) **Less Than Significant Impact.** As discussed in Responses IX(b[iii]) and (b[iv]) above, due to the absence of steep slopes and the depth of groundwater, the potential for landslides and liquefaction on the project site is considered low.
- Lateral spreading is a phenomenon that is associated with liquefaction. Slopes may become unstable during liquefaction, and level areas near descending slopes may move laterally toward the slope as the slope becomes unstable. Since the potential for liquefaction on the project site is considered low, the potential for lateral spreading does not represent a geologic hazard to the proposed project. Lastly, hydroconsolidation, or collapse, is a geologic hazard where soil materials undergo settlement when they become saturated. The soils on the project site would be appropriately compacted in accordance with the project’s geotechnical engineering requirements, as reviewed and approved by the Building and Safety Department. As such, impacts are considered less than significant.
- IX(d) **Less Than Significant Impact.** Expansive soils primarily comprise clays, which swell when water is absorbed and shrink when dry. Expansive soils are of concern since building foundations may rise during the rainy season and fall during dry periods in response to the shrinking and swelling of the soil. If movement varies under different parts of the building, structural portions of the building may distort. The native soils underlying the site comprise shale and siltstone rather than clays. Consequently, on-site soil conditions would not subject people and property to potential hazards associated with expansive soils. Impacts are considered less than significant.
- IX(e) **No Impact.** The project will be required to connect to the existing public sewer system. Therefore, soil suitability for septic tanks or alternative wastewater disposal systems is not applicable in this case, and the proposed project would have no associated impacts.

X <b><u>HAZARDS AND HAZARDOUS MATERIALS</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Be located in the Hazard Management Overlay Zone?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle petroleum, or petroleum byproducts, or hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located (i) within an area covered by an airport land use plan or, where such a plan has not been adopted, (ii) within two miles of a public airport or public use airport, and (iii) will result in a safety hazard for people working in the project area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Explanation of Checklist Judgments**

X(a) **No Impact.** As depicted on Exhibit 2-4 of the City’s General Plan, the project site is not located in a Hazards Management Overlay Zone.

X(b, c) **Less Than Significant Impact.** The proposed project includes the demolition of five existing educational buildings, to be replaced with three new buildings serving the existing educational use. The site would continue to operate as a church and preschool with ancillary uses such as after-school programs, concert series, and community meeting spaces. These are land uses not associated with the routine transport, use, disposal, or storage of hazardous materials. The only hazardous materials expected to be used by the institutional facility would be typical household cleaners, paints, fertilizers, etc.

Regardless, the transport, use, and disposal of hazardous materials is strictly regulated by applicable regional, state, and federal agencies. All hazardous materials used during the project's construction phase are regulated by state and federal law. In Rolling Hills Estates, the County of Los Angeles Fire Department, Health Hazardous Materials Division, is responsible for the Hazardous Materials Disclosure and California Accidental Release Prevention programs. The proposed project would not create a significant hazard to the public or the environment related to the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable update and accident conditions involving the release of hazardous materials. Impacts in this regard are less than significant.

X(d) **Less Than Significant Impact.** The project site is the location of an existing preschool, while the abutting property to the south is developed with Rolling Hills Country Day School. Another nearby school is Rancho Vista Elementary School, approximately a half mile from the project site. However, as indicated above, the project includes the continued operation of church and school facilities, which are not uses that emit hazardous emissions or handle petroleum, or petroleum byproducts, or hazardous or acutely hazardous materials, substances, or waste. As such, impacts in this regard are less than significant.

X(e) **No Impact.** The project site is currently developed with a church and preschool, and there are no physical conditions or other information that suggests that the project site contains or has been contaminated with hazardous materials. Since the property is only known to have been used for religious and educational purposes with related structures and improvements, there is no known history of hazardous material use, generation, storage, or contamination on-site. Likewise, during a site visit to the subject property, no stained soils, stressed vegetation, abandoned barrels/containers, or other visible conditions were observed that would indicate a potential for hazardous material contamination.

Lastly, the project site is not listed as an open hazardous material cleanup site on either the California Department of Toxic Substances Control (EnviroStor) database or the California State Water Resources Control Board (GeoTracker) database (DTSC 2014; SWRCB 2014). Therefore, the project would have **no impact** in this regard.

X(f, g) **No Impact.** The project site is located approximately 1.5 miles south of the Torrance Municipal Airport. All airports in Los Angeles County must have a Municipal Airport Master Plan that is consistent with Los Angeles County Airport Land Use Commission and Federal Aviation Administration regulations. The commission is the operating body responsible for the comprehensive land use plan (CLUP) that covers the aviation activities at 15 public use airports in Los Angeles County. The boundaries for each airport and the development restrictions within each of those boundaries are depicted in the CLUP. All proposed land uses within the boundaries for each airport must coincide with the restrictions of the CLUP.

The project site is not located under any flight path and is not within the airport's designated influence area or runway protection zone area. The proposed project would not involve any improvements that would otherwise affect airport operations. As a result, the proposed project would not present a safety hazard related to aircraft or airport operations.

- X(h) **Less Than Significant Impact.** According to the City's General Plan Public Safety Element, Crenshaw Boulevard is one of three designated emergency evacuation routes in the city. Los Angeles County Public Works has prioritized these routes for debris clearance and road repairs in the event they are damaged during a major earthquake or other natural disaster. In addition, Indian Peak Road, Palos Verdes Drive North, and Silver Spur Road are disaster routes proposed to augment county routes for city-specific emergency planning purposes.

The project provides adequate street access, and project operations would not interfere with an emergency response plan or emergency evacuation plan. Also, the project site plan is subject to review and approval by the Los Angeles County Fire Department in order to ensure adequate provision of fire hydrants and access. This step in the permitting process ensures adequate emergency response and access.

- X(i) **Less Than Significant Impact.** The project site is not located in a Fire Hazard area identified on Exhibit 8-1 of the City's General Plan. Nonetheless, the stringent Building Code requirements associated with the state's Very High Fire Hazard Severity Zone apply to all properties in the city. The project is required to comply with all pertinent Fire Code and ordinance requirements for construction, access, water mains, fire hydrants, and fire flows. Specific Fire Code requirements would be addressed during the building fire plan check. Given the site's location and required compliance with the Fire Code and ordinance requirements, the project would not result in significant impacts related to wildland fire hazards.

<b>XI <u>HYDROLOGY AND WATER QUALITY</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Explanation of Checklist Judgments

XI(a, e, f) **Less Than Significant Impact.** The proposed project involves demolishing five existing educational buildings and constructing three replacement buildings and an addition to the administration building. The Development Code allows a maximum of 20 percent lot coverage in the Institutional zone. The proposed project would result in approximately 675 square feet of additional impervious surface area, which results in 28,828 square feet of overall lot coverage, equivalent to 13.45 percent. As a requirement of building permit issuance, the applicant would be required to prepare and submit a Water Quality Management Plan, which would contain a set of best management practices (BMPs) to reduce water quality impacts, which the applicant would be responsible for implementing. This required plan is intended to ensure the project complies with the statewide National Pollution Discharge Elimination System (NPDES).

Section 402 of the federal Clean Water Act requires NPDES permits for stormwater discharges from storm drain systems to waters of the United States.<sup>2</sup> The City of Rolling Hills Estates is a co-permittee in the Los Angeles County storm drain system permit or Municipal Permit (Order No. 01-182; NPDES No. CAS0041 as amended by Orders R4-2006-0074 and R4-2007-0042).

As a special provision, the Los Angeles County Municipal Permit requires permittees to implement low-impact development (LID) design principles for development and redevelopment activities that meet the applicability criteria in Part VI.D.7.b of the permit. Projects that meet such criteria are required to control pollutants, pollutant loads, and runoff volume emanating from the project site by (1) minimizing the impervious surface area and (2) controlling runoff from impervious surfaces through infiltration, bioretention, and/or rainfall harvest and use. In addition, such projects are required to retain on-site the 0.75-inch, 24-hour rain event or the 85th percentile, 24-hour rain event, whichever is greater.

Implementation of the proposed project would be subject to the requirements of the Municipal Permit and the City's Municipal Code. Both the Municipal Code and the Municipal Permit require application of erosion and sedimentation control BMPs during construction for proper water quality management. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. BMPs would be specifically identified in the project-specific Wet Weather Erosion Control Plan and designed to prevent erosion and construction pollutants from entering the City's storm drain and receiving waters. By requiring implementation of a Wet Weather Erosion Control Plan and BMPs during construction activities, the City is ensuring that these activities would not violate standards or degrade water quality. As part of its normal project approval and construction oversight activities, the City of Rolling Hills Estates monitors compliance with these requirements.

---

<sup>2</sup> Storm drainage systems are described as Municipal Separate Storm Sewer Systems (MS4s) and include streets, gutters, conduits, natural or artificial drains, channels, and watercourses or other facilities that are owned, operated, maintained, or controlled by a permittee and used for purposes of collecting, storing, transporting, or disposing of stormwater.

In addition to Section 402, Section 303 of the Clean Water Act requires states to designate uses for all bodies within state boundaries (intrastate waters) and to establish water quality criteria for those water bodies. Those water bodies that do not satisfy the water quality criteria for their designated uses are identified as impaired. In order to improve the quality of impaired water bodies and thus achieve the water quality criteria, the US EPA requires states to establish total maximum daily load (TMDL) standards that apply to impaired water bodies. The storm drain system that serves the majority of Rolling Hills Estates, including the project site, drains into Machado Lake, which is identified as an impaired water body. TMDLs have been adopted for Machado Lake for nutrients and trash, and additional TMDLs for toxics and metals are currently under review.

Both construction and operation activities associated with the project could generate additional water pollutants that could adversely affect stormwater quality and the water quality in downstream receiving waters. Construction-related activities can release sediments from exposed soils into local storm drains. In addition, construction waste materials such as chemicals, liquid products, and petroleum products may make their way into local storm drains. However, as indicated above and as required by mitigation measure HYD-1, the project would be subject to the requirements of the Municipal NPDES Permit and the City's Municipal Code. Pursuant to these requirements, BMPs would be instituted to effectively offset these potential sources of water pollution, which the applicant would be responsible for implementing.

Operationally, stormwater or urban runoff from the developed project site could collect sediment, trash, metals, and oils as it flows across the site's driveway and other site surfaces. These potential post-construction pollutants would be addressed through treatment control BMPs that would be incorporated into the final site design of the project, as required by Section 8.38.070(c) of the City's Municipal Code. These BMPs would be implemented to treat runoff from the proposed project's buildings, including roof runoff.

In summary, with the required compliance with the Municipal Permit and with the City's Municipal Code, the proposed project would not result in significant impacts related to a violation of water quality standards or waste discharge requirements, erosion or siltation, or any other degradation of water quality. Likewise, the project would not create runoff water that exceeds the capacity of stormwater drainage systems, or otherwise degrade water quality.

XI(b) **Less Than Significant Impact.** The proposed project would not directly use any groundwater to serve the project site. The project would not introduce a new use to the project site; rather, the project would demolish five existing one-story educational buildings that would be replaced by three new buildings (two of which would be two-story structures) in the same general area of the site, and add square footage to the existing administration building. Since the preschool use already exists on-site, any net increase to water demand would be minimal. Therefore, the proposed project would not result in an exceedance of safe yield or depletion of groundwater supplies. In addition, although the project would increase the amount of impervious surfaces on-site compared to existing conditions, the proposed project would not measurably reduce the site's percolation rates. Further, the existing sheet flow from south to north would be maintained. As such, impacts related to groundwater supplies and recharge would be less than significant.

XI(c, d) **Less Than Significant Impact.** No natural watercourses are located on the project site. Currently, rainfall primarily flows into the existing drainage system located along the north side of the site, while a small percentage of rainfall percolates into the substrate in the pervious portions of the site. The proposed building layout would require minor modifications to the existing site drainage flow to ensure that stormwater and surface runoff continues to be collected by the existing site drainage system. This on-site system is currently connected to the City's system. The proposed project would not increase the volume of stormwater flowing from the project site because stormwater would be directed into the storm drainage system through existing catch basins that control stormwater flow into the City's system. Therefore, anticipated stormwater runoff would not result in substantial erosion or siltation on- or off-site, would not cause flooding, and would not exceed the capacity of the storm drain system. Therefore, the project's impacts on the existing drainage pattern are less than significant.

XI(g-j) **No Impact.** The project site is shown on Federal Emergency Management Agency Flood Insurance Rate Map No. 06037C1920F (FEMA 2008). According to this map, the site is located in Zone X, which is defined as "areas determined to be outside the 0.2 percent annual chance floodplain." The project would therefore not result in the placement of uses in a 100-year flood zone. The project site is not within the inundation area of any reservoir, level, or dam, and the project site is not in an area that would be subject to seiche, tsunami, or mudflow. Therefore, the project would have no impacts related to flood hazards.

<b>XII <u>AGRICULTURE RESOURCES</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Explanation of Checklist Judgments

- XII(a) **No Impact.** The project site is currently developed with a church and preschool, and the site is located in a developed portion of the City of Rolling Hills Estates. Since the project site is currently developed with a church and preschool, the site is not used for productive agricultural purposes. Further, although the project site abuts the South Coast Botanic Garden, the project site is not located adjacent to or near any land used for agricultural purposes. Lastly, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, there are no impacts in this area.
- XII(b) **No Impact.** No agricultural resources are identified in the City’s General Plan, and no agricultural resources are present on the project site. The site is not subject to a Williamson Act contract, and the site is not zoned for agricultural use. Given that the site is not currently used for productive agricultural purposes and the project would not conflict with a Williamson Act contract, the proposed project would have no impact in this area.
- XII(c) **No Impact.** The project site is not currently used for agricultural purposes. Additionally, the proposed project would not in any way hinder the operations of any existing agricultural practices since no agricultural practices exist on-site or in the adjacent surrounding areas.

<b>XIII <u>MINERAL RESOURCES</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Explanation of Checklist Judgments**

XIII(a, b) **No Impact.** The project site is not located on any known bank of minerals. The site is not within any of the Mineral Resource Zone boundaries identified by the City on Exhibit 5-4 of the General Plan Conservation Element. Therefore, the proposed project would have no impact on the availability of a known mineral resource that would be of value or result in the loss of a locally important mineral resource.

<b>XIV <u>POPULATION AND HOUSING</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Explanation of Checklist Judgments

- XIV(a) **No Impact.** The project does not proposed new residences that would directly introduce new permanent residents. Due to the institutional nature of the proposed project and the intent of the facility to serve the existing population of the area, the project would not induce population growth. As such, there would be no environmental impacts related to population growth.
- XIV(b, c) **No Impact.** The proposed project includes the demolition of five existing educational buildings, to be replaced with three new buildings serving the existing preschool and after-school program uses. The resulting construction would increase the overall floor area on-site by 5,201 square feet, and would accommodate an increase in enrollment from 102 to 140 preschool students. The project would not involve the demolition of any existing residential units, or the construction of any new residential units. Further, there are no residences located north, south, or west of the project site, and only five single-family residences abutting the rear (east) of the property. However, since the project site currently operates as a church and preschool and the resulting project would maintain these existing uses, the project would not displace housing units or people, or necessitate the construction of replacement housing. Therefore, no impact related to the displacement of people and housing would occur.

<b>XV <u>PUBLIC SERVICES</u></b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Explanation of Checklist Judgments

XV(a) **Less Than Significant Impact.** The City of Rolling Hills Estates is within the jurisdiction of and part of the Consolidated Fire Protection District of Los Angeles County (Fire Department), which provides fire protection and emergency medical services to the city and all unincorporated areas in Los Angeles County. Fire Station 106, located at 27413 Indian Peak Road in Rolling Hills Estates, is approximately 2.4 miles from the project site; Fire Station 56, located at 12 Crest Road West in Rolling Hills, is less than 2.8 miles from the project site; and Fire Station 6, located at 25517 Narbonne Avenue in Lomita, is approximately 2.2 miles from the project site. While these stations are the closest stations to the project site, the Fire Department as a whole serves the project area.

Generally, the need for new fire facilities is based on the time it takes for a station to respond to an incident. The fire department seeks to maintain a five-minute response time. Because there are three existing stations less than 3 miles from the project site, response times are expected to be within the five-minute response time standard. Although there could be an minor increase in demand on existing fire services and facilities as a result of increasing enrollment from 102 to up to 140 preschool students, the proposed project is already developed with a church and preschool, and the project is not anticipated to increase service ratios, response times, or other performance objectives to the extent that new or physically altered fire facilities would be required.

Lastly, the Fire Department has review and approval authority over building plans in subsequent phases of planning and design to ensure adherence with the department's regulations and requirements. The impacts on fire protection services are therefore anticipated to be less than significant.

XV(b) **Less Than Significant Impact.** The City of Rolling Hills Estates contracts with the Los Angeles County Sheriff's Department for police protection and law enforcement services. The main sheriff's station serving the city is located at 26123 Narbonne Avenue in Lomita. This station is approximately 2.3 miles east of the project site, and

employs 83 sworn officers. The emergency response time averages five minutes or less. The department's service standards are a 6-minute "emergency response" time; a 20-minute "immediate response" call response time; and a 1-hour report "call response" time. No new or physically altered police protection facilities are necessary to serve the proposed project, as the site is located in an existing developed area that is currently adequately served by the Sheriff's Department, and the project includes continuing with the church and preschool uses that currently occupy the project site. Therefore, implementation of the project would not result in significant environmental impacts related to police protection.

XV(c) **No Impact.** The project proposes to enlarge an existing private educational facility that provides preschool and after-school programs. The project would allow for an increase in preschool enrollment from 102 students to up to 140 students. The project would continue to add to the educational opportunities in the area. Since the project does not involve new residences, there would be no increase in population and no increase in the demand on schools. As such, implementation of the project would not result in the need for new or physically alternated school facilities. There would be no adverse impact in this regard.

XV(d) **No Impact.** The proposed project includes enlarging an existing private preschool and increasing enrollment from 102 students to up to 140 preschool students. The size and type of development would not result in the demand for additional public services or the need for new or expanded public service facilities.

<b>XVI UTILITIES AND SERVICE SYSTEMS</b>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Explanation of Checklist Judgments

XVI(a) **Less Than Significant Impact.** The proposed demolition and replacement of the RHUMC's educational buildings, resulting in a net increase in the floor area on the project site of 5,201 square feet, would allow for an increase in preschool enrollment from 102 students to up to 140 students. Expanding the preschool use would generate a corresponding increase in wastewater from the RHUMC campus; however, the region's existing wastewater facilities are designed to treat domestic sewage and to accommodate the level of growth anticipated in local general plans. While the proposed project would increase student enrollment for the preschool, the increase in enrollment and the consequential wastewater would not result in an exceedance of wastewater treatment requirements. Therefore, the proposed project would not generate wastewater in a manner that would exceed the wastewater treatment requirements of the Regional Water Quality Control Board. (See also responses XVI(b, d, e) below.)

XVI(b, d, e) **Less Than Significant Impact.** The project site is served by the California Water Service Company (CWSC), which purchases water from the Metropolitan Water District. The district's water sources are the State Water Project and the Colorado River. CWSC water is stored locally in the Palos Verdes Reservoir, which has a capacity of approximately 361,097,200 gallons. Average water consumption in the city is approximately 1.2 million gallons per day (mgd). According to the CWSC's (2016) 2015 Urban Water Management Plan for the Dominguez District (which serves the city), the average water use is currently 216 gallons per capita per day (GPCD) and the 2020 target is 173 GPCD. Based on these factors, implementation of the proposed project could increase water demand; however, the increase would be minimal since it is anticipated that the students reside within the Palos Verdes area which is already serviced by CWSC. As such, the proposed project would not result in the need for new or substantial alterations to local or regional water treatment or distribution facilities, due to the limited amount of additional water required to serve the project.

Wastewater generated by the project would be treated at the Joint Water Pollution Control Plant in Carson, which has a design capacity of 385 mgd and currently processes an average flow of 280.5 mgd. The additional wastewater would be minimal since it is anticipated that the increase in student enrollment would be from households that are already located in the Palos Verdes area. Thus, the project would not result in a need for new or substantial alterations to the existing sewer system due to the minimal amount of additional sewage that would be generated by the project. Impacts are thus anticipated to be less than significant.

XVI(c) **Less Than Significant Impact.** Existing storm drain facilities are anticipated to be adequate to accommodate project flows as discussed more fully in subsection XI, Hydrology and Water Quality.

XVI(f) **Less Than Significant Impact.** Although the project would increase the preschool student enrollment, it is anticipated that it would result in a minimal increase in waste generated from the site. Refuse disposal and recycling services to the city and the project site are provided by a private entity, Waste Management, which contracts with the Sanitation Districts of Los Angeles County for disposal of refuse. The sanitation district maintains multiple refuse disposal facilities, including three landfills, five gas-to-energy/refuse-to-energy facilities, two material recovery facilities, and various recycling facilities and transfer stations. In 2012, Rolling Hills Estates produced approximately 6,908 tons of solid waste (see Table XVI-1), as reported to California Department of Resources Recycling and Recovery (CalRecycle) (2014). The majority of this waste, 89.7 percent, was taken to the El Sobrante Landfill, which has a cease operations date of January 1, 2045. All other area landfills have a cease operations date beyond the year 2019.

According to CalRecycle, the city had an average solid waste disposal rate of 3.8 pounds per person per day in 2014. The project would not increase the city's population, and the student enrollment increase is anticipated to largely accommodate students that already live in the City of Rolling Hills Estates and nearby communities. Thus, any increase to the average solid waste disposal rate would be minimal, and would not result in inadequate capacity at the area landfills.

**Table XVI-1  
City of Rolling Hills Estates Solid Waste Disposal – 2012**

<b>Destination Facility</b>	<b>2012 City Tonnage to Facility</b>	<b>Permitted Maximum Capacity (million cubic yards)</b>	<b>Remaining Capacity (Million Cubic Yards) (survey date)</b>	<b>Cease Operations Date</b>
Antelope Valley Public Landfill	24	n/a	20.4 (n/a)	1/1/2042
Azusa Land Reclamation Co. Landfill	113	80.571	n/a	1/1/2025
Chiquita Canyon Sanitary Landfill	71	63.900	22.4 (03/02/2016)	11/24/2019
El Sobrante Landfill	6,254	184.930	145.530 (03/02/2016)	1/1/2045
Lancaster Landfill and Recycling Center	0	27.000	14.514 (03/02/2016)	3/1/2044
Olinda Alpha Sanitary Landfill	231	74.900	36.589 (03/02/2016)	12/31/2021
Prima Deshecha Sanitary Landfill	92	172.900	87.384 (03/02/2016)	12/31/2067
Sunshine Canyon City/County Landfill	123	140.9	96.8 (03/02/2016)	12/31/2037
2012 Total	6,908			

Source: CalRecycle 2014

XVI(g) **Less Than Significant Impact.** The project applicant is required to comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal. As such, impacts in this regard would be less than significant impact.

**XVII MANDATORY FINDINGS OF SIGNIFICANCE**

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

**Explanation of Checklist Judgments**

XVII(a) **Less Than Significant Impact With Mitigation Incorporated.** Based on the analysis in subsection VII, Biological Resources, of this IS/MND, the proposed project would not have substantial impacts to special-status species, stream habitat, and wildlife dispersal and migration. Furthermore, the proposed project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant communities. Similarly, as discussed in subsection VIII, Cultural Resources, with the incorporation of mitigation measures, the proposed project would not have substantial impacts to historical, archaeological, or paleontological resources and thus would not eliminate any important examples of California history or prehistory. Therefore, the proposed project would not result in a Mandatory Finding of Significance due to impacts to biological or cultural resources.

XVII(b) **Less Than Significant Impact.** A significant cumulative impact may occur if the project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. When considering the proposed project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the project site, the proposed project does not have the potential to cause impacts that are cumulatively considerable. As detailed in the above discussions, the proposed project would not result in any significant and unmitigable impacts in any environmental categories. In all cases, the impacts associated with the project are limited to the project site or are of such a negligible degree that they would not result in a significant contribution to any cumulative impacts. Therefore, the proposed project would not result in a Mandatory Finding of Significance due to cumulative impacts.

XVII(c) **Less Than Significant Impact.** As detailed above, the proposed project does not have the potential to result in direct or indirect substantial adverse effects on human beings. The proposed project does not approach or exceed any significance thresholds for environmental issues typically associated with direct or indirect effects on people, such as air, water, or land pollution, natural environmental hazards, transportation-related hazards, or adverse effects to emergency service response. Therefore, the proposed project would not result in a Mandatory Finding of Significance due to environmental effects that have the potential to cause substantial adverse effects on human beings.