

**REVISED
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

**Fountain Square Development West:
The Kensington Assisted Living Facility
in Sierra Madre**

Lead Agency:
City of Sierra Madre
Development Services Department
232 W. Sierra Madre Boulevard
Sierra Madre, CA 91024

Consultant to the City:
Hogle-Ireland, Inc.
201 S. Lake Avenue, Suite 308
Pasadena, CA 91101



January 25, 2012

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Section 1: Project Description

On November 30, 2011, the City of Sierra Madre published the Draft Initial Study/Mitigated Negative for the proposed Kensington Assisted Living Facility. The Draft Initial Study/Mitigated Negative Declaration circulated for a 20-day public review period, which was extended several days to accommodate persons affected by a widespread power outage toward the end of the review period. Twenty-six comment letters were received, which the City responded to in writing. The City published the Final Initial Study/Mitigated Negative Declaration consisting of the response to comments, the Mitigation Monitoring Program, and the November 30, 2011 Draft Initial Study/Mitigated Negative Declaration.

One of the comment letters stated the concern that the proposed General Plan Amendment and Municipal Code text amendment applications were not clearly identified in the Initial Study as part of the proposed project and thus were not analyzed with regard to environmental impact. In the response to comments document dated January 12, 2012 (pages 60 and 76), the City pointed out that these project components had been identified in the Initial Study as required entitlements in Section 1.12. The City also responded that analysis of these amendments had been provided, with the conclusion that the clarification in the General Plan that assisted living facilities are already permitted in commercial districts with a Conditional Use Permit will itself cause no environmental impacts.

To provide further clarification to the public regarding all of the entitlements associated with the proposed project, the City has revised the Initial Study to identify the project entitlements in Section 1.8—Project Description in addition to Section 1.12—Required Approvals, and to provide additional information regarding the finding of no environmental impact associated with the proposed General Plan Amendment and Municipal Code text amendment.

1.1 – Project Title

Fountain Square Development West: The Kensington Assisted Living Facility
in Sierra Madre

1.2 – Lead Agency Name and Address

City of Sierra Madre
Development Services Department
232 W. Sierra Madre Boulevard
Sierra Madre, CA 91024

1.3 – Contact Person and Phone Number

Gregg Yamachika, Contract Planner
(562) 292-8323

1.4 – Project Location

The project site consists of two contiguous parcels (APN 5768-019-041 and APN 5768-019-043) totaling approximately 1.84 acres located at 235 W. Sierra Madre Boulevard in the City of Sierra Madre. The site is bounded by Sierra Madre Boulevard to the south, Hermosa Avenue to the east, residential uses to the north, and a vacant commercially zoned lot to the west.

1.5 – Project Sponsor’s Name and Address

Fountain Square Development West
12701 Treeridge Terrace
Poway, California 92064

1.6 – General Plan Land Use Designation

The Land Use Element of the 1996 Sierra Madre General Plan designates the subject site as *Commercial* and *Residential High Density*. The southern parcel fronting Sierra Madre Boulevard (APN 5768-019-041) is designated *Commercial* in the General Plan. The northern parcel, with access from Hermosa Avenue (APN 5768-019-043), is designated *Residential High Density*.

1.7 – Zoning District

The project site consists of two parcels. The southern parcel fronting Sierra Madre Boulevard (APN 5768-019-041) is zoned C (Commercial). The northern parcel, with access from Hermosa Avenue (APN 5768-019-043) is zoned R-3 (Multiple Family Residential). Both parcels are also located within the Measure V Downtown Overlay area, known as the “Central Core Area.”

1.8 – Project Description

Project Overview

Fountain Square Development West has submitted Specific Plan and Conditional Use Permit applications for the design, construction, and operation of an assisted living facility. The facility would provide long-term residential care for seniors and persons with disabilities, including persons with Alzheimer’s disease and other memory impairments. The facility, to be licensed as a Residential Care Facility for the Elderly (RCFE) by the California Department of Social Services, would accommodate up to 96 residents. The Specific Plan, required by the General Plan, provides a means to establish unique development standards and use regulations that respond to the special design needs of an assisted living facility at this location.

The facility design consists of a two-story, “H” shaped building envelope totaling approximately 58,000 gross square feet. The facility would have 75 residential suites, plus administrative offices and resident common areas for dining and socializing. Additional components include on-site facilities for fitness, physical therapy, and wellness activities; a commercial kitchen; and a commercial laundry. Common use gardens, patios, and sitting areas would be incorporated throughout the facility grounds. Table 1 (Summary of Proposed Project Uses) provides a square footage breakdown of the various uses. Exhibits 3 through 7 illustrate the preliminary site plan, including conceptual floor plans, as well as building elevations.¹

¹ Final floor plans will be reviewed/approved at the time of building plan check.

Table 1.8-1: Proposed Project Components

Type of Use	Estimated Building Area (Square Feet)
Care Units (guest rooms and suites)	31,600
Common Living and Social Areas	19,800
Staff Offices/Caretaker Areas	2,500
Facility Service/Operation/Maintenance Areas	4,100
Total	58,000

Assisted living services are intended for seniors (i.e., generally persons 60 years or older, as well as younger residents who may experience early on-set of debilitating memory issues) who need assistance with the activities of daily living, including eating, bathing, dressing, and medication management, but who do not require 24-hour medical or skilled nursing care. Each suite would range in size from approximately 325 square feet to 625 square feet and would include one or two sleeping areas. Each suite consists of a bedroom area, sitting area (some in a separate room), and bathroom (with sink, shower and toilet); no kitchen facilities are provided since meals are served restaurant-style in the common dining area.

Site Plan/Access/Circulation

The project site would be accessed via a single ingress/egress driveway off Sierra Madre Boulevard. The driveway would provide immediate access to a porte cochere drop-off/pick-up at building's main entrance, which would face west onto the parking lot. The driveway would then extend to the surface parking lot located at the western portion of the project site. The location of the proposed driveway and curb cut would remain in substantially the same location as those existing today, but would be widened and redesigned to accommodate current building code requirements and proposed site grades. Pedestrian access would be accommodated from the main building entrance, with a paved pathway from the entrance down to Sierra Madre Boulevard as well. A secondary pedestrian access would be provided along Hermosa Avenue for staff, utility service personnel, and secondary emergency response access.

The H-shaped building footprint would occupy the easterly portion of the project site, with its perimeter ringed by a garden path, landscaping, and seating areas. Two open-air courtyards would be provided within the recessed areas along the north and south faces of the building. Exhibit 3 (Proposed Project Site Plan) shows the proposed site layout.

Building setbacks from residential properties along the north (rear) property line would vary from 21 and 50 feet. The parking area would have a minimum landscape setback of 10 feet from residential properties located along the north property line. Specific setback requirements and development standards, consistent with those proposed for the project, are set forth in the Specific Plan.

Loading areas and trash enclosures would be located behind the northwest corner of the building and accessed directly from parking/driveway area. These facilities would be set back five to 10 feet from the rear property line.

The proposed structure would be two stories high, with a building height roof line that peaks at 30 feet in height to screen mechanical roof-top components.

Existing easements for power and telephone service are located at the northeast corner of the site. The easements would be modified to accommodate power and telephone services to the new building.

Parking

The Specific Plan proposes 43 on-site parking spaces within a paved, surface parking lot on the west side of the property. The parking area would be configured with stalls accessed from a double-loaded driveway that loops back to connect with the main ingress/egress site entrance.

Architectural Treatment

The architectural design theme of the proposed building is based on elements of Craftsman styles commonly used for homes in Sierra Madre. The building skin would include a combination of siding and shingles. Outrigger beams and exposed rafter tails would provide the characteristic texture and details of a Craftsman façade. The Specific Plan identifies the proposed architectural elements.

Landscape and Lighting

Proposed landscaping has been designed to complement the building architecture and provide spaces for programmed activities for residents. Consistent with the City's landscaping requirements, planting materials would consist of low-maintenance, low-water-use species which are either Southern California native plants and/or drought-tolerant ornamentals. Higher water-using plant materials, such as mown turf grass and seasonal color, are proposed to be used sparingly. The proposed irrigation system would be designed to reduce water waste and comply with applicable City codes.

Lighting would be installed to illuminate the porte cochere, driveways, courtyards, walkways, and parking facility for security and safety purposes. Hooded accent lighting at the roof eave line would be installed to highlight building features. Exterior features would include minimal low-impact lighting in compliance with the City's ordinance to avoid nuisance to other area properties.

Operational Characteristics

The estimated number of operating staff for the facility is approximately 75 part-time and full-time staff. The maximum number of staff on site at any one time would be approximately 25. The assisted living community would offer an environment in which residents enjoy communal meals, social activities, housekeeping and other services. As a part of this proposed assisted living community, care will be available for those who suffer from memory loss and dementia related diseases such as Alzheimer's.

Signage

Two project identification signs to identify the assisted living facility are proposed, including one adjacent to the main entry off Sierra Madre Boulevard and one on the corner of Hermosa Avenue. Neither sign would exceed 40 square feet in area size. Final design, size and placement of project signs will be subject to approval by the City. Secondary signage to assist with directional and safety messaging would also be provided as appropriate.

Site Preparation and Grading

The proposed development involves demolition of the existing vacant onsite institutional and residential buildings (totaling approximately 33,695 square feet combined) and removal of existing trees. Mature oleanders along the northern edge of the project that currently screen residential properties may be retained to function as a

construction screen (as feasible). However, installation of a fence or wall between the project site and properties to the immediate north would most likely require removal of some of these oleanders and replacement with appropriate landscaping per the approved landscape plan.

The project would involve grading to lower the building pad by approximate three and one-half feet from current grade. Grading would require the export of approximately 9,500 cubic yards of earth from the site. Retaining walls would be incorporated to accommodate the cuts. The existing wall along Sierra Madre Boulevard and Hermosa Avenue would be rebuilt to retain the resulting grade and designed to fit the new building style and complement the landscape program. The existing retaining walls along the north property line would remain in place. A new second retaining wall (approximately four to six feet in height plus footing) would be installed in a manner stepped out approximately five feet in front of the existing walls to accommodate the new cut along the base of the north slope along this edge due to the lowering of the entire site grade by approximately three and one-half feet. The integrity of the existing north retaining walls would be maintained by this terrace effect. The west wall would be modified to accommodate the resulting grade, and a noise barrier would be constructed along portions of the north property line.

Development Schedule

Construction of the proposed project is anticipated to start during spring 2012 and be completed by summer/early fall 2013,² lasting approximately 16 to 18 months. Demolition of the existing structures is anticipated to start in spring 2012 and may require up to eight weeks for completion. Other site preparatory work and grading is anticipated to start in early summer 2012 and would run concurrent with demolition efforts, lasting approximately eight weeks. Construction is anticipated to require approximately 10 working months for completion. Site finishing work is anticipated during late spring/summer 2013, with a target occupancy/opening date in September 2013.

Construction Staging

Construction activities would be conducted in compliance with City requirements and in a manner that minimizes disruption to adjacent properties. A construction management plan, including details for project staging, haul routes, and erosion control plans, will be prepared and provided to the City for approval prior to initiation of any site preparation or construction activity. At a minimum, the project will comply with development and construction site standards established in Municipal Code Section 17.36.190. Per code, construction activity would be limited to between the hours of 7:00 A.M. and 6:00 P.M. Monday through Saturday.

The storage of construction materials and vehicle staging would be managed entirely within the property boundaries. The general contractor would be required to have a designated community liaison on site to assist with any community concerns and ensure that construction activity is managed in accordance with the approved Construction Management Plan.

² Actual start-up dates are contingent on the date of project approval and issuance of required building permits.

Project Entitlements

In addition to the Specific Plan and Conditional Use Permit required for the proposed project, as described above under *Project Overview*, the City has determined that a General Plan Amendment is required to ensure consistency between General Plan land use policies and existing zoning regulations regarding institutional uses. The City has also determined that a Municipal Code text amendment is required to create the Specific Plan overlay zone.

General Plan Amendment: The General Plan Amendment is proposed to clearly indicate that assisted living facilities are a permitted use in the *Commercial* General Plan land use category. The General Plan Amendment serves to provide consistency with Title 17-Zoning of the Municipal Code; “homes for the aged” and “hospitals and sanitariums, rest homes, guest homes, convalescent hospitals and similar institutions” are permitted with a Conditional Use Permit in all zones in the City, with the exception of the *Residential Canyon* zone (see Section 17.60.030). The proposed General Plan Amendment would achieve General Plan/Municipal Code consistency with regard to the treatment of assisted living facilities. The proposed General Plan Amendment reads (new language italicized):

“L29.1. Limit institutional uses in the commercial business district *but authorize uses such as convalescent homes, rest homes, and assisted living facilities if they have been granted conditional use permits.*”

“L45.2. Prohibit any new and the expansion of existing institutional facilities in the commercial area, *except uses such as convalescent homes, rest homes, and assisted living facilities if they have been granted conditional use permits.*”

The General Plan Amendment would apply not just to the subject application and properties but to all properties in the City of Sierra Madre’s commercial business district.

Municipal Code Amendment: The proposed Municipal Code text amendment would allow for the establishment of an overlay zone to be implemented via a Specific Plan, the provisions of which would supersede the regulations of the underlying C and R-3 zones for the two subject properties. The proposed text amendment would add Chapter 17.41 to the Municipal Code to be entitled “Congregate Care Overlay Zone.” The new Chapter would include in particular the following:

17.41.010 Development Regulations

A. Development of rest homes, guest homes, convalescent facilities, assisted living facilities and similar uses, and all development accessory thereto, shall occur in accordance with the Kensington Specific Plan adopted by Resolution No. 12-__.

B. Any development not described in Subsection A shall instead comply with all requirements of the underlying zone.

1.9 – Project Objectives

The project applicant desires to accomplish the following objectives:

- Provide a range of services and care for senior citizens.

- Implement a project design that is embraces the positive physical features of the property, promotes a high quality living environment for occupants within the proposed development, and minimizes adverse influences on the surrounding community.
- Establish development standards and guidelines that are suitable for an assisted living community, consistent with city policy, and compatible with the surrounding uses.

City objectives with respect to the project include:

- Ensure that development of the site occurs in a manner that implements General Plan policies and complies with applicable zoning regulations.
- Ensure that development of the site occurs in a manner that complements surrounding uses in terms of scale, type of use, and contribution to neighborhood character.

1.10 – Surrounding Land Uses

The project site is located on the northwest corner of Sierra Madre Boulevard and Hermosa Avenue. Immediately adjacent uses include residential uses to the north (including single-family and multi-family residential) and a vacant commercial property to the west. Immediately beyond the vacant commercial property to the west is a small retail commercial center. The Sierra Madre Congregational Church New Life Center is located to the east, across Hermosa Avenue. The Sierra Madre City Hall, fire station, and Memorial Park are located to the south, across Sierra Madre Boulevard.

1.11 – Environmental Setting and Existing Conditions

The project site is located within a built-out and completely urbanized area along Sierra Madre Boulevard. The property has a gentle slope that descends south-southwest from the north. The existing project site development pad elevation is lower than the adjacent residential properties to the north, with an elevation difference of approximately 12 to 14 feet along Hermosa Avenue (east) and six to nine feet toward the west end of the project site.

The site currently is occupied by a vacant building that housed a skilled nursing care facility and a vacant single-story residential caretaker structure (all constructed in the early 1950s). Trees and landscaping surround the buildings. The majority of the site is covered with asphalt concrete for parking. The southern edges of the parking areas are supported by retaining walls along Sierra Madre Boulevard. Concrete curbing contains planter areas with trees in the parking area.

1.12 – Required Approvals

Required approvals are:

- Conditional Use Permit (CUP)
- Specific Plan
- General Plan Amendment
- Municipal Code text amendment
- Demolition, grading, and building permits

The City of Sierra Madre Municipal Code (Section 17.60.030) recognizes the unique nature of “eldercare facilities” such as “rest homes” or “homes for the aged” by allowing establishment of these uses in any zone within the City (except the *Residential Canyon* zone) through approval of a CUP. Hence, to authorize the proposed assisted living facility use at this location and to establish appropriate conditions of approval, a CUP is required.

General Plan Policy L3.1 requires preparation of a Specific Plan for proposed development projects on properties exceeding one acre in size. Because the project site totals 1.84 acres, adoption of a Specific Plan is required to address proposed uses, location, development standards, and project implementation. The Kensington (Assisted Living Facility) Specific Plan will be established as an overlay zone on the existing underlying C and R-3 zoning designations, but will set forth unique development standards and guidelines that are triggered and applicable only when an assisted living facility, or similar eldercare resident or interim care use, is proposed for development on the site. The Specific Plan will be adopted by ordinance.

The General Plan Amendment is proposed to provide consistency with existing zoning regulations by specifying in Policies L29.1 and L45.2 that assisted living facilities are allowed in the commercial business district subject to CUP review and approval. As stated above in Section 1.8-Project Description, the proposed General Plan Amendment would apply to all properties in the City’s commercial business district. Adding the allowed uses of “convalescent homes, rest homes, and assisted living facilities” would in and of itself cause no environmental impacts. These uses are currently allowed by Section 17.60.030 of the Municipal Code upon the issuance of a CUP. By including the new language in Policies L29.1 and L45.2, the City is not providing for any new use not currently allowed by zoning regulations. The proposed General Plan Amendment is intended to clarify existing General Plan policy and to reflect consistency with Section 17.60.030 of the Municipal Code. At this time, no other institutional uses are proposed any other property within the commercial business district. Thus, no direct or indirect environmental impacts would result from amendments to Policies L29.1 and L45.2. Any new institutional use or the expansion of any such use would be subject to project-specific CEQA review, as well as review as to whether such proposed use is considered consistent with all General Plan policies and zoning regulations and appropriate for the site at which it is proposed. Such case-by-case review would allow for site-specific environmental impacts to be addressed. Because adoption of the proposed General Plan Amendment would have no direct or indirect environmental impacts, the General Plan Amendment is not be analyzed in the environmental checklist and subsequent sections of this Initial Study.

The proposed project would require an amendment to the Municipal Code to allow the Specific Plan to have regulatory effect on the subject site and to take precedence over the underlying C and R-3 zones. The Municipal Code text amendment has been tailored to apply only to the two properties comprising the project site, and to allow the Specific Plan to serve as the land use regulatory document. The effects of implementing the Specific Plan are addressed in this Initial Study. Thus, no additional environmental analysis specific to the Municipal Code text amendment is necessary.

Review and consideration of the CUP, Specific Plan, General Plan Amendment, and Municipal Code text amendment will be accompanied by review and approval of related permits to allow demolition of existing structures, grading of the site, export/import of fill material, establishment of truck haul routes and construction staging areas, infrastructure and utility connections, site plan and conceptual landscape plan

approval, and similar approvals to authorize initiation of the proposed project. Building and grading permits would be obtained from the City as required following approval of the project entitlements.

1.13 – Other Public Agencies Whose Approval Is Required

None

Section 1: Project Description

Exhibit 1: Regional and Vicinity Map

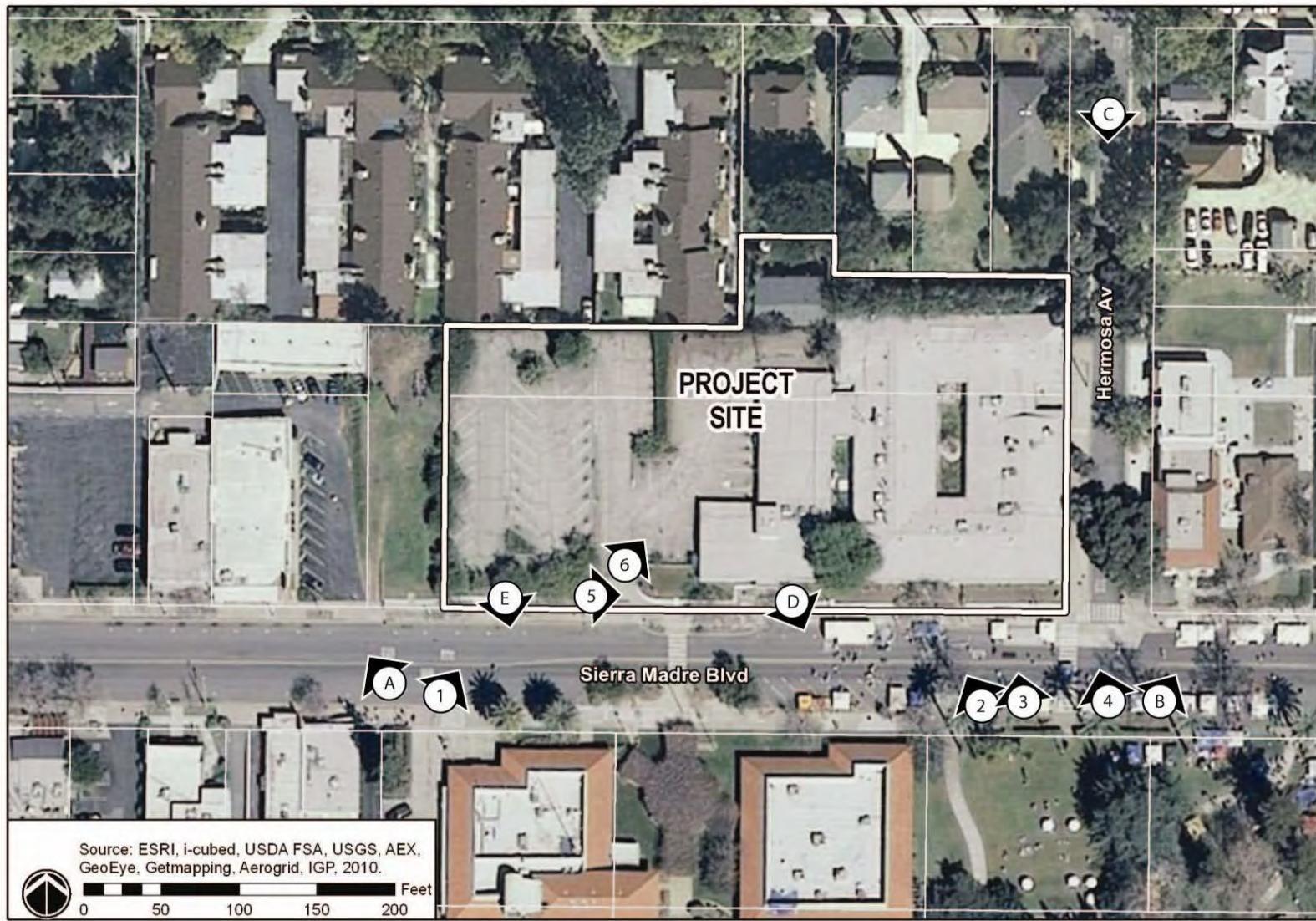


Exhibit 2: Photographic Survey Map

Section 1: Project Description

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1



2



3



4



5



6

Exhibit 2a: Photographic Survey

Section 1: Project Description



(A)



(B)



(C)



(D)



(E)

Exhibit 2b: Photographic Survey



hpi hill partnership, inc.

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site plan A1.1

08.23.2011 THE KENSINGTON ASSISTED LIVING SIERRA MADRE, CALIFORNIA

Minor adjustments to the site plan may be incorporated prior to final approval.

Exhibit prepared by Hill Partnership, Inc.
Exhibit 3: Proposed Project Site Plan

Section 1: Project Description

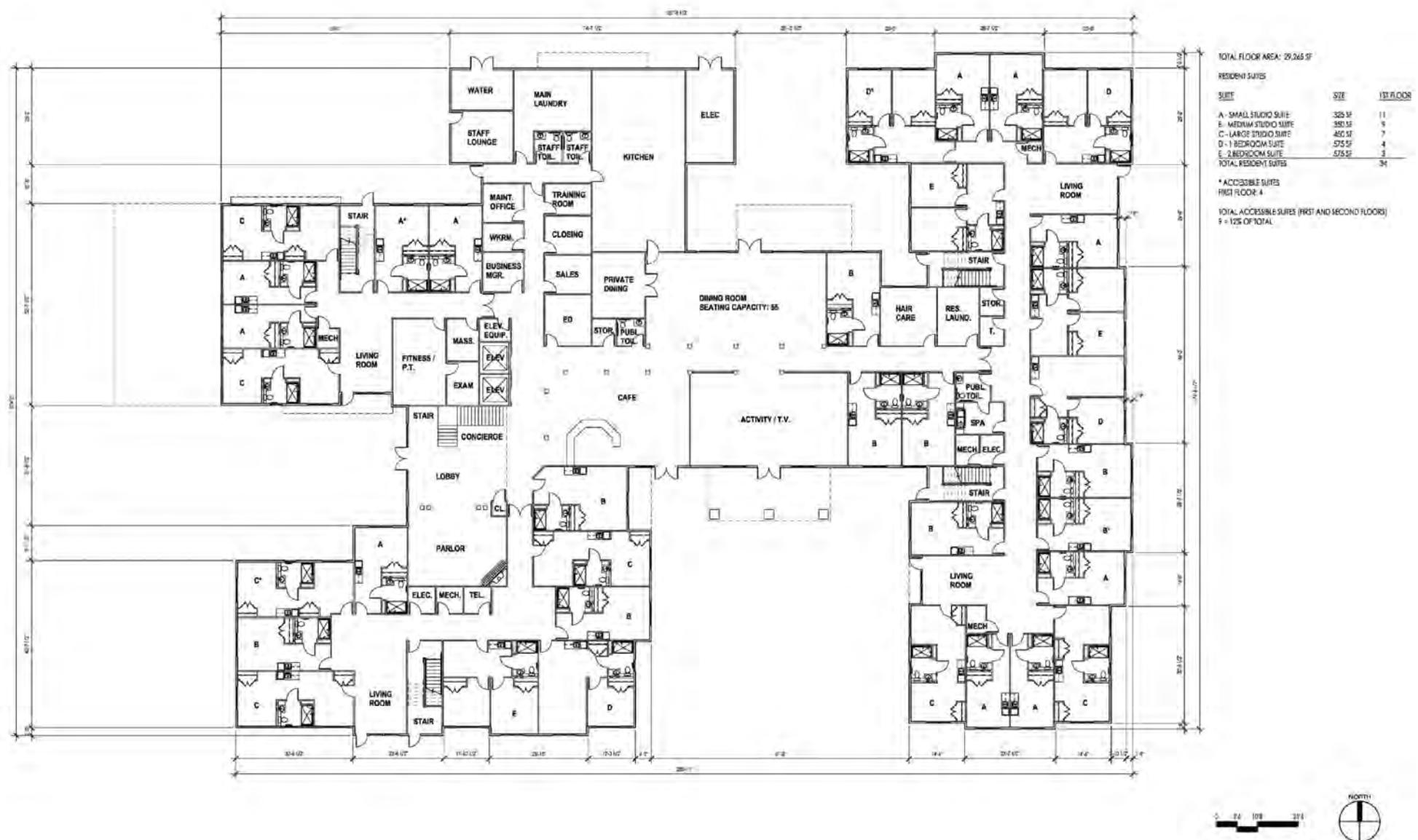


Exhibit prepared by Hill Partnership, Inc.
Exhibit 4: Floor Plan - First Floor

Kensington Assisted Living Facility



Exhibit prepared by Hill Partnership, Inc.

Section 1: Project Description



VIEW FROM SIERRA MADRE AND HERMOSA

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exterior perspective A1.6

08.23.2011 THE KENSINGTON ASSISTED LIVING SIERRA MADRE, CALIFORNIA

Exhibit prepared by Hill Partnership, Inc.
Exhibit 6: Exterior Perspective (Looking Northwest)



VIEW FROM SIERRA MADRE TO PROJECT ENTRY

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exterior perspective A1.7

08.23.2011 THE KENSINGTON ASSISTED LIVING SIERRA MADRE, CALIFORNIA

Exhibit prepared by Hill Partnership, Inc.
Exhibit 7: Exterior Perspective (Looking Northeast)

Section 1: Project Description

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Section 2: Determination

2.1 – Environmental Factors Potentially Affected

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

2.2 – Determination

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.

Gregg Yamachika, Contract Planner

Date

Section 2: Determination

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Section 3: Evaluation of Environmental Impacts

3.1 – Aesthetics

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The aesthetics impact analysis is based on review of project maps and drawings, aerial and ground-level photographs of the project area, pictorial renderings of the proposed project, and planning documents. The site is most visible from pedestrians and motorists along Sierra Madre Boulevard. The site would also be visible from adjacent residences to the north with addresses on the south side of W. Montecito Avenue (between Hermosa Avenue and Lima Street) and from uses to the south, across Sierra Madre Boulevard, including City Hall. Exhibit 6 and 7 illustrate simulations of proposed conditions with the project constructed.

Locations throughout Sierra Madre offer views of the San Gabriel Mountains. The General Plan contains Objective L14 regarding view protection for Residential Low Density–Hillside areas: "Protect the views to and from hillside areas in order to maintain the image and identity of the City as a village of the foothills." All policies pertaining to this objective are related to development in the hillside areas. No policies pertain to view retention of the foothills from other parts of the City. The General Plan does not have any objectives or policies regarding preservation of views from *Commercial* or *Residential High Density* areas.

- a) **Less than Significant Impact.** A significant impact would occur if the proposed project introduces incompatible visual elements within a public field or substantially blocks a scenic vista. Scenic vistas generally can be considered: 1) focal views (visual access to a particular object, scene, or feature of interest) and 2) panoramic views (visual access to a large geographic area for which the field of view can be wide and extend into the distance). The dominant scenic vista (focal view) visible from the project site is the San

Section 3: Evaluation of Environmental Impacts

Gabriel Mountains to the north. The mountains rise steeply north of the City of Sierra Madre. The panoramic view from the San Gabriel Mountains above Sierra Madre includes the City and the San Gabriel Valley, with much of the City obscured by tree canopy. Existing conditions as of July 25, 2011 are represented in the photographs below.



Above: View from southeast corner of Hermosa Ave. and Sierra Madre Blvd looking north



Above: View from southwest of project site looking north

At the ground level, when standing across Sierra Madre Boulevard from the project site (in front of City Hall and along the block), existing structures and street trees partially obscure views of the San Gabriel Mountains. Visual simulations of the project site, as viewed from the south side of Sierra Madre Boulevard, looking northeast and northwest (see Exhibits 6 and 7), indicate that the proposed project, due to the street frontage location and height of the buildings, would incrementally obscure views of the nearby foothills, as seen from vantage points across the street from the project site. However, portions of the ridgeline and major San Gabriel Mountain peaks would continue to be visible. While the proposed structures would be one story taller than the existing structures onsite, proposed grading would lower the building pad by approximately 3.5 feet from current grade. The project would not substantially affect or alter views of the mountains. Impact would be less than significant.

With regard to panoramic views from the San Gabriel Mountains, such views would be minimally altered by the proposed project. Current views of downtown Sierra Madre from higher elevations are characterized as views of an urban area with an extensive tree canopy. The proposed project would not significantly alter this view, as the project is located on an infill site within the urban core. New trees and other landscaping and building heights consistent with the established patterns in the area will maintain existing panoramic views from higher elevations. Impact would be less than significant.

- b) **No Impact.** There are no State-designated or eligible scenic highways within the City of Sierra Madre or in the vicinity.³ Thus, adoption of the Specific Plan and development of the proposed assisted living facility would not damage the integrity of existing visual resources or historic buildings located along a State Scenic Highway. Therefore, no impact on scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, would result.
- c) **Less than Significant Impact.** The majority of buildings in the immediate vicinity of the project site are one to two stories in height. Due to the sloping topography, south-facing building façades generally are taller than the north-facing façades. Native and ornamental trees line the streets and dot parking areas. These factors contribute to a “village” character of the downtown. Most uses in the downtown area are commercial, with buildings consisting of an eclectic mix of architectural styles, including traditional Main Street, Spanish eclectic, streamline, postmodern, and cottage. Several Craftsman and California bungalow residential buildings have been converted for commercial use.

The proposed new construction will incorporate Craftsman-style architecture, including the use of wood beams, gabled roofs, and a mix of horizontal and vertical wood siding. The proposed architectural style is consistent with some properties in the immediate surrounding area and would therefore not detract from the aesthetic character of the district. Existing structures on the project site have been vacant and in minor disrepair for the past five years; the proposed project would enhance this section of Sierra Madre Boulevard relative to existing conditions.

As part of project construction, all street trees (eight in total) will be retained and protected in place. This includes five California Sycamore (*Platanus Racemosa*) and three Red Flowering Gum (*Eucalyptus ficifolia*) trees. These trees are protected under the City's Tree Preservation and Protection Ordinance (Municipal Code Chapter 12.20). All trees on

³ California Department of Transportation. California Scenic Highway Mapping System: Los Angeles County. Accessed September 13, 2011.

the property (19 in total, including one dead tree) would be removed. Species of trees on site to be removed are Carrotwood (*Cupaniopsis anacardioides*), Canary Island Date Palm (*Phoenix canariensis*), Evergreen Elm (*Ulmus parvifolia*), and Weeping Bottlebrush (*Callistemon viminalis*). Trees on the property range in size from nine inches in diameter for a carrotwood tree to 38 inches in diameter for a palm. None of these trees is protected under Chapter 12.20 of the Municipal Code and furthermore, do not appear to be specimen trees of extraordinary aesthetic quality or to be very old. All trees would be replaced on a one-to-one basis with minimum 24 inch box plantings for the required replacement trees. Tree plantings are proposed to include California Sycamore (*Platanus racemosa*), Coast Live Oak (*Quercus agrifolia*), Jacaranda (*Jacaranda mimosifolia*), and Tipu tree (*Tipuana tipu*), all in 36-inch boxes. Additional evergreen vertical screening trees are proposed within side and rear yards adjacent to residential zones.

To assess shade and/or shadow impacts on adjacent parcels, a shade and shadow study was prepared (see Appendix A). The analysis utilized a three-dimensional massing model for morning and evening hours on four days of the year to cover each season and assess project shade: spring (March 21), summer (June 5), fall (September 21), and winter (December 11). These dates represent the most extreme northern and southern angles of the sun (solar solstice) in June and December and mid-points when the tilt of the Earth's axis is inclined neither away from nor toward the sun (solar equinox) in March and September.

The shade analysis indicates the proposed building would produce minimal shadows beyond the property boundaries. In the morning hours for the majority of the year, the proposed project's resulting shadow would occur across the associated parking lot; shade would not extend onto any adjacent residences. During the winter months, the morning shadow could extend to shade a small portion of the southern reaches of the existing multi-family residence to the north. However, the area of the residential property affected by the shadow is currently covered by a residential structure; therefore, no open portion of the property would be impacted.

During evening hours, where resulting shade is to the east, project shadows generally would not affect properties to the north, with the exception of the winter months, where the rear (southern) portion of properties may be shaded. The proposed building might also shade the church property to the east. However, this would occur late in the evening (past 6:00 P.M.), as dusk begins to fall, reducing the ability to perceive the shadow. Properties south of the project site, including open space areas and City Hall, would not be affected by shade or shadow from the proposed project. Given that project-related shadows would be relatively imperceptible beyond the project boundaries and only result in minimal winter shading on properties to the north and the adjacent church property at dusk, potential impacts would less than significant.

- d) **Less than Significant Impact.** The proposed structure would be constructed primarily of wood and stone. Specifically, the structure would have features finished with batten board siding, shiplap siding, cedar shingle siding, and lattice wood panels. Wood columns and beams would be finished with stone bases. The roof is proposed to be of composite asphalt shingle. These materials would not create a substantial source of glare. In addition, the buildings would be screened from Sierra Madre Boulevard in part by existing street trees and proposed landscaping features.

The Specific Plan requires that lighting shall be used to illuminate the porte cochere, driveways, courtyards, walkways, and parking lot for security and safety purposes. Hooded accent lighting at the roof eave line will be installed to highlight building features. Exterior

features will include minimal low-impact lighting in compliance with the City ordinances to avoid damage or nuisance to other area properties. Furthermore, all lighting of the building, landscaping, parking lot or similar facilities must be shielded and directed away from adjoining properties.

Per the Specific Plan, all parking areas used after dark will have adequate lighting to facilitate safe access and enhance site security. The Specific Plan requires that "no lighting standards shall exceed the height of twelve feet to the bottom of the reflector. Lighting shall be hooded and so arranged and controlled so as not to cause a nuisance either to roadway traffic or to the living environment." These requirements are consistent with City of Sierra Madre Municipal Code Section 17.68.110. Because the project would comply with these lighting requirements and no glare-inducing materials are proposed, impacts with regard to light and glare would be less than significant.

3.2 – Agriculture and Forest Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would be located in a fully developed, commercial area that does not contain agriculture or forest uses. The property is zoned C, Commercial, and R-3, Multiple Family Residential; neither zone is intended for agricultural uses or timber/forest land.

- a-b) **No Impact.** The California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP) designates agricultural land based on soil quality and irrigation status into eight categories. Based on the FMMP data, the project site is located within an area designated as "Urban and Built-up Land."⁴ No Williamson Act contract applies to the

⁴ California Department of Conservation. Farmland Mapping and Monitoring Program, 2008.

project site.⁵ The property is zoned C, Commercial, which is not intended for agricultural uses. No impact could occur.

- c-d) **No Impact.** The project site does not contain any forest products, and the site is not zoned for timber harvest. The Land Cover Mapping and Monitoring Program (LCMMP) is a satellite photo survey conducted jointly by the California Department of Forestry and Fire Protection (CALFIRE) and the United States Department of Agriculture Forest Service Region 5. The LCMMP identifies the project site and all immediate surroundings as non-forest/urban.⁶ The proposed project would have no impact related to timberland harvest or conflicts with land zoned for forestry or timber harvest. No impact would occur.
- e) **No Impact.** As noted in the above responses, the project would not encroach on agricultural land, and the site does not have any farmland or timberland. The majority of the site is currently paved or covered by buildings. While some trees would be removed to allow for project construction, these trees do not constitute a forest resource. Furthermore, all existing trees to be removed (19 in total, including one dead tree) would be replaced on a one-to-one basis with minimum 24-inch box plantings. Proposed tree plantings include two species that would become protected by the City's Tree Protection Ordinance: California Sycamore (*Platanus racemosa*) and Coast Live Oak (*Quercus agrifolia*). The proposed project would have no impact related to conversion of farmland or forest land to a non-agricultural/non-forest use.

⁵ California Department of Conservation. Williamson Act Program, 2007.

⁶ California Department of Forestry and Fire Protection and the USDA Forest Service. California Land Cover Mapping and Monitoring Program (LCMMP) <<http://frap.cdf.ca.gov/data/frapgisisdata/select.asp>> [Accessed September 8, 2011]

3.3 – Air Quality

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant Impact.** A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2007 Air Quality Management Plan (AQMP). Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the South Coast Air Quality Management District's 1993 *CEQA Air Quality Handbook*, consistency with the South Coast Air Basin 2007 AQMP is affirmed when a project: 1) does not increase the frequency or severity of an air quality standards violation or cause a new violation, and 2) is consistent with the growth assumptions in the AQMP.

The analysis below concludes that the proposed project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the South Coast Air Quality Management District (SCAQMD). Therefore, the project would not result in an increase in the frequency or

severity of any air quality standards violation and would not cause a new air quality standard violation.

The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and "significant projects." Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities. Because the project is a Specific Plan, it is analyzed for AQMP consistency.

The 2007 AQMP long-term emissions inventory was modeled from the growth projections utilized in the 2004 Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG). RTP growth projections are developed utilizing a comprehensive analysis of fertility, mortality, migration, labor force, housing units, and local policies such as land use plans. Regional growth forecasts for the RTP were updated in 2008 and have been updated again to be reflected in the 2012 RTP (not yet adopted). Growth projections in the 2008 RTP project a 2015 population in Sierra Madre of 11,084 persons. The projection for 2020 is 11,089 persons, and 11,099 persons in 2030 (an increase of 39, 44, and 54 persons, respectively, from an estimated baseline 11,045 persons in 2005).⁷

The total growth in terms of population, as reported in the RTP, does not reflect actual conditions (as reported by the U.S. Census). The 2010 U.S. Census reported that Sierra Madre's total population was 10,917 persons.⁸ The total population in Sierra Madre, including the population increase associated with the proposed project, would not exceed total population estimates identified in the RTP. The RTP projection for year 2015 is 11,084 persons. The City's 2010 baseline population is 10,917 persons. To be conservative and account for any potential growth that may have occurred in the last year, the 2011 population estimate (DOF) of 10,948 persons may be used, which yields a difference of 136 persons (2011) or 167 persons (2010) between current and 2015 conditions. Thus, the proposed project population of 96 residents falls within the total population projections contained in the RTP and the AQMP, when compared against either the 2010 Census population count or 2011 DOF estimates.

Growth projections for the 2008 RTP assume citywide employment in 2020 would total 3,620 jobs. The 2008 RTP estimated that in 2005 and 2010, there were 3,311 jobs and 3,445 jobs, respectively, in the City. This project's estimated 75 jobs represent approximately 43 percent of the difference between the estimated 2010 and 2020 employment levels. No other 2010 or 2011 employment estimates were available at the time of this writing. While the proposed project's employment would theoretically represent a large portion of the estimated employment growth, not all of the 75 jobs would be full-time positions; some would be part time. Furthermore, the number of jobs associated with this project fall within the growth forecasts developed for the RTP. Therefore, the project is consistent with the RTP and AQMP.

While the actual change in population projected by SCAG is less than the number of residents anticipated to live in the proposed assisted living facility, because of decreasing household size in the City (and/or overestimates in 2005 by SCAG), the proposed project would not exceed the total population assumed in the RTP. Furthermore, the proposed

⁷ <http://www.scag.ca.gov/forecast/downloads/excel/RTP07_CityLevel.xls> [Accessed October 6, 2011.]

⁸ U.S. Census. Profile of General Population and Housing Characteristics: 2010, Sierra Madre City.

project is not a traditional residential use. Rather, it fits into an institutional use category, or a quasi-public use. The residents of the proposed project—generally seniors needing care for memory loss and assistance with everyday activities—are far less likely to drive than a typical resident, as the factors that qualify them for occupancy in the assisted living facility would often limit their driving capabilities. Also, given the small size of living units and communal nature of the dining facilities, the per capita average use of water and electricity would be less than that associated with a typical residential household in Sierra Madre.

Based on the consistency analysis presented above, the proposed project would not conflict with the AQMP; impact would be less than significant.

- b) **Less than Significant Impact with Mitigation Incorporation.** A project may have a significant impact if project-related emissions would exceed Federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or project air quality violations.

The proposed project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the SCAQMD. Both the State of California and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as “criteria pollutants”). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). California has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the State and Federal standards differ, California AAQS are more stringent than the national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to Federal or State AAQS are required to have plans and implement measures that will bring the region into attainment. Table 3.3-1 (South Coast Air Basin Attainment Status) summarizes the attainment status in the Basin for the criteria pollutants. Discussion of potential impacts related to short-term construction impacts and long-term area source and operational impacts are presented below.

Table 3.3-1: South Coast Air Basin Attainment Status

Pollutant	Federal	State
O_3 (1-hr)	N/A	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Pb	Attainment	Attainment

Sources: CARB 2010, USEPA 2010

Construction Emissions

The California Emissions Estimator Model (CalEEMod) version 2011.1.1 was utilized to estimate emissions from the proposed demolition and construction activities (see Appendix B, Air Quality Modeling Data). The entire construction program is anticipated to be completed in a total of approximately 16 to 18 months, with an estimated 250 working days,⁹ beginning in spring/summer 2012, as summarized in Table 3.3-2:

Table 3.3-2: Tentative Construction Schedule

Phase	Start	End	Days
Demolition	05/07/12	06/01/12	20
Site Preparation	06/04/12	06/22/12	15
Grading	06/25/12	07/06/12	10
Building Construction	07/09/12	01/04/13	130
Paving	01/07/13	01/18/13	10
Architectural Coating	01/21/13	04/19/13	65
Total			250

Note: Dates have been provided by the applicant and are tentative and subject to change; durations are considered firm estimates.

Key estimates utilized in CalEEMod to calculate construction emissions include:

- 9,500 cubic yards (CY) of soil export
- 190.4 tons of asphalt/concrete demolition and 33,695 square feet of building demolition and disposal
- The project would not include wood-burning stoves. All fireplaces will be gas.

The maximum (summer or winter) results of the analysis are summarized in Table 3.3-3 (Unmitigated Maximum Daily Construction Emissions). The model indicates that no criteria pollutants would exceed the daily emissions thresholds established by SCAQMD; therefore, construction impacts would be less than significant.

The analysis summarized in Table 3.3-3 assumes that the 9,500 CY of soil will be required to be exported from the site and will be hauled no more than 15 miles.^{10, 11} The Los Angeles County Solid Waste Management Department was consulted to identify public facilities within 15 miles that could accept soil as part of the County's construction and demolition debris recycling program. The Azusa Land Reclamation Landfill, located at 1211 West Gladstone Street in Azusa, lies approximately 10.1 miles from the project site. Other facilities located less than 15 miles from the project site include Irwindale and Montebello, also able to accept the soil. To ensure that emissions thresholds are not exceeded

⁹ Total construction schedule (16 to 18 months) accounts for potential delays due to rain and other unforeseen delays, although approximately 12 months of working time is estimated. As a result, Table 3.3-2 indicates a construction completion date prior to the anticipated completion date of September 2013.

¹⁰ The 15-mile distance limitation applies only to hauling/disposal of export soil; a similar limitation does not apply to disposal sites for other construction debris (that may be hauled to specialized demolition recyclers) or disposal of hazardous material items (e.g. asbestos containing materials or lead based paint).

¹¹ The air quality analysis assumes a total of 1,188 hauling trips associated with removal of the soil associated with grading by a HHDT Vehicle Class hauling vehicle, with a maximum trip length of 15 miles.

Section 3: Evaluation of Environmental Impacts

(particularly the NO_x threshold) due to soil export activities, Mitigation Measure A-1 will be incorporated into project conditions of approval to limit soil hauling to 15 miles or less. Incorporation of Mitigation Measure A-1 will ensure that impacts related to soil export are less than significant.

Table 3.3-3: Unmitigated Maximum Daily Construction Emissions (lbs/day)

Activity	ROG VOC*	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2012						
Demolition (buildings)	6.10	47.37	28.97	0.05	8.76	2.78
Demolition (parking lot)	5.72	43.34	26.75	0.04	4.05	2.62
Site Preparation	4.23	33.64	19.88	0.03	7.25	4.64
Grading	9.12	85.53	50.30	0.10	29.72	6.20
Building Construction	5.53	27.32	22.05	0.04	2.76	1.87
2012 Daily Maximum	9.12	85.53	50.30	0.10	29.72	6.20
2013						
Building Construction	5.07	25.54	21.20	0.04	2.60	1.71
Paving (Building Parking)	3.17	18.62	12.86	0.02	1.76	1.59
Architectural Coating	13.66	3.04	2.66	0.00	0.43	0.28
2013 Daily Maximum	13.66	25.54	21.20	0.04	2.60	1.71
Maximum Emissions	13.66	85.53	50.30	0.10	29.72	6.20
SCAQMD Threshold	75	100	550	150	55	150
Exceeds Screening Threshold?	No	No	No	No	No	No

Source: CalEEMod v. 2011.1.1 - Hogle-Ireland 2011. Calculation sheets are provided in Appendix B.

*Volatile organic compounds (VOC) are measured as reactive organic compounds (ROG).

*NO_x represents cumulative NO and NO₂ emissions.

Mitigation Measure A-1

Prior to issuance of grading permits, the City Director of Public Works shall verify that grading plans submitted by the project proponent identify the location where exported soil is to be disposed of and that the identified location is 15 miles or less from the project site. The applicant may propose a disposal site that is more than 15 miles from the project site only if the applicant also proposes and documents a reduced number of total hauling trips equivalent to the 15-mile trip limitation (which assumes a total of 1,188 hauling trips). Any substitutions would be subject to approval of the Director of Public Works.

This measure shall be verified in light of the performance standard that criteria pollutant emissions from soil hauling shall not exceed the daily emissions thresholds established by the South Coast Air Quality Management District. The applicant shall bear the cost of implementing this mitigation.

Operational Emissions

Long-term criteria air pollutant emissions will result from the operation of the proposed assisted living facility. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile and other vehicle sources associated with daily trips to and from the proposed facility. The CalEEMod model was utilized to estimate mobile source emissions. Trip generation (264 daily weekday trips) is based on the project traffic study prepared by Linscott, Law & Greenspan, Engineers (see Appendix C). Area source emissions are the

combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed building. Energy demand emissions result from use of electricity and natural gas. Emissions from area sources were estimated using CalEEMod using program default values for area and energy demand emissions. Operational emissions are summarized in Table 3.3-4 (Long-Term Daily Emissions).

Long-term emissions will not exceed the daily thresholds established by SCAQMD; impact would be less than significant.

Table 3.3-4: Long-Term Daily Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
<i>Summer</i>						
Area Sources	1.72	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.03	0.28	0.12	0	0.02	0.02
Mobile Sources	1.05	2.48	10.55	0.02	2.04	0.12
Summer Total	2.8	2.76	10.67	0.02	2.06	0.14
<i>Winter</i>						
Area Sources	1.72	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.03	0.28	0.12	0	0.02	0.02
Mobile Sources	1.11	2.68	10.3	0.02	2.03	0.14
Winter Total	2.86	2.96	10.42	0.02	2.05	0.16
Threshold	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod v. 2011.1.1 – Hogle-Ireland, Inc., 2011. Calculation worksheets are provided in Appendix B.

- c) **Less than Significant Impact.** Cumulative short-term, construction-related emissions and long-term, operational emissions from the project would not contribute considerably to any potential cumulative air quality impact because short-term project construction emissions and operational emissions would not exceed any SCAQMD daily threshold, and therefore, would be less than significant. Furthermore, other concurrent construction projects and operations in the region would be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements, just as this project would be. Such measures include compliance with SCAQMD Rule 403, which requires daily watering to limit dust and particulate matter emissions. Impacts would be less than significant.
- d) **Less than Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality, such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The project is considered a sensitive use because the proposed assisted living facility is intended to house elderly and potentially infirm persons. Residential land uses near the project site and Sierra Madre Elementary School (located ¼-mile from the project site) are also considered to be sensitive receptors. The proposed project is located in an existing commercial area, adjacent to a residential neighborhood, and is not within one-quarter mile of any industrial uses that emit toxic air contaminants; therefore, the project would not be sited in an area that could expose residents to substantial point-source emissions. Toxic Air Contaminants (TAC), carbon monoxide hot-spots, and localized significance thresholds (LSTs) are discussed below.

Toxic Air Contaminants

The proposed assisted living facility would not generate toxic or criteria pollutant emissions since the quasi-residential/institutional use does not produce such emissions. As noted in the response to item 3.2b above, construction-phase emissions and long-term emissions would be below the daily thresholds for all criteria pollutants. The proposed assisted living facility, therefore, would not result in any point-source toxic emissions impacts. Section 3.8 (Hazards and Hazardous Materials) addresses the potential for airborne contaminants from asbestos-containing materials, lead-based paint, and other toxic hazards that may be encountered during demolition.

Carbon Monoxide (CO)

A CO hotspot is an area of localized CO pollution caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential for violation of State and Federal CO standards at study area intersections, even if the broader Basin is in attainment for Federal and State levels. In general, SCAQMD and the California Department of Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) recommend analyzing CO hotspots when a project has the potential to result in higher CO concentrations within the region and increase traffic congestion at an intersection operating at level of service (LOS) D or worse by more than two percent. (See level of service discussion in Section 3.16 below.)

The traffic study prepared by Linscott, Law & Greenspan, Engineers (Appendix C) determined that the two study intersections (Sierra Madre/Michillinda and Sierra Madre/Baldwin) currently operate and would continue to operate at LOS C in the future with the addition of project-related traffic. Furthermore, project-related trip generation is anticipated to result in a 0.3 percent increase to the volume/capacity ratio, which is significantly below the two percent threshold increase. See the Transportation and Traffic section analysis (Section 3.16) of this Initial Study for further details. Impact related to CO hotspots would be less than significant.

- e) **Less Than Significant Impact.** According to the *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. No such uses that produce substantial odors are located near the project site; furthermore, the proposed assisted living facility would not release odors produced by small-level applications of chemical substances outside of the building. As the proposed project involves no elements related to industrial projects, agricultural operations, wastewater treatment, or landfills, no objectionable odors are anticipated.

A common general potential source of odor comes from outdoor solid waste disposal bins. In accordance with current practices and City ordinances, all waste will be disposed of in covered receptacles and routinely removed, thereby limiting the escape of odors to the open air. Furthermore, the solid waste receptacles associated with the proposed project would be located within an enclosed structure. The bins may be emptied up to three times per week. Impacts related to odors would be less than significant.

3.4 – Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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- a) **Less Than Significant Impact.** The proposed project is located on an infill site in downtown Sierra Madre, a fully urbanized area. The project site is largely paved and covered with structures. No natural or disturbed native habitat exists on site. Existing landscaping is minimal and includes 18 trees (one of which is dead) of varying heights , all of which would be removed prior to construction. Trees would be replaced on a one-to-one basis with at least 24-inch box plantings for the required replacement trees. Some new trees to be planted include native species that would become protected by the City's Tree Protection Ordinance: California Sycamore (*Platanus racemosa*) and Coast Live Oak (*Quercus agrifolia*). Impact would be less than significant.
- b) **No Impact.** The project site is located on land that has been previously developed in a primarily commercial portion of the City. No riparian habitat or other sensitive natural communities exist on the project site.¹² The site is covered by paving and buildings. Landscape planting consists mostly of ornamental plants and trees. No impact to riparian habitat or other sensitive natural habitat would occur.
- c) **No Impact.** No protected wetlands exist on the project site,¹³ as the entire site consists of paved areas, structures, and limited trees and landscaping. Therefore, the project would not result in the removal, fill, or hydrologic interruption of federally protected wetlands. No impact to wetlands would occur.
- d) **Less Than Significant Impact with Mitigation Incorporation.** Wildlife corridors are features that provide connections between two or more areas of habitat that would otherwise be isolated and unusable. Often drainages, creeks, or riparian areas are used by wildlife as movement corridors, as these features can provide cover and access across various terrain.

The project site is currently occupied by paving for parking areas, a single-family house, and a vacant skilled nursing facility, and thus does not contain any wildlife corridors. Construction would occur on approximately the same footprint as the skilled nursing facility. Therefore, the proposed project could not impede wildlife movement through the site.

All migratory non-game native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Pursuant to the MBTA, it is unlawful to "take" (i.e., capture, kill, pursue, or possess) migratory birds or their nests. Virtually all native bird species are covered by the MBTA.

¹² Hogle-Ireland, Inc. Confirmed on site visit, July 25, 2011.

¹³ United States Fish and Wildlife Service. National Wetlands Inventory. Accessed September 13, 2011. www.fws.gov/wetlands/Data/Mapper.html.

The potential for nesting raptors to occur on the project site exists due to the existing mature onsite trees. Removal and disturbance of onsite trees has the potential to impact sensitive raptor species should they be nesting at time of construction (generally from February through August). As such, mitigation has been included requiring that a raptor nesting assessment be conducted if construction is to occur between February 1st to August 31st. Such assessment will ascertain the potential for nesting raptors and identify appropriate mitigation based on the judgment of a qualified biologist. Appropriate mitigation could include delay of construction activities or avoidance of the nest until the young have left. Incorporation of Mitigation Measure B-1 will ensure that impacts to raptors and their nesting sites would be less than significant.

Mitigation Measure B-1

Prior to commencement of demolition activities, construction activities, or tree removal, should these activities occur at any time between February 1st to August 31st, a qualified biologist shall assess the project site at least 10 days, but no more than 30 days, in advance of initiation of demolition activities, construction activities, or tree removal, to determine if raptor species are actively nesting in on-site vegetation. If no active nests are found, no further action is required. If active raptor nesting is confirmed, the qualified biologist shall develop a mitigation plan and submit for review and approval by the Development Services Director. The plan shall identify measures and protocols to avoid or minimize impacts to nesting raptors and their young that may include, but are not limit to, avoidance and buffering of the nests until young have fledged, delay of demolition activities and/or construction activities and/or tree removal, and monitoring to ensure nest abandonment. If demolition or construction activities would be conducted during the non-breeding season for raptors (September 1 through January 31), then no site assessment shall be required. This mitigation measure shall be implemented at the expense of the project proponent.

- e) **Less than Significant Impact.** The project would involve the removal of 19 trees, one of which is dead. City of Sierra Madre Municipal Code Chapter 12.20, Tree Preservation and Protection, requires that protected trees, which include any Southern California Black Walnut (*Juglans californica*), Engelmann Oak (*Quercus engelmannii*), Coast Live Oak (*Quercus agrifolia*), or Western Sycamore (*Platanus racemosa*) tree whose trunk (or collective trunks) exceed a diameter of four inches measured four feet above natural ground level, be replaced within one year of removal by a minimum of one tree of the same species for each tree removed, or a suitable alternative recommended by the tree expert. Chapter 12.20 requires replacement trees to be at least 24-inch box.

During project construction, all street trees, including five California Sycamore trees and three Red Flowering Gum trees, would be retained and protected in place. The proposed project applicant proposes to remove and replace the 19 other trees on site at least one-for-one, all of which will be at least 24-inch box and some of which would be 36-inch box. Trees scheduled for removal are of the species Carrotwood (*Cupaniopsis anacardioides*), Canary Island Date Palm (*Phoenix canariensis*), Evergreen Elm (*Ulmus parvifolia*), and Weeping Bottlebrush (*Callistemon viminalis*). No trees scheduled for removal have been identified as protected trees per Chapter 12.20 of the City's Municipal Code. As such, the project would comply with the City's Tree Preservation Ordinance and would not conflict with local policies. Impact would be less than significant.

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- f) **No Impact.** No adopted Habitat Conservation Plan areas¹⁴ or any Natural Community Conservation Plan areas¹⁵ apply to the project site. Neither are there any Significant Ecological Areas, or SEAs (ecologically important land and water areas, designated by Los Angeles County, that are valuable as plant and/or animal communities) near the site; the nearest SEA is the San Gabriel Canyon SEA, about 6.3 miles to the southeast.¹⁶ No impact would occur.

¹⁴ US Fish & Wildlife Services. Habitat Conservation Plans: Summary Report.
<www.ecos.fws.gov/conserv_plans/servlet/gov.doi.hcp.servlets.PlanReport> [Accessed August 30, 2011]

¹⁵ California Department of Fish and Game. Natural Community Conservation Planning: Status of NCCP Planning Efforts. <<http://www.dfg.ca.gov/habcon/nccp/>> [Accessed August 30, 2011]

¹⁶ Los Angeles County Department of Regional Planning. *Public Review Draft 2035 General Plan*. April 5, 2011. Chapter 6: Conservation and Open Space Element and Figure 6.2: Significant Ecological Areas.

3.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

- a) **Less Than Significant Impact.** The existing buildings on the project site are not listed on the National Register of Historic Places¹⁷ or the California Register of Historical Resources.¹⁸ Furthermore, the existing buildings are not located on the City of Sierra Madre's designated list of historical buildings.¹⁹ The buildings on the property were built in the early 1950s; however, none of the buildings are designated as a historical structure by the City of Sierra Madre. Moreover, none of the buildings are considered a unique historical resource because they were not designed with distinctive architectural characteristics, do not contribute to the history of California, are not associated with any historical figure, and would not contribute any knowledge important in history or prehistory. Therefore, impact to historical resources, as defined in §15064.5 of the CEQA Guidelines, would be less than significant.
- b) **Less Than Significant Impact.** As part of the City's 1996 General Plan, an archaeological resources records search was conducted in 1995 by consulting records at the Institute of Archaeology at University of California, Los Angeles and the San Bernardino County Museum. The records search indicated that no historic or archaeological sites have been identified in the City, including at the project site.²⁰

Implementation of the proposed project would involve soil disturbance (i.e., removal of fill, grading, etc.). Although no known archaeological sites are documented within the project site, the potential exists to encounter previously undiscovered cultural material during

¹⁷ National Park Service, U.S. Department of the Interior. National Register of Historic Places. <<http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>> Accessed September 12, 2011.

¹⁸ Office of Historic Preservation, California State Parks. California Register of Historical Resources. <http://ohp.parks.ca.gov/listed_resources/> Accessed September 12, 2011.

¹⁹ City of Sierra Madre. Sierra Madre Designated Historical Landmarks. November 17, 2008.

²⁰ City of Sierra Madre. General Plan Update Environmental Impact Report. 1995. p. 206.

project related ground disturbing activities. The potential for uncovering such significant resources is considered remote, given that no such resources were discovered during prior development activity on the site. Furthermore, the 1995 General Plan EIR includes mitigation (Mitigation Measure #15),²¹ which states that construction activities shall cease if unanticipated archaeological resources are encountered on a site. That mitigation measure is applicable to all development within the boundary of the General Plan, including the project site. Impact would be less than significant.

- c) **Less Than Significant Impact.** As part of the City's 1996 General Plan, a literature review and records search on paleontological sites in the City was conducted at the San Bernardino County Museum, Department of Community and Cultural Resources. The review indicated that no paleontological resources have been recorded within the City or within the immediate surroundings of the City.²²

The property is a developed site in an urbanized area, with no unique geological resources on or near the project site. Removal of surface fill would be undertaken as part of the project to adjust the grade; therefore, some potential exists to uncover paleontological resources (fossil evidence of life from past geologic time frames); however, this is considered unlikely given the previously disturbed nature of the site. Furthermore, the 1995 General Plan EIR includes mitigation (Mitigation Measure #14),²³ which states that earthmoving activities shall cease if unanticipated paleontological resources are encountered on a site. That mitigation measure is applicable to all development within the boundary of the General Plan, including the project site. Impact would be less than significant.

- d) **Less Than Significant Impact.** It is unlikely that human remains could be uncovered during grading operations considering that the project site was previously disturbed during construction of the existing structures. Nonetheless, should suspected human remains be encountered, the contractor would be required to notify the County Coroner, in accordance with Section 7050.5 of the California Health and Safety Code, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she would contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Through this existing regulatory procedure, impacts to human remains can be avoided. Impact would be less than significant with implementation of existing regulations.

²¹ City of Sierra Madre. *General Plan Update Environmental Impact Report*. 1995. p. 214.

²² City of Sierra Madre. *General Plan Update Environmental Impact Report*. 1995. p. 203.

²³ City of Sierra Madre. *General Plan Update Environmental Impact Report*. 1995. p. 214.

3.6 – Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 (1997), creating substantial risks 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 waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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A geotechnical report was prepared for the subject property in 2006 for a proposed mixed-use development, the Wisteria Village Mixed Use Project.²⁴ The Wisteria Village Mixed Use project did not proceed and has no bearing on the proposed Kensington Assisted Living proposed project. However, the prior 2006 geotechnical study contains information that can be applied to the analysis of geology and soils conditions since those conditions have not changed since 2006 (due to no change in conditions on the subject property).

A new geotechnical report for the Kensington Assisted Living project has not yet been completed because soils samples performed while the existing buildings remain on the site would be limited to the parking area (similar to the Wisteria Village Mixed Use project geotechnical report). The applicant will perform soils testing and complete a project-specific geotechnical report following building demolition, but prior to construction of the proposed project. This approach will allow the soils samples to be drilled in the area of the proposed building footprint, which is currently inaccessible due to the existing structure. The new geotechnical report will also identify site-specific and building-specific geotechnical engineering measures that are appropriate to incorporate into the project design to minimize soil and seismic concerns. The new geotechnical report will be reviewed by the City Engineer.

- a.i) **Less than Significant Impact.** Although the project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone.²⁵ According to the City's 1996 General Plan, the Sierra Madre fault zone is an active fault located in the City which has the potential to cause ground rupture. However, the project site is not located within the Sierra Madre Fault Zone. Geotechnical evaluations conducted on the site for the previous project revealed that no active faults have been identified at the ground surface of the project site.²⁶ Thus, hazards due to ground rupture are considered less than significant.
- a.ii) **Less than Significant Impact.** The project site is subject to strong seismic ground shaking, as are virtually all properties in Southern California. The project site is located within close proximity to the Raymond Fault. Significant ground shaking may occur²⁷ if an earthquake were to occur along that fault line. The 2007 California Building Code (CBC; Title 14, California Code of Regulations, Part 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Compliance with existing CBC regulations would limit hazards from strong ground shaking to less than significant. Furthermore, the geotechnical report to be required by the City must include site-specific soils preparation and construction recommendations based on localized soil conditions, distance from active faults, and estimated energy levels from potential earthquakes. A site-specific ground motion hazard analysis will also be prepared in accordance with the 2007 California Building Code (CBC) and ASCE 7-05 (Minimal Design Loads for Buildings and Other Structures). The recommendations of the geotechnical report will be implemented during preparation of construction drawings for review and approval by the City. Compliance with the CBC and other requirements required by the

²⁴ GeoLogic Associates. *Geotechnical Design Report for Proposed Wisteria Village 245 West Sierra Madre Boulevard*. November 16, 2006

²⁵ California State Department of Conservation. California Geological Survey, Alquist-Priolo Earthquake Fault Zone Maps. Mt. Wilson Quadrangle, January 1, 1977.

²⁶ GeoLogic Associates. *Geotechnical Design Report for Proposed Wisteria Village 245 West Sierra Madre Boulevard*. November 16, 2006. p. 5.

²⁷ GeoLogic Associates. *Geotechnical Design Report for Proposed Wisteria Village 245 West Sierra Madre Boulevard*. November 16, 2006. p. 5.

City will provide adequate safeguards in the building design to reduce potential impacts due to strong seismic ground shaking to a less-than-significant level.

- a.iii) **No Impact.** Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table. Affected soils lose all strength during liquefaction and foundation failure can occur.

The geotechnical report prepared for a previous project on the current project site indicates that due to the absence of shallow groundwater and the presence of dense soils, liquefaction potential is not considered to be a design issue at this site.²⁸ No impact would occur.

- a.iv) **Less than Significant Impact.** The project site slopes gently to the southeast, resulting in a grade change of approximately nine feet; street grade elevation is approximately four feet lower than the lowest point on the site due to a retaining wall. The site does not contain the steep terrain necessary to induce earthquake related landslides. According to the Seismic Hazard Evaluation of the Mt. Wilson 7.5 minute quadrangle, the site is not located in an Earthquake-Induced Landslide Zone.²⁹ This indicates a low probability for landslides; therefore, impact associated with landsliding would be less than significant. Engineered slopes and retaining walls along the north property line would serve to stabilize slopes. Impact would be less than significant.
- b) **Less than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Little, if any, native topsoil is likely to occur on site since the site is covered with paving and structures. The underlying soils consist predominantly of silty fine to medium or fine to coarse sands, with minor quantities of clay and gravel. A portion of this earth will be removed to lower the site prior to building construction. Once removed, the surface will again largely be covered by new paving and buildings. No long-term impacts with regard to erosion or loss of topsoil would occur.

The project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Water erosion will be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Following project construction, the site would be covered completely by paving, structures, and landscaping. Impacts related to soil erosion would be less than significant with implementation of existing regulations.

- c) **Less than Significant Impact.** Impacts related to liquefaction and landslides are discussed above in Section 3.6.a. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients

²⁸ GeoLogic Associates. Geotechnical Design Report for Proposed Wisteria Village 245 West Sierra Madre Boulevard. November 16, 2006. p. 6.

²⁹ California State Department of Conservation. California Geological Survey, Seismic Hazard Zones. Mt. Wilson Quadrangle, March 25, 1999.

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of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

Localized lateral spreading is not considered a substantial hazard, as the site is not within a Zone of Required Investigation for liquefaction and the project would comply with CBC regulations for minimizing liquefaction hazards.

The project applicant would be required by Section 1802 of the CBC to have a preliminary soil report prepared and submitted to the City before the City issues a building permit. The soil report would need to conclude that site soils would be capable of supporting proposed structures after grading and compaction. The CBC includes a requirement that any City-approved recommendations contained in the soil report be made conditions of the building permit. Compliance with existing CBC regulations would limit hazard impacts arising from unstable soils to less than significant, and no mitigation is needed.

- d) **Less than Significant Impact.** As part of the prior geotechnical report, the researchers drew six soil samples, none of which tested to consist of expansive soils. The report indicates that soils on site consist of non-expansive sands that are typically in a medium dense to dense condition.³⁰ The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The project applicant would be required to complete a project-specific soil report prior to project construction. The soil report would include testing of site soil samples within the proposed building footprint for expansion potential. Compliance with CBC requirements would limit hazards related to expansive soil to less than significant, and no mitigation is required.
- e) **No Impact.** The proposed project would not include the use of septic systems or other alternative wastewater disposal systems; rather, connection to sanitary sewers would be required. Therefore, no impact would result.

³⁰ GeoLogic Associates. *Geotechnical Design Report for Proposed Wisteria Village 245 West Sierra Madre Boulevard*. November 16, 2006. p. 5.

3.7 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less than Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time.³¹ Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.

Greenhouse gases differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

³¹ United States Environmental Protection Agency. *Frequently Asked Questions About Global Warming and Climate Change. Back to Basics.* April 2009.

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GHG emissions for the project were quantified utilizing the California Emissions Estimator Model (CaLEEMod) version 2011.1.1 to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions (see Appendix B, Air Quality Modeling Data), and summarized in Table 3.7-1. The emissions inventory accounts for GHG emissions from construction activities and operational activities.

Operation emissions associated with the proposed project would include GHG emissions from mobile sources (transportation), energy, water use and treatment, waste disposal, and area sources. GHG emissions from electricity use are indirect GHG emissions from the energy (purchased energy) that is produced offsite. Area sources are owned or controlled by the project (e.g., natural gas combustion, boilers, and furnaces) and produced onsite. Construction activities are short term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends amortizing construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project-based GHG inventory.

Table 3.7-1: Greenhouse Gas Emissions Inventory

Source	GHG Emissions (MT/YR)			
	CO ₂	CH ₄	N ₂ O	TOTAL*
Construction				
2012				
Demolition (buildings)	33.49	0.00	0.00	33.57
Demolition (parking lot)	9.96	0.00	0.00	9.98
Site Preparation	22.69	0.00	0.00	22.74
Grading	46.39	0.00	0.00	46.45
Building Construction	199.29	0.00	0.00	199.88
2012 Total	311.82	0.00	0.00	312.62
2013				
Building Construction	6.31	0.00	0.00	6.32
Paving (Building Parking)	8.37	0.00	0.00	8.39
Architectural Coating	11.86	0.00	0.00	11.90
2013 Total	26.54	0.00	0.00	26.61
Total Construction Emissions	338.36	0.00	0.00	339.23
30-Year Amortization	11.28	0.00	0.00	11.31
Operational				
Area	1.87	0.00	0.00	1.91
Energy	134.94	0.00	0.00	135.77
Mobile	273.58	0.01	0.00	273.82
Waste	13.89	0.82	0.00	31.13
Water	5.46	0.12	0.00	8.8
Total Operational Emissions	429.74	0.95	0.00	451.43
GRAND TOTAL	441.02	0.95	0.00	462.74
Proposed SCAQMD Screening Threshold				3,000
Exceeds Screening Threshold?				No

Source: Hogle-Ireland, Inc. 2011

* MTCO₂E/YR

Note: Slight variations may occur due to rounding

A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not officially been adopted by the SCAQMD. As an interim threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* white paper, a non-zero threshold based on Approach 2 of the handbook will be used.³² Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent (MTCO₂E) per year for residential and commercial projects.³³ This threshold is based on the review of 711 CEQA projects.

Greenhouse gas emissions associated with the proposed project would not exceed the 3,000 MTCO₂E threshold; therefore, impact would be less than significant.

- b) **No Impact.** The City of Sierra Madre does not have any plans, policies, standards, or regulations related to climate change and GHG emissions. Also, no other government-adopted plans or regulatory programs in effect at this time have established a specific performance standard to reduce GHG emissions from a single building project. Therefore, no impact to plans and policies is identified.

³² California Air Pollution Control Officers Association. *CEQA and Climate Change*. January 2008

³³ South Coast Air Quality Management District. CEQA Significance Thresholds Working Group. Meeting # 15, Main Presentation. September 28, 2010

3.8 – Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle 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"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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"/>
g) 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
h) 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses which require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of its assisted living use. No impact would occur.
- b) **Less than Significant Impact with Mitigation Incorporation.** Activities associated with the demolition of the existing caretaker house and skilled nursing facility building, both constructed in the 1950s, may pose a hazard with regard to existing hazardous materials, especially asbestos containing materials (ACM) and lead-based paints (LBP).

Asbestos-Containing Materials

ACMs were used on a widespread basis in building construction prior to and into the 1980s. Asbestos generally does not pose a threat when it remains intact. However, when asbestos is disturbed and becomes airborne, such as during demolition activities, significant impacts to human health may occur. Construction workers completing demolition activities, as well as surrounding uses, have the potential to be exposed to airborne asbestos emissions due to the potential presence of ACM.

SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from building demolition and renovation activities including the removal and disturbance of ACM.³⁴ This rule is generally designed to protect uses surrounding demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires surveys of any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. Rule 1403 also establishes notification procedures, removal procedures, handling operations, and warning label requirements, such as HEPA filtration, the "glovebag" method, wetting, and some methods of dry removal.

A Hazardous Material Survey was conducted on the subject property to identify asbestos-containing materials, lead-based paint, and lead ceramic tile in the existing structures. In addition, the survey noted polychlorinated biphenyls (PCB) light ballasts, mercury switches, fluorescent light bulbs, and refrigerant gas. Asbestos was detected in a variety of materials, including floor tile, acoustic ceiling texture, interior wall and ceiling plaster, acoustic ceiling tiles, mastic for mirrors and roof penetrations, fireproofing, pipe and elbow insulation, and cementitious pipe through the roof.

³⁴ South Coast Air Quality Management District. Rule 1403: Asbestos Emissions from Demolition/Renovation Activities. Amended October 5, 2007.

Specific removal and contractor licensing requirements apply if ACM with levels of asbestos present in an amount greater than 0.1% will be disturbed. The survey found ACM with levels of asbestos above the threshold in a number of materials. One noticeable exception was the plaster in walls and ceiling in the house and the health clinic portion of the nursing facility; levels in these materials were less than the threshold. However, due to the trace amounts of asbestos in the materials, additional removal precautions should be employed. The wall and ceiling plaster materials from the remaining portions of the nursing facility were identified to be greater than the threshold, along with a variety of other materials as outlined in the hazardous material survey completed for the project.³⁵ As such, work involving the disturbance of these materials is regulated as Class II asbestos work under the asbestos in construction standard in CCR Title 8, Section 1529. Applicable Department of Occupational Safety and Health (DOSH) requirements require a registered asbestos removal contractor with DOSH perform the work utilizing proper Class II methods and DOSH notification.

To reduce the potential impact with regard to asbestos to a less-than-significant level, Mitigation Measure H-1 will be applied to the project, requiring conformance with Rule 1403 and California Division of Occupational Safety and Health. Impacts related to exposure to ACMs would be less than significant with mitigation incorporated.

Mitigation Measure H-1

The project applicant shall comply with all recommendations of the Hazardous Material Survey report, including appropriate notices, permits, and licenses necessary for abatement work, as well as all related requirements imposed by the City. The City shall ensure compliance through the City's routine plan check and permitting processes. Prior to commencement of demolition activities, applicable procedures to minimize emissions of asbestos shall be determined based on the type of asbestos present and implemented by a registered contractor at the expense of the project proponent. ACM identified to contain asbestos at levels less than 0.1% shall be removed as specified in CCR Title 8, Section 1529 as Other Asbestos Work, which includes: 1) providing personnel with hazard awareness training, 2) use of wet methods during removal or disturbance, 3) personal exposure monitoring to document that DOSH permissible exposure limits are not exceeded and 4) waste debris is containerized quickly while on site in leak tight containers. All ACM with asbestos levels greater than 0.1% is required to be removed by State licensed asbestos removal contractors pursuant to the California Asbestos Standards in Construction. Documentation certifying that ACMs have been removed to satisfactory levels and in conformance with CCR Title 8, Section 1529 shall be delivered to the Development Services Director prior to demolition of existing structures onsite.

Lead

Exposure of construction workers to lead-based paint during demolition activities is also of concern, similar to exposure to asbestos. Interior and exterior finishes of both existing structures were evaluated for lead; lead was identified in 19 of 27 coatings sampled from the existing nursing facility and health clinic. Lead was not identified in the loose and flaking paint sample collected from the residence. Ceramic tiles and building composite were also sampled for lead in both the house and the existing nursing facility/health clinic. Three of four tiles sampled (two in the house and one in the nursing facility) were over the

³⁵ Professional Service Industries, Inc. *Hazardous Material Survey Nursing Facility, Health Clinic, and Adjacent House at 245 W. Sierra Madre Boulevard*. February 28, 2011.

1,000 mg/kg threshold and are therefore considered hazardous waste. Building composite samples were found to be non-hazardous waste.

Exposure of surrounding land uses to lead from demolition activities is generally not a concern because demolition activities do not result in appreciable emissions of lead.³⁶ The primary emitters of lead are industrial processes. Any lead-based paint utilized on the exterior and interior of the buildings would generally remain inside the structure or close to the exterior of the building.

8 CCR Section 1532.1 (California Construction Safety Orders for Lead) is applicable to the demolition of the skilled nursing facility/health clinic and the single-family residence. Mitigation Measure H-2 will be required to ensure implementation of the California Construction Safety Orders for Lead. Impact related to lead exposure would be less than significant with mitigation incorporated.

Mitigation Measure H-2

The project applicant shall comply with all recommendations of the Hazardous Material Survey report and other related requirements imposed by the City. The City shall ensure compliance through the City's routine plan check and permitting processes. The ceramic tiles in all existing onsite structures shall be removed by an abatement contractor prior to demolition of the buildings. Demolition debris and waste categorized as hazardous waste shall be handled, transported, and disposed of in accordance with applicable Federal, State, and local laws and rules to ensure that potential impacts of health and the environment are minimized. Specifically, employees who perform trigger tasks, such as manual demolition, are required to receive employer provided training, air monitoring, protective clothing, respirators, and hand washing facilities. Standard work practices required by CCR Title 17, Division 1, Chapter 8 also include the use of wet methods and HEPA vacuums. Documentation verifying appropriate disposal of hazardous wastes shall be provided to the Development Services Director prior to completion of the proposed assisted living facility.

Other Hazardous Materials

Other hazardous materials were surveyed visually in the existing structures on the project site. The following hazardous materials were identified:

- Fluorescent bulbs: 721
- Ballasts: 458
- Mercury switches: 30
- Refrigerant gases: 15 roof top air conditioning units, 2 window units, 2 refrigerators, 2 freezers, 1 attic air conditioning unit

Mitigation Measure H-3 will be required to ensure proper disposal of these hazardous materials.

³⁶ California Department of Toxic Substances. *Draft Lead Report*. June 2004

Mitigation Measure H-3

The project applicant shall implement all recommendations of the Hazardous Material Survey report, including appropriate handling and disposal of all hazardous materials identified. The City shall ensure compliance through the City's routine plan check and permitting processes.

Operation of Proposed Facility

With regard to operations of the proposed assisted living facility, the proposed assisted living facility does not require or produce hazardous materials or wastes as part of its operations. Common usage will include cleaners and waxes for hard surface floors and disinfectants, scrubbers, and bleach for bathrooms and showers. Use and production of these materials and wastes are common in residential and commercial developments throughout town. Handling and disposal of these materials and wastes will occur in accordance with their labeling and pursuant to an extensive Federal and State framework of laws and regulations. Standard activities associated with this project will not result in significant impacts related to the routine use, transport, or disposal of hazardous materials or wastes.

- c) **Less than Significant Impact.** Residential and commercial uses associated with the assisted living facility would not be a substantial source of hazardous materials or waste that would have the potential to result in significant environmental impacts. Hazardous materials use and storage associated with the uses on the property would be limited to small amounts of common household cleaning and gardening supplies, such as cleansers, paint, and pesticides. However, an assisted care facility also involves distributing medications to patients who cannot do so themselves. Such actions could generate medical waste that must be handled in accordance with State laws. The potential exists for some medical waste to be generated by the proposed project. All medical waste, however, would be disposed of with a licensed service, operating in compliance with all Federal, State, and County regulations. Biohazard waste (blood, infectious material, sharps, etc.) would be stored on-site in approved containers and removed by a contract service. Aside from the possible generation of normal medical waste, the assisted living activities would not generate any hazardous emissions. Thus, the storage, handling, production, or disposal of acutely hazardous materials is not required or proposed for any aspect of this project.

The project site is located within one-quarter mile of Sierra Madre Elementary School. Existing regulations and procedures required for the handling of medical waste reduce any impacts associated with the routine use, transport, and disposal of these materials reduce potential impact to a less-than-significant level. The operation of the proposed assisted living project is not anticipated to present any significant impacts to this school.

Construction of the proposed project will involve the use of diesel fuel equipment and could result in an increase in diesel emissions in the area. Per the air quality study prepared for the project, no sensitive receptors are expected to be subject to pollutant concentrations that exceed the SCAQMD's regional or localized thresholds for short-term construction and long-term operational activity. This is based on the determined local significance thresholds for ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. Therefore, impact would be less than significant impact.

d) **No Impact.** According to records maintained by the California Environmental Protection Agency known as the Cortese List,³⁷ the project site is not:

- Listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),
- Listed as a hazardous solid waste disposal site by the SWRCB (State Water Resources Control Board), or
- Currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB.

The Phase I Environmental Site Assessment completed for the project identified a previous release of gasoline into shallow soils during removal of an underground storage tank in 2003. Under the supervision of the Los Angeles County Department of Public Works, a soil vapor extraction remediation system was installed on the subject property and operated for a period of three months. Post-remediation confirmation sample analysis completed in 2005 indicated that the impacted area contained concentrations of petroleum hydrocarbons below the remedial action goals and that no further action was required.³⁸ The SWRCB recognized the site as a cleanup site (case closed), and does not indicate any current leaking underground storage tanks. A 250-gallon above-ground storage tank (AST) was recorded in the Phase I Environmental Site Assessment. No evidence of leaks or spills was identified; the AST was not considered to represent a recognized environmental condition.

No other site contamination that would be considered a hazardous material has been identified at the proposed project site; therefore, no impact would occur.

e) **No Impact.** The project site is not located within two miles of an airport or airport land use plan. The nearest airport is the El Monte Airport, which is located approximately five miles south of the project site. Therefore, no impact would occur.

f) **No Impact.** No private airstrips or heliports exist in the vicinity of the project site.³⁹ The project would not result in a safety hazard for people on or near the site, and no impact would occur.

g) **Less than Significant Impact.** The project would include development of one building, the 58,000 square-foot, two-story multipurpose building; the building would have a maximum capacity of 96 residents. The maximum number of staff on site at any one time would be approximately 25. Per City Fire and Building Codes, sufficient space will have to be provided around the building for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, would be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the facility. The project would comply with the California Fire Code (Title 24, California Code of Regulations, Section 9) and the Los Angeles County Fire Code (Title 32, Los Angeles County Code of Ordinances). The site plan includes a secondary access to the rear of the building from Hermosa Avenue. The project would not alter roadways or sidewalks in the vicinity of the project site and so would have no impact on emergency evacuation from the surrounding neighborhood.

³⁷ California Environmental Protection Agency. Cortese List. <www.calepa.ca.gov/SiteCleanup/CorteseList/> Accessed September 14, 2011.

³⁸ Professional Service Industries, Inc. *Report of Phase I Environmental Site Assessment, Proposed Senior Living Facility at 245 W. Sierra Madre Boulevard*. February 10, 2011.

³⁹ <Airnav.com> Accessed September 14, 2011.

No public street or lane closures are anticipated during or following project construction. Construction work in the street would be limited to taps for water and sewer, which would be limited to a few hours of potential lane closure. Traffic control would be provided for any lane closures.

The project driveway would allow emergency access and evacuation from the site and would be constructed to California Fire Code specifications. The Specific Plan includes a section addressing emergency response (Section 3.5.6). The project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan. Project impacts would be less than significant.

- h) **No Impact.** The project site is located in an urban area surrounded by commercial and residential uses, and is not located within a Fire Hazard Zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE).⁴⁰ No impact would occur.

⁴⁰ California Department of Forestry and Fire Protection. Incorporated Fire Hazard Severity Zone: City of Sierra Madre. 2007.

3.9 – Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant Impact.** Discharges into stormwater drains or channels from construction sites of one acre or larger are regulated by the General Permit for Storm Water Discharges Associated with Construction Activity (General Permit: Water Quality Order 99-08-DWQ) issued by the State Water Quality Control Board in August 1999 and modified in April 2001. The General Permit was issued pursuant to National Pollutant Discharge Elimination System (NPDES) regulations of the Environmental Protection Agency (EPA), as authorized by the Clean Water Act. Compliance with the General Permit involves developing and implementing a Storm Water Pollution Prevention Plan (SWPPP) specifying best management practices (BMPs) that the project would use to minimize pollution of stormwater. The SWPPP BMPs would follow the guidelines set forth by the State Water Resources Control Board (SWRCB).

The project applicant will be required to comply with NPDES permit requirements through the preparation and implementation of a SWPPP for construction activities. The City's Public Works Director will review the application for compliance with applicable regulations and to ensure that no water quality standards or discharge requirements are violated. Given required compliance with existing laws, project impacts on water quality standards would be less than significant, and no mitigation is required.

With regard to long-term stormwater management, the project applicant/developer is required to comply with Sierra Madre Municipal Code Section 15.48.240, the stormwater retention requirements. These requirements include designing drainage provisions to retain stormwater on site or carry stormwater to the nearest onsite landscaped area. Pervious pavements must be used in driveways, walkways, patios, and other areas of similar use to reduce surface water runoff. In addition, the applicant/developer will be required to prepare a water quality management plan (WQMP) to implement measures as outlined by the Los Angeles RWQCB, which typically include, but are not limited to: 1) guidance, operation and maintenance for all source control, site design, and treatment control BMPs; and 2) operation and maintenance activities, which include maximizing canopy interception and water conservation, landscape planning, roof runoff controls, efficient irrigation, storm drain system signage, trash storage areas and litter control, employee training/education program, protect slopes and channels, common area catch basin inspection, energy dissipaters, pervious concrete/alternative materials, and storm filter filtration systems. Standard conditions of the WQMP will also include providing a thorough description of operation and maintenance activities, and providing a schedule of the frequency of operation and maintenance for each BMP. The inclusion of the

aforementioned standard conditions, which reflect the Los Angeles RWQCB's WQMP and BMP requirements, sufficiently address stormwater runoff and would reduce impacts to water quality standards or waste discharge requirements to a less-than-significant level with implementation of the standard regulatory requirements.

- b) **Less than Significant Impact with Mitigation Incorporation.** The City operates its own municipal water supply and distribution system. The sole source of water supply is local groundwater, which is delivered to the distribution system by four wells. Emergency supplies are available from the City of Pasadena and the City of Arcadia. According to the City of Sierra Madre Draft 2010 Urban Water Management Plan (UWMP), groundwater is drawn from the Santa Anita Sub-area (Eastern Unit) of the Raymond Basin. Through adjudication, the City has the rights to pump 1,764 acre-feet per year from the basin. The City also has the right to obtain credit for "salvage water," which is surface water percolated into the Santa Anita Sub-area minus losses for natural percolation and subsurface outflow. In addition to the adjudicated water rights to the Raymond Basin, the City also owns two tunnels located in the Little Santa Anita Canyon. These tunnels act as horizontal wells and produce water by gravity flow.

Over the past five years, the City has been able to rely on the Raymond Basin and salvage water credits to meet groundwater demand. In the calculations for long-term water demand, the 2010 UWMP based future estimates on historic consumption/demand dating back to 1994.⁴¹ The 2010 UWMP anticipates no substantial increase in population in Sierra Madre (that is, demand will remain consistent with historic levels) and therefore concludes that water demand will be consistent with past levels, absent any conservation measures. The UWMP establishes goals for reductions in per capita water use. The UWMP lists a number of future projects that would provide additional water supply sources, including construction of a new water supply well, rehabilitation of two existing water supply wells, and replacement of water transmission lines and distribution pipelines (to address any leaking in aging pipes), among others. As noted, Sierra Madre also maintains connections with systems serving the cities of Pasadena and Arcadia for emergency water supply. The City is also pursuing an emergency interconnection that will allow the City to access treated imported water from the Metropolitan Water District in the event of such need.⁴²

The proposed project would generate a marginal increase in additional demand for water, relative to overall existing citywide demand. According to the City of Sierra Madre General Plan, given the City's built-out nature, negative population growth in recent years, and land use and zoning approaches that maintain current density of development, the City does not foresee a significant increase in water demand on the current system.⁴³ Consequently, the proposed project would not significantly burden existing water service capability of the City Water Department. Furthermore, the project would be required to comply with Chapter 13.24 of the City of Sierra Madre Municipal Code (Mandatory Water Conservation Plan), which would lessen the project's demand for water resources. Also, the City's tiered commodity rate for water became effective on July 1, 2011. The tiered water rate structure encourages water conservation by imposing higher water rates for those customers using higher amounts of water. Finally, Title 24 water efficiency measures require a demonstrated 20 percent reduction in the use of potable water.

The project's landscaping plans include the following water conservation measures:

⁴¹ It should be noted that the 2010 UWMP's use of historic water demand levels dating back to 1994 would include water demand associated with previous use of the project site as a skilled nursing facility.

⁴² City of Sierra Madre. *Final Draft 2010 Urban Water Management Plan*. March 2011. p. 5-1.

⁴³ City of Sierra Madre. *General Plan*. 1996. p. 116.

- Low water-use plant materials representing native and/or drought tolerant plants
- State-of-the-art irrigation technologies, such as flow sensors, rain sensors, and ET-based automatic controllers, designed to reduce water waste

Compliance with Title 24, the City's Mandatory Water Conservation Plan (SMMC Chapter 13.24), and the City's Water Efficient Landscape Ordinance (SMMC Chapter 15.60) will reduce the proposed project's impacts to groundwater supplies to a level of less than significant. Water supply is further discussed in Checklist Response 3.17d.

With regard to groundwater recharge, natural recharge to the Raymond Basin is mainly from direct percolation of precipitation and percolation of ephemeral stream flow from the San Gabriel Mountains in the north. The Santa Anita Sub-area is replenished only by local storm runoff that is percolated in the Santa Anita and Sierra Madre Spreading Grounds. Currently, no means exist to deliver untreated imported water into the Santa Anita Sub-area. As such, water levels in the Santa Anita Sub-area of the Raymond Basin have declined by over 100 feet in the past 10 years. Consequently, the yield from the City's wells has also fluctuated and has demonstrated a concurrent decrease.⁴⁴

Construction of the proposed project would not appreciably increase the net area of impermeable surfaces on the site because most of the site is currently covered by concrete paving for parking areas and existing structures. The proposed building footprint is similar to existing built conditions. The project includes additional enhanced landscape areas relative to existing conditions, which would allow for some groundwater percolation. Chapter 15.60 of the City's Municipal Code, the Water Efficient Landscape Ordinance, requires certain categories of proposed and existing landscaped areas to retain any net increase in runoff on site; the project would be required to comply. Section 15.60.110 requires that runoff not leave the target landscape due to overspray or other conditions where water flows onto adjacent property, sidewalks, parking lots, etc. The project would be required to comply with these existing regulations. To further offset increases in stormwater runoff, the following mitigation measure is included:

Mitigation Measure HY-1

Parking and onsite sidewalk areas shall incorporate permeable paving or other measures, as determined by the Director of Public Works, to reduce stormwater runoff from the site. Prior to issuance of building permits, the applicant shall provide details of specific Best Management Practices (BMPs) to reduce stormwater runoff including, but not limited to, landscaping to reduce impervious surface area and permeable paving to the satisfaction of the Director of Public Works.

With proposed mitigation, the proposed project would not substantially interfere with groundwater recharge; impact would be less than significant.

- c) **Less than Significant Impact.** No streams cross the project site; thus, the project would not alter any stream course. On-site drainage facilities consisting of small catch basins and pipes have been incorporated into the grading design in accordance with City requirements. The on-site system would convey the runoff to the existing streets or to existing drainage systems. The project site is proposed to be graded to lower the elevation

⁴⁴ City of Sierra Madre. *Final Draft 2010 Urban Water Management Plan*. March 2011.

of the building site and parking area by approximately three and one-half feet from the current grade. Existing retaining walls along the east, south and west property lines will be modified, and additional retaining walls added along the rear (north) property line, to accommodate the final site grade. The final grading elevations and precise wall locations would be approved by the City Engineer during plan check review. Erosion and siltation reduction measures would be implemented during construction consistent with an approved SWPPP, which will demonstrate compliance with the State NPDES permit. The applicant/developer must submit the SWPPP to the RWQCB prior to commencement of grading activities, which is consistent with Federal and State standards. At the completion of construction, the project would consist of impervious surfaces and landscaped areas, and would therefore not be prone to substantial erosion. Impact would be less than significant.

- d-e) **Less than Significant Impact.** No streams cross the project site; thus, the project would not alter any stream course. During construction, the applicant/developer would develop and implement a SWPPP as required by law; this will prevent polluted runoff from leaving the construction site. Construction of the proposed project would not appreciably increase the net area of permeable surfaces on the site because most of the site is currently covered by paving or existing structures. The proposed building footprint is similar to existing built conditions. The project would comply with the City ordinance requiring certain proposed and existing landscaped areas to retain any net increase in runoff (Municipal Code Chapter 15.60). Existing storm drain catch basins in Sierra Madre Boulevard and Hermosa Avenue at the southeast corner of the site will serve the development. The catch basins are connected to an existing 24-inch reinforced concrete pipe storm drain system with 18-inch laterals from the catch basins. The existing storm drain system terminates at this location. There are no anticipated changes in the existing public drainage system. Impact would be less than significant.
- f) **Less than Significant Impact.** The project will be required to comply with water quality requirements of the U.S. EPA, Los Angeles RWQCB, and the City of Sierra Madre. Compliance with existing requirements would reduce water quality impacts to a less-than-significant level; no mitigation is needed.
- g-h) **No Impact.** The proposed project is not located within a 100-year flood hazard area, as mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. The project site is identified as Zone X, which is defined by FEMA as areas outside the 0.2-percent annual chance floodplain.⁴⁵ Therefore, no impact to housing or flood hazard area structures would occur.
- i) **Less than Significant Impact.** According to the City's General Plan, flooding as a result of dam failure represents a potential hazard within Sierra Madre. Portions of the City are included in the inundation area for the Little Santa Anita Dam/Sierra Madre Dam. However, due to the method of construction of this dam, it has performed well in earthquakes, and failure is not expected.⁴⁶ Furthermore, the project site is located outside of the dam inundation area for the Sierra Madre Dam.⁴⁷

The Big Santa Anita Dam is located two miles northeast of the City. The City is also included in the general inundation area of this dam. However, the Big Santa Anita Dam is

⁴⁵ Federal Emergency Management Agency. Flood Insurance Rate Map. Map Number 06037C1400F. September 26, 2008.

⁴⁶ City of Sierra Madre. *General Plan*. 1996. p. 133.

⁴⁷ California Office of Emergency Services. Dam Inundation Maps: Sierra Madre and Santa Anita. 2009.

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not considered to be a large threat because it operates as a dry dam, only containing water during rainstorms as a flood control device.⁴⁸ Thus, the project is not anticipated to result in the exposure of persons or structures to risk of hazards associated with dam inundation. Impact would be less than significant.

- j) **Less Than Significant Impact:** The proposed project site is not near a large body of water. Due to the project's inland location, the site would not be affected by tsunamis.

According to the General Plan, historical mudslides have occurred in several locations within the northern portion of the City. However, the project site is located more than 0.5 miles south of the Angeles National Forest foothills (nearest hillside to site) and is located within an urbanized area surrounded by commercial and residential uses. Impacts related to seiche, tsunami, or mudflow would be less than significant.

⁴⁸ City of Sierra Madre. *General Plan*. 1996. p. 133.

3.10 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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"/>

- a) **No Impact.** The uses surrounding the project site primarily consist of single-family and multiple-family residential uses to the north, and commercial and institutional uses along Sierra Madre Boulevard. The proposed project would replace the vacant skilled nursing facility and caretaker house currently on the site, which have been vacant for approximately five years. The proposed project is consistent and compatible with the surrounding land uses and would not divide an established community. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact would occur.
- b) **Less than Significant Impact.** Two General Plan land use designations apply to the project site: the front portion is designated *Commercial* and the rear portion, adjacent to residences, is designated *Residential Medium Density*. Implementing commercial and residential zones have been applied consistently. The proposed project includes a General Plan Amendment application to clearly identify assisted living as a permitted use in the *Commercial* General Plan land use designation. Implementing zoning regulations permit such uses with a CUP.

General Plan Policy L3.1 requires that development proposals on parcels cumulatively totaling one acre or more be comprehensive planned (e.g., specific plan) prior to approval. The project site is 1.84 acres and therefore requires preparation of a Specific Plan. By law, the Specific Plan must be consistent with, and implement the policies of, the adopted General Plan. The Specific Plan includes regulations to provide for compatibility with surrounding uses, including setbacks, limits on delivery times, and height limits consistent with the established character of buildings along Sierra Madre Boulevard.

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The existing zoning on the site is C (Commercial) on the southern parcel and R-3 (Multiple Family residential) on the northern parcel. The Municipal Code (Section 17.60.030) permits "eldercare facilities" such as "rest homes" or "homes for the aged" in any zone except the R-C (Residential Canyon) Zone through approval of a CUP. To authorize the proposed assisted living facility use at this location and to establish appropriate conditions of approval, the project includes a CUP application. The Specific Plan establishes site-specific development standards that are appropriate to accommodate an assisted living facility development at the project site while simultaneously addressing the intent of the underlying C and R-3 zones through equivalent regulations. The CUP will reinforce these standards. Impact would be less than significant.

The proposed project is within the Central Core Area, as defined by Section 17.35 of the Municipal Code. The proposed project is consistent with requirements of this section with regard to applicable height limits (30 feet and two stories). The proposed assisted living facility is an institutional use, and therefore the project's intensity is not defined in terms of dwelling units per acre. As such, the density limit of Section 17.35.040 does not apply.

The project would not conflict with any policy designed to mitigate environmental impacts, and impact would be less than significant.

- c) **No Impact.** As discussed in Checklist Response 3.4f above, the project site and surrounding areas are not part of any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. As such, no impact would occur.

3.11 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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"/>

- a-b) **No Impact.** The project site, located within the fully urbanized downtown of the City of Sierra Madre, contains vacant commercial and residential uses. Surrounding uses are also commercial and residential in nature. No mineral resource areas exist in the immediate vicinity. Development would not result in the loss of a known mineral resource. No impact would occur.

3.12 – Noise

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A noise study was conducted for the proposed project by Wieland Acoustics in November, 2011.⁴⁹ The study is attached as Appendix D. The analysis and conclusions are presented here. For a comprehensive discussion of noise metrics and study methodology, please refer to Appendix D. The noise study addresses both construction impacts and impacts associated with long-term operations of the facility, including onsite activities and truck deliveries.

The criteria used for assessing noise impacts associated with the proposed project include the interior noise standards set forth in Title 24, Part 2 of the California Code of Regulations, the City of Sierra Madre Noise Ordinance (Chapter 9.32 of the Municipal Code), and noise policies in the Sierra Madre General Plan. Also, groundborne vibrations were analyzed using criteria established by the Federal Transit Administration since the City does not have any thresholds for assessing vibration impacts.

Thresholds for Assessing Impact

The thresholds used to assess the levels of construction noise, operational noise, and groundbourne vibrations are as follows:

A significant impact would result if the proposed project resulted in:

- A) Exposure of persons to or generation of noise levels in excess of standards established in the Sierra Madre General Plan and Section 9.32 of the Sierra Madre Municipal Code, or applicable standards of other agencies. This impact would occur if:
 - 1. The interior Community Noise Equivalent Level (CNEL) exceeds 45 decibels (dB) within the proposed facility; or
 - 2. Mechanical equipment at the proposed facility exceeds 80 A-weighted decibels (dBA) at a distance of 25 feet from the source between the hours of 7:00 A.M. and 9:00 P.M. on Monday through Saturday, or between the hours of 10:00 A.M. and 6:00 P.M. on Sundays and holidays; or
 - 3. Mechanical equipment and activities at the proposed facility produce a noise level more than 8 dBA above the local ambient at any point beyond the property line.
- B) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels. This impact would occur if:
 - 1. Any project construction activity causes the vibration velocity level (L_v) to exceed 72 vibration velocity level in decibels (VdB) at any residential building or 75 VdB at any office or institutional building; or
 - 2. The peak particle velocity (PPV) at any off-site building due to project construction exceeds 0.20 inches per second (in/s).
- C) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. This impact would occur if:
 - 1. Project traffic increases the CNEL at any off-site noise-sensitive receptor⁵⁰ by a perceptible amount of 3 dB or more; or

⁴⁹ Wieland Acoustics. *Environmental Noise Study for the Proposed Kensington Assisted Living Community in Sierra Madre, CA*. November 30, 2011

⁵⁰ For the purposes of this study, an off-site noise-sensitive receptor is considered to be a single- or multi-family residence, school, convalescent or acute care hospital, park or recreational area, or church.

2. Mechanical equipment and activities at the proposed facility produce a noise level more than 8 dBA above the local ambient at any point beyond the property line.
- D) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This impact will occur if the construction noise level at any point beyond the property line exceeds 85 dBA.
- E) Exposure of persons residing or working on the project site to excessive noise levels as a result of activities at an airport. Since there are no airports in the vicinity of the project, this threshold will not be considered further in this study.

a, c, and d)

Less Than Significant With Mitigation Incorporation. The noise study concludes that the proposed project has the potential to result in construction noise levels that exceed City noise ordinance standards. This impact would occur at all property lines. Also, once the project is operational, noise associated with truck deliveries and monthly testing of the emergency generator could result in noise levels that impact residences immediately north of and adjacent to the project site. As the discussion below indicates, mitigation measures are required to address these impacts.

Construction Noise

Construction of the proposed project is anticipated to start during spring 2012 and be completed by summer/early fall 2013, lasting approximately 16 to 18 months. Construction noise levels in the vicinity of the project will fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. The noisiest piece of construction equipment to be used is expected to produce a maximum noise level of about 85 dBA at a distance of 50 feet. Since construction equipment will operate closer than 50 feet from the property line, it may be concluded that the maximum construction noise level will exceed the threshold of 85 dBA. This impact is potentially significant and can be reduced with application of the following mitigation measure. The impact would be temporary and would cease upon completion of construction activity.

Mitigation Measure N-1

To minimize construction noise levels at the nearby properties, the contractor shall, to the extent practical, effectuate the following noise abatement measures. These measures shall be incorporated into the construction management plan.

1. All construction and demolition equipment shall be fitted with properly sized mufflers.
2. Noisy construction equipment items shall be located as far as practicable from adjacent residential properties.
3. In order to minimize the time during which any single noise-sensitive receptor is exposed to construction noise, construction shall be completed as rapidly as possible.
4. The quietest construction equipment owned by the contractor (or sub-contractor, as applicable) shall be used. The use of electric powered equipment is typically quieter than diesel, and hydraulic powered equipment is quieter than pneumatic power. If compressors powered by diesel or gasoline engines are to be used, they shall be contained or have baffles to help abate noise levels.

Mitigation Measure N-1 (continued)

5. All construction equipment shall be properly maintained. Poor maintenance of equipment typically causes excessive noise levels.
6. Noisy equipment shall be operated only when necessary, and shall be switched off when not in use.
7. Storage areas shall be located away from the residences. Where this is not possible, the storage of waste materials, earth, and other supplies shall be positioned in a manner that will function as a noise barrier to the closest sensitive receivers.
8. Public notice shall be given prior to construction identifying the location and dates of construction, together with the name and phone number of the contractor's contact person in case of complaints. The public notice shall encourage the residents to call the contractor's contact person rather than the Sierra Madre Police in case of complaint. Residents shall also be kept informed of any changes to the schedule. The contractor's designated contact person shall be on site throughout project construction with a mobile phone. If a complaint is received, the contractor's contact person shall take whatever reasonable steps are necessary to resolve the complaint. If possible, a member of the contractor's team shall also travel to the complainant's location to understand the nature of the disturbance.

Operational Noise – General Activities

Once the project is operational, the facility would introduce a number of new noise sources into the area: 1) additional traffic on the local streets, 2) onsite equipment and activities (including people talking in the courtyard and parking lot), 3) rooftop mechanical equipment, 4) occasional noise associated with truck deliveries, trash pick up, and testing of the emergency generator. With regard to additional traffic, the noise study concludes that the additional 264 trips per day would increase traffic-related noise by 0.1 dB, well below the 3.0 dB threshold of significance; no noise impact associated project traffic would result.

With regard to onsite activities, the noise consultant modeled potential noise impacts on adjacent properties accounting for the following noise sources: parking lot activity, people talking in open courtyard areas, and rooftop heat pumps and condensing units.

Table 3.12-1 summarizes estimated worst-case noise levels at off-site properties due to onsite operations. (Figure 10-1 on page 21 of the study in Appendix D presents a noise contour map of the noise exposure zones.) As Table 3.12-1 indicates, under normal baseline operating conditions (excluding truck activity, emergency generator testing, and trash collection, which is discussed below), the project would not exceed the 8 dBA limit set forth in the noise ordinance and would have no significant impact.

**Table 3.12-1: Summary of Estimated Project Noise Levels at Off-Site Receptors
(Not Including Truck Operations)**

Receptor Location	Estimated Project Noise Level	Measured Ambient Noise Level	Project – Ambient Noise Level	Assessment of Impact
Existing residential to the north				
Adj. to NW portion of site	43-45 dBA	51.0 dBA	<0 dBA	Not significant
Adj. to outside courtyard	47-56 dBA	51.0 dBA	<0-5 dBA	Not significant
Adj. to NE portion of site	32-53 dBA	51.0 dBA	<0-2 dBA	Not significant
Existing church to the east	<36 dBA	50.8 dBA	<0 dBA	Not significant
Existing City Hall to the south	<48 dBA	59.5 dBA	<0 dBA	Not significant
Existing commercial to the west	48 dBA	53.2 dBA	<0 dBA	Not significant

Operational Noise: Temporary/Periodic

To assess temporary periodic noise impacts, the noise consultant analyzed the following noise sources: 1) truck deliveries, 2) emergency generator maintenance and operation, and 3) trash pickups.

Truck Deliveries

Deliveries of supplies to the project will occur on a semi-regular basis to a loading area located on the north side of the building. The noise analysis assumed 10 deliveries would occur per week. Table 3.12-2 summarizes estimated worst-case noise levels at off-site properties due to onsite operations, including truck deliveries. (Figure 10-2 on page 24 of the study in Appendix D presents a noise contour map of the noise exposure zones.)

Table 3.12-2: Summary of Estimated Project Noise Levels at Off-Site Receptors Due to Typical Daily Operations Plus Truck Deliveries

Receptor Location	Estimated Project Noise Level	Measured Ambient Noise Level	Project – Ambient Noise Level	Assessment of Impact
Existing residential to the north				
Adj. to NW portion of site	53-65 dBA	51.0 dBA	2-14 dBA	Potentially significant
Adj. to outside courtyard	53-65 dBA	51.0 dBA	2-14 dBA	Potentially significant
Adj. to NE portion of site	34-53 dBA	51.0 dBA	<0-2 dBA	Not significant
Existing church to the east	<37 dBA	50.8 dBA	<0 dBA	Not significant
Existing City Hall to the south	<66 dBA	59.5 dBA	<6.5 dBA	Not significant
Existing commercial to the west	55 dBA	53.2 dBA	1.8 dBA	Not significant

As Table 3.12-2 indicates, residential properties immediately northwest of and adjacent to the site could be exposed to an increase in noise levels of up to 14 dBA during truck deliveries, which exceeds the 8 dBA limit set forth in the noise ordinance. The impact associated with truck delivery at the project site is potentially significant, and mitigation measures N-2 and N-3 (see below) are required to reduce the level of impact to comply with noise ordinance standards.

Emergency Generator Maintenance

The project would include an emergency generator. Based on information provided by the equipment manufacturer, this unit produces a sound pressure level of 68 dBA at a distance of 23 feet, which is approximately equivalent to a sound power level of 95.8 dBA. It is assumed that the emergency generator is only required to comply with the City's noise standards during monthly maintenance testing; that is, compliance is not required when the generator is operating under emergency conditions. For purposes of the noise study,

the analysis assumed that generator testing would occur only during daytime hours and only on weekdays. It was further assumed that testing would occur only during times when a delivery truck was not on site. The results of the noise impact analysis associated with emergency generator are presented in Table 3.12-3. (Figure 10-4 on page 28 of the study in Appendix D presents a noise contour map of the noise exposure zones.)

Table 3.12-3: Summary of Estimated Project Noise Levels with Generator at Off-Site Receptors

Receptor Location	Estimated Project Noise Level	Measured Ambient Noise Level	Project – Ambient Noise Level	Assessment of Impact
Existing residential to the north				
Adj. to NW portion of site	52-70 dBA	51.0 dBA	1-19 dBA	Potentially significant
Adj. to outside courtyard	50-71 dBA	51.0 dBA	<0-20 dBA	Potentially significant
Adj. To NE portion of site	35-54 dBA	51.0 dBA	<0-3 dBA	Not significant
Existing church to the east	<36 dBA	50.8 dBA	<0 dBA	Not significant
Existing City Hall to the south	<48 dBA	59.5 dBA	<0 dBA	Not significant
Existing commercial to the west	56 dBA	53.2 dBA	2.8 dBA	Not significant

As Table 3.12-3 indicates, during testing of the generator, residential properties immediately north of and adjacent to the site could be exposed to increases in noise levels of up to 20 dBA during emergency generator maintenance; these increases exceed the limit of 8 dBA set forth in the noise ordinance. The impact associated with emergency generator maintenance is potentially significant. Mitigation measures N-2 and N-3 are required.

Mitigation Measure N-2

A noise barrier shall be constructed along a portion of the northern property line as shown in Figure 13-1 of Appendix D of this Initial Study. The barrier shall be constructed of a material with a minimum surface density of 4 lbs/ft². Such materials include concrete block, stucco-on-wood, wood, tempered glass, Plexiglas, acrylic, or any combination of these materials. (It is noted that the minimum thickness required to achieve the required surface density of 4 lbs/ft² will vary depending on the specific material selected.) The barrier shall be a continuous structure without gaps (including gaps for drainage) or gates.

Mitigation Measure N-3

Testing of the emergency generator shall be restricted to time periods when truck deliveries are not scheduled.

The projected noise levels were reevaluated to include reductions in noise associated with Mitigation Measures N-2 and N-3. Tables 3.12-4 and 3.12-5 summarize the results of the noise analyses for operational noise levels with truck deliveries and with emergency generator maintenance, respectively, with the proposed noise barrier constructed along the portion of the northern property line as indicated in Figure 13-1 of Appendix D of this Initial Study. Figures 14-1 and 14-2 in Appendix D of this Initial Study present the results graphically with noise contours mapped. With implementation of Mitigation Measures N-2 and N-3, impacts would be reduced to less-than-significant levels.

Table 3.12-4: Summary of Estimated Project Noise Levels at Off-Site Receptors Due to Typical Daily Operations Plus Truck Deliveries, with Mitigation

Receptor Location	Estimated Project Noise Level	Measured Ambient Noise Level	Project – Ambient Noise Level	Preliminary Assessment of Impact
Existing residential to the north Adj. to NW portion of site Adj. to outside courtyard area Adj. to NE portion of site	50-58 dBA	51.0 dBA	<0-7 dBA	Not significant
	43-52 dBA		<0-1 dBA	Not significant
	34-55 dBA		<0-4 dBA	Not significant
Existing church to the east	<36 dBA	50.8 dBA	<0 dBA	Not significant
Existing City Hall to the south	<66 dBA	59.5 dBA	6.5 dBA	Not significant
Existing commercial to the west	55 dBA	53.2 dBA	1.8 dBA	Not significant

Table 3.12-5: Summary of Estimated Project Noise Levels at Off-Site Receptors Due to Typical Daily Operations Plus Emergency Generator, with Mitigation

Receptor Location	Estimated Project Noise Level	Measured Ambient Noise Level	Project – Ambient Noise Level	Preliminary Assessment of Impact
Existing residential to the north Adj. to NW portion of site Adj. to outside courtyard area Adj. to NE portion of site	46-54 dBA	51.0 dBA	<0-3 dBA	Not significant
	43-55 dBA		<0-4 dBA	Not significant
	35-54 dBA		<0-3 dBA	Not significant
Existing church to the east	<36 dBA	50.8 dBA	<0 dBA	Not significant
Existing City Hall to the south	<48 dBA	59.5 dBA	<0 dBA	Not significant
Existing commercial to the west	56 dBA	53.2 dBA	2.8 dBA	Not significant

Trash Pickups

The project would include onsite trash pickups approximately three times per week. The trash collection and pickup area is proposed to be located within an enclosure with doors opening to the outside. Consistent with current practice by the City's licensed trash hauler, it is anticipated that the contracted collector will pull the containers out of the trash room and load refuse into a "scout vehicle" (small truck or tractor). The scout vehicle functions similar to a fork lift by lifting the bin onto loading arms. The scout vehicle would then take the refuse bin to an awaiting larger trash truck on Sierra Madre Boulevard, where the contents would be emptied. The scout truck would return the empty containers to the trash enclosure. The results of the noise impact analysis associated with trash pickups are presented in Table 3.12-6. (Figure 10-3 on page 26 of the study in Appendix D presents a noise contour map of the noise exposure zones.)

Table 3.12-6: Summary of Estimated Project Noise Levels at Off-Site Receptors Due to Typical Daily Operations Plus Trash Pickups

Receptor Location	Estimated Project Noise Level	Measured Ambient Noise Level	Project – Ambient Noise Level	Preliminary Assessment of Impact
Existing residential to the north				
Adj. to NW portion of site	47-58 dBA	51.0 dBA	<0-7 dBA	Not significant
Adj. to outside courtyard	50-56 dBA	51.0 dBA	<0-5 dBA	Not significant
Adj. To NE portion of site	33-53 dBA	51.0 dBA	<0-2 dBA	Not significant
Existing church to the east	<36 dBA	50.8 dBA	<0 dBA	Not significant
Existing City Hall to the south	<57 dBA	59.5 dBA	<0 dBA	Not significant
Existing commercial to the west	48 dBA	53.2 dBA	<0 dBA	Not significant

As Table 3.12-6 indicates, noise associated with trash pickup activity would not exceed applicable thresholds; impact would be less than significant.

The use of trash containers on a daily basis would also generate noise. These noise sources include the creaking and banging of the gates to the container room, container lids dropped onto the trash containers, and trash (particularly bottles and cans) dropped into the containers. While it is unlikely that, due to the short duration and sporadic nature, the noise levels generated by these sources will exceed the thresholds of significance (i.e., an increase of 8 dBA in the ambient noise level). However, such noise can be annoying, particularly if it occurs during the late evening and early morning hours. Therefore, the impact could be considered potentially significant at residential properties immediately north of the project site and adjacent to the property line. Mitigation measure N-4 is included to reduce the impacts to a less-than significant level.

Mitigation Measure N-4

To minimize annoyance associated with the use of the trash containers and with trash pickups, the project operator shall, to the extent practical, put in place and practice the following noise abatement measures:

- The gates to the trash room shall be designed and constructed so that they do not sag and do not drag across the pavement as they are opened and closed.
- The project operator shall put into place administrative controls that will instruct employees on the noise sensitivity of the residential properties to the north, and train them in ways that will reduce noise associated with the use of the trash containers. At a minimum:
 - 1) Trash shall not be dumped into the container bins between the hours of 10:00 P.M. and 8:00 A.M.
 - 2) The trash room gates shall not be slammed closed or permitted to strike the building when opened.
 - 3) The maintenance crew shall be instructed to keep the gate hinges well lubricated at all times to prevent squeaking.
 - 4) The lids to the trash containers shall not be allowed to drop when they are closed.
 - 5) The maintenance crew shall be required to place and maintain in good condition neoprene rubber strips around the perimeter of the trash containers so that there is no metal-on-metal contact when the container lids are closed.
 - 6) Trash consisting of bottles, cans or particularly heavy items shall be placed or lowered into the trash container, not dropped.

With incorporation of Mitigation Measures N-1 through N-4, operational noise impacts would be reduced to less-than-significant levels.

- b) **Less than Significant with Mitigation Incorporation.** The primary vibratory source during project construction would be large bulldozers. Based on published data, typical bulldozer activities generate a peak particle velocity (PPV) of 0.089 in/s and a vibration level (L_v) of 87 VdB at a distance of 25 feet. Using these values, an analysis was conducted to estimate the groundborne vibration levels that would be experienced at the nearest adjacent buildings during construction of the project. The results of this analysis are summarized in Table 3.12-5.

Table 3.12-5: Estimated Construction Vibration Levels

Location	Distance	Estimated PPV	Estimated L_v
Nearest residential building	20 ft	0.124 in/s	90 VdB
Nearest church building	50 ft	0.031 in/s	78 VdB
Nearest City Hall building	100 ft	0.011 in/s	69 VdB
Nearest commercial building	60 ft	0.024 in/s	76 VdB

The PPV is not expected to exceed the threshold of 0.200 in/s at the nearest residential buildings north of and adjacent to the project site during construction. Therefore, the impact at these locations is less than significant.

The L_v threshold of 72 VdB is expected to be exceeded at the residential properties north of and adjacent to the project site, and the L_v threshold of 75 VdB is expected to be exceeded at the nearest church building to the east and at the nearest commercial building to the west. Therefore, the impact is potentially significant at these locations. The impact would occur for a short term only during construction activity and only when heavy equipment operates near a property line. No significant impact is expected at the City Hall buildings to the south.

Mitigation Measure N-5 is required to reduce short-term vibration impacts during the project construction phase.

Mitigation Measure N-5

To minimize annoyance associated with short-term construction activity vibration to nearby residential uses, the project applicant shall:

- Operate earth-moving equipment on the construction lot as far away from vibration-sensitive sites as possible.
- Phase demolition, earth-moving, and ground-impacting operations so as not to occur simultaneously. Wherever possible, excavators, bulldozers, backhoes, loaders, graders, or similar equipment shall not be used within 15 feet of any building on an adjacent property, and vibratory rollers shall not be used within 20 feet of any building on an adjacent property.

- e-f) **No Impact.** No airport land use plans apply to the area, and the proposed project site is not located within two miles of an airport. The airport closest to the project site is the El Monte (EMT) Airport, which is approximately five miles south of the project site. No impacts to airport land use plans or airports could occur. There are also no private airstrips in the project vicinity; there would be no impacts related to excessive noise near a private airstrip.

3.13 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

- a) **Less than Significant Impact.** The project does not involve the construction of any major public facilities, such as extension of water or sewer lines or roads into uninhabited areas, which would facilitate other growth in the area. New jobs associated with the project would be limited to 25 full- and part-time positions. This does not represent substantial employment growth which would increase housing demand.

The 2010 Census indicates that the population of Sierra Madre is 10,917 persons. The California Department of Finance, Demographic research unit estimates that one year later, the population was 10,948 persons (as of January 1, 2011). The proposed project would result in an estimated 0.88 percent increase in population. SCAG projects a year 2015 population in Sierra Madre of 11,084.⁵¹ The increase in population associated with the project would be consistent with SCAG projections. Impact would be less than significant.

- b) **Less than Significant Impact.** Construction and operation of the proposed project would result in demolition of one vacated single-family house and a vacated convalescent facility. Because the facilities are vacant, the project would not displace any current resident.

The U.S. Census reports that in 2010, the Sierra Madre population was 10,917, with a total of 5,113 housing units (4,837 of which were occupied by households).⁵² The California Department of Finance, Demographic Research Unit (DOF) estimates the 2011 population in Sierra Madre increased to 10,948 persons living and the number of housing

⁵¹ See also complete analysis of SCAG population estimates in Section 3.3a of this Initial Study.

⁵² U.S. Census. Profile of General Population and Housing Characteristics: 2010, Sierra Madre City.

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units remained 5,113.⁵³ The Census and DOF report a 5.4 percent vacancy rate in the City, indicating that approximately 276 housing units were vacant at the time. Given that only one housing unit is being demolished, that it is currently vacant, and that other housing vacancies exist in the City, impacts related to the loss of housing would be less than significant.

- c) **No Impact.** "Displacement," in the context of housing, can generally be defined as persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence.⁵⁴ The existing single-family house is currently vacant; as such, there is no "forced or obliged" removal of persons, and therefore no displacement. No impact would occur.

⁵³ California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2010-2011. May 2011.

⁵⁴ The Brookings Institute. Handbook for Applying the Guiding Principles on Internal Displacement. 1999.

3.14 – Public Services

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant Impact.** Fire protection to the project site is provided by the Sierra Madre Fire Department from the fire station located directly across the street from the project site at 242 W. Sierra Madre Boulevard. The Sierra Madre Fire Department has one Fire Chief, three Battalion Chiefs, one Fire Marshal, one Captain Paramedic Coordinator, six Captains, six Engineers, and 30 firefighters, consisting of five crews on a rotating platoon basis. The Sierra Madre Fire Department fleet includes four Type 1 Engines, one water tender (2,800 gallons), two rescue ambulances, one Urban Search and Rescue (USAR) trailer, one chief's vehicle, one command vehicle, and one utility truck. The Department currently has an Insurance Services Office (ISO) rating of 4 (with 1 being the highest).⁵⁵

The project would replace an existing vacant use, and as such could result in an increase in calls for fire protection and emergency medical services, particularly given that the facility would house frail or infirm elderly persons. Whether a specific project results in a need for new or expanded fire protection facilities depends partly on the level of demand for fire protection the project generates, and partly on the distance from the project site to the nearest existing fire station. As the project is expected to result in a relatively small increase in demand for fire protection, if any, and the closest fire station is less than 0.1 mile from the site (directly across the street), project development would not require construction of new or expanded fire protection facilities. Impact would be less than significant.

⁵⁵ City of Sierra Madre. <<http://www.cityofsierramadre.com/departments/fire-department/213-fire-department>> Accessed September 15, 2011.

For a 58,000-square-foot building, the State Fire Code requires a fire-flow of 2,500 gallons per minute. The code allows a reduction in required fire-flow of up to 75 percent when a building is provided with an approved automatic sprinkler system; however, the minimum required fire-flow shall not ever be reduced below 1,500 gallons per minute. The project would be installed with automatic sprinklers, so required fire-flow would be 1,500 gallons per minute.

The project site is currently served by an eight-inch water main. Recent testing of the nearest fire hydrants (at the fire station across the street and on Hermosa Avenue) indicates that fire-flows at this location (2,185 gallons per minute and 3,047 gallons per minute, respectively)^{56,57} meet the requirements of the California Fire Code for the type of project proposed, and impacts are less than significant.

- b) **Less than Significant Impact.** The Sierra Madre Police Department, located at 242 West Sierra Madre Boulevard (directly across the street), provides police protection to the project site. The Sierra Madre Police Department has 22 full-time members, including the Chief of Police, a police captain, four sergeants, two corporals, one detective, one traffic officer, and seven police officers, along with four non-sworn desk officer-dispatchers and one non-sworn code compliance officer. The Department also has several part-time employees and volunteers who contribute to maintaining a safe community.⁵⁸ The Police Department aims to maintain a population ratio of one officer per 1,000 residents. With its current staffing of 17 sworn officers, and using the Department of Finance's January 2011 population estimate of 10,948 persons, the existing ratio is one officer per 644 persons, consistent with the Department's goal. Although demand for police services may incrementally increase as associated with the proposed project, the project is required to pay the safety impact fee payment for police services to mitigate potential impacts. Furthermore, the Police Department's population ratio to sworn officers would remain well within the Department goal. Impact would be less than significant.
- c) **Less than Significant Impact.** The project site is located within the Pasadena Unified School District. The District has a total of 32 schools, including three charter schools. Enrollment as of October 2009 was 20,526 students. Pasadena Unified School District assesses development impact fees on new development. The proposed project will be subject to school fees based on the floor area of the facility. Furthermore, since it is an assisted living facility where residents are anticipated generally to be seniors, the project is not anticipated to generate any new students within the Pasadena Unified School District. Impact would be less than significant.
- d) **Less than Significant Impact.** The City of Sierra Madre currently maintains four parks: Bailey Canyon Wilderness Park, Memorial Park, Mt. Wilson Trail, and Sierra Vista Park, which total 23.8 acres of parkland. Memorial Park, located at 222 West Sierra Madre Boulevard, is 3.5 acres and located across the street from the project site. Chapter 16.44 of the Sierra Madre Municipal Code and the 1995 Sierra Madre General Plan Update EIR utilize a parkland ratio goal of three acres per 1,000 residents. Using this ratio and the

⁵⁶ City of Sierra Madre Fire Department, Fire Prevention Bureau. Fire Flow Report: 245 W. Sierra Madre Blvd. November 9, 2011.

⁵⁷ City of Sierra Madre Public Works Department. Letter to Mr. William D. Shields from Mr. Bruce Inman Re: Fire Flow Availability for Development Proposed at 245 West Sierra Madre Boulevard. November 29, 2011.

⁵⁸ City of Sierra Madre. <<http://www.cityofsierramadre.com/administration>> Accessed September 15, 2011.

2011 population estimate of 10,948 persons,⁵⁹ the City has 2.17 acres of parkland per resident.

The project does not propose any new park facilities. The proposed project would allow up to 96 residents to live in the assisted living facility, which may have the potential to increase the use of existing parks and facilities as a result of the increased population. Using the parkland ratio of three acres per 1,000 people, this population increase would create a demand for an additional 0.288 acres. The proposed project provides over 20,000 square feet (0.46 acres) of landscaping in the form of a rose garden, outdoor walking paths, decorative arbors, garden art, and outdoor seating areas. Given the project's landscape plan, provision of onsite services, and limited mobility of future senior residents, impacts on park land would be less than significant.

- e) **Less than Significant Impact.** The City of Sierra Madre will require that public facilities fees be paid as part of this project. The purpose of the public facilities impact fees is to offset impacts related to proposed development and the increase in population that may result from new projects. These fees include general government, library, public safety, traffic, water, and sewer fees. With the payment of public facilities fees, the proposed project would have a less than significant impact on other public facilities.

⁵⁹ California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2010-2011. May 2011.

3.15 – Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less than Significant Impact.** Residents will occasionally use local recreational facilities. Residents are perhaps most likely to use Memorial Park, given its close proximity to the project site. On average, the oldest resident in an assisted living facility designed for the elderly is 94 years old, while the youngest is 66 years old.⁶⁰ Since the "typical" resident in an assisted care facility like the proposed project is elderly and may need some ambulatory assistance, the recreation needs are more passive in nature. It is not anticipated that many residents will use City parks other than the passive facilities at Memorial Park. The assisted care facility will provide onsite private open space in the form of 20,000 square feet of landscaped grounds, including walking paths, rose gardens, arbors, garden art, and outdoor seating areas. Given that use of public recreation facilities by project residents would be minimal, the project is not expected to require new trails or the construction of new facilities. Impact on recreational facilities would be less than significant.
- b) **No Impact.** The proposed project does not involve the development of any public recreational facilities. All landscaping and outdoor amenities on the site will facilitate passive enjoyment of the outdoors by residents. No impact would result.

⁶⁰ National Center for Assisted Living. *Facts and Trends: The Assisted Living Sourcebook*. 2001. Prepared by Kevin Kraditor, M.A. p. 2.

3.16 – Transportation and Traffic

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant Impact.** A traffic analysis, prepared by Linscott, Law & Greenspan, Engineers, dated November 28, 2011,⁶¹ (Appendix C) was prepared to assess project traffic and parking impacts. The traffic analysis evaluated potential project-related traffic impacts at two key intersections and one street segment in the vicinity of the project site. The street segment analyzed was Sierra Madre Boulevard adjacent to the project site. The two area intersections analyzed in the traffic study were:

- Michillinda Avenue/Sierra Madre Boulevard (signalized)
- Baldwin Avenue/Sierra Madre Boulevard (unsignalized; four-way stop sign)

The traffic study presents existing traffic volumes, forecasts existing-plus-project traffic volumes, forecasts future traffic volumes with and without the proposed project, and identifies project-related impacts using the methodology outlined in Appendix C.

Street Network

Sierra Madre Boulevard is an east-west oriented roadway that borders the site to the south. Sierra Madre Boulevard east of Michillinda Avenue is classified as a Collector Street in the City of Sierra Madre General Plan. One through travel lane is provided in each direction on Sierra Madre Boulevard in the project vicinity. Sierra Madre Boulevard is posted for a speed limit of 30 miles per hour in the project vicinity.

Michillinda Avenue is a north-south oriented roadway that is located west of the project site. Michillinda Avenue is classified as a Major Street in the City of Sierra Madre General Plan. Two through travel lanes are generally provided in each direction on Michillinda Avenue. Michillinda Avenue is posted for a speed limit of 35 miles per hour in the project vicinity.

Baldwin Avenue is a north-south oriented roadway that is located east of the project site. Baldwin Avenue north of Orange Grove Avenue is classified as a Collector Street in the City of Sierra Madre General Plan. Baldwin Avenue south of Orange Grove Avenue is classified as a secondary arterial in the Arcadia General Plan Circulation and Infrastructure Element. One through travel lane is generally provided in each direction on Baldwin Avenue. Baldwin Avenue is posted for a speed limit of 25 miles per hour in the project vicinity.

Thresholds of Significance

The morning and evening peak hour operating conditions for the two study intersections were evaluated using the Intersection Capacity Utilization (ICU), which determines volume-to-capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. LOS is defined on a scale of A through F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS A is characterized as having free-flowing traffic conditions with no restrictions on maneuvering or operation speeds, where traffic volumes are low and travel speeds are high. LOS F is characterized as having forced flow with many stoppages and low operating speeds.

The City of Sierra Madre does not have an official policy for significance thresholds. Consistent with other traffic studies previously prepared for the City of Sierra Madre, the significance of the potential impacts of project generated traffic at the study intersections

⁶¹ Linscott, Law & Greenspan, Engineers. *Traffic Impact Analysis: Fountain Square Assisted Living Project, City of Sierra Madre, California*. November 28, 2011.

were identified using criteria set forth in the *2010 Congestion Management Program*. A significant transportation impact is determined based on a change in the calculated v/c ratio of two percent (0.02) or more due to project-related traffic for an intersection operating at LOS F or worse ($v/c > 1.00$). As such, a project would not have a significant impact if the analyzed location is operating at LOS E or better after the addition of project traffic.

The Michillinda Avenue/Sierra Madre Boulevard intersection is jointly shared with the City of Pasadena. Thus, this intersection was evaluated for potential traffic impacts using the more stringent criteria of the City of Pasadena. The significance of the potential impacts of project generated traffic at the Michillinda Avenue/Sierra Madre Boulevard intersection was identified using criteria set forth in the City of Pasadena's *Transportation Impact Review Current Practice and Guidelines*.⁶² According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the proposed project, a significant transportation impact is determined based on the criteria presented in Table 3.16-1.

Table 3.16-1: City of Pasadena Intersection Impact Threshold Criteria

Final v/c	Level of Service	Project Related Increase in v/c
0.000 - 0.600	A	equal to or greater than 0.06
> 0.600 - 0.700	B	equal to or greater than 0.05
> 0.700 - 0.800	C	equal to or greater than 0.04
> 0.800 - 0.900	D	equal to or greater than 0.03
> 0.900 - 1.000	E	equal to or greater than 0.02
> 1.000	F	equal to or greater than 0.01

Existing Traffic Volumes

Manual counts of vehicular turning movements were conducted in September 2011 when local schools were in session at each of the two study intersections during the weekday morning and afternoon commuter periods to determine the peak-hour traffic volumes. The manual counts were conducted at the study intersections from 7:00 to 9:00 A.M. to determine the weekday morning peak commuter hour, and from 4:00 to 6:00 P.M. to determine the weekday afternoon/evening peak commuter hour. Automatic 24-hour machine traffic counts of the study street segment (Sierra Madre Boulevard near the project site) were conducted in September 2011 during a weekday condition.

At the time the traffic count data was collected, the Sierra Madre Boulevard Water Main Project was on-going, which resulted in some traffic movement diversions east of Baldwin Avenue. As a result, historical traffic count data were reviewed and utilized for the Baldwin Avenue/Sierra Madre Boulevard intersection since they were higher than the recent counts. The traffic count data conducted for the Michillinda Avenue/Sierra Madre Boulevard intersection did not appear to be affected by the City's Water Main Project.

The two study intersections are presently operating at LOS C during the weekday morning and afternoon/evening peak hours.

⁶² *Transportation Impact Review Current Practice and Guidelines*, Transportation Planning & Development Division, City of Pasadena Department of Transportation, August 24 2005.

Forecasted Traffic Volumes and Intersection Conditions

The project would generate an average of 264 vehicle trips per day (cars and delivery vehicles), with 16 trips occurring during the morning peak hours and 28 trips occurring in the afternoon/evening peak period.

To determine the operating conditions of the street system under existing plus project conditions, traffic to be generated by the proposed project was added to the year 2011 existing traffic conditions. As shown in detail in Appendix C (Table 8-2 on page 24), the Future 2013 conditions with the project would result in a minor, incremental increase in traffic and a continued LOS C during both peak hours. Impact would be less than significant. No mitigation measures or changes to the roadway would be required.⁶³

With regard to the street segment on Sierra Madre Boulevard, the level of impact of project generated traffic at the street segment was identified based on the *City of Sierra Madre General Plan Traffic and Parking Section*.⁶⁴ As a result of the project, the V/C ratio is anticipated to increase by 0.011 or 1.1 percent (Appendix C, Table 9-1). This level of increase is determined to be less than significant based on 2010 Congestion Management Program threshold criteria, as discussed above. The proposed project is not anticipated to significantly impact the analyzed street segment. Thus, no mitigation measures are required.

The payment of standard traffic impact fees would diminish any incremental impacts on area roadways and intersections from the project. Impact would be less than significant.

- b) **Less than Significant Impact.** Pursuant to the Los Angeles County Metropolitan Transportation Authority Congestion Management Plan (CMP), any project that adds 150 or more vehicle trips to freeway segments or 50 or more vehicle trips to roadway segments during peak hours must be examined for impact of CMP roadways and intersections.

The following CMP intersection monitoring location in the project vicinity has been identified: CMP Station No. 121: Rosemead Boulevard/Foothill Boulevard Intersection. The proposed project will not add 50 or more trips, during the morning or afternoon/evening peak hours at any CMP monitoring intersections,⁶⁵ which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual; no impact would occur.

The following CMP freeway monitoring locations in the project vicinity have been identified: CMP Station No. 1061: I-210 Freeway at Rosemead Boulevard segment and CMP Station No. 1062: I-210 Freeway west of I-605 Freeway segment. The proposed project will not add 150 or more trips (in either direction), during either the morning or afternoon/evening weekday peak hours to any CMP freeway monitoring locations, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual; no impact would not occur.

⁶³ The traffic study also examined conditions in the future assuming ambient growth in background traffic. For CEQA purposes, however, the future condition against which to assess impact is Existing Plus Project traffic which, as noted above, would not result in traffic impacts. It is interesting to note that with regard to the Ambient Growth Plus Project Conditions, the conclusion remains the same, with LOS C retained.

⁶⁴ *City of Sierra Madre General Plan Traffic and Parking Section*, City of Sierra Madre, adopted June 11, 1996.

⁶⁵ Linscott, Law & Greenspan, Engineers. *Traffic Impact Analysis: Fountain Square Assisted Living Project*, City of Sierra Madre, California. November 28, 2011.

The project would not, therefore, conflict with an applicable congestion management program or level of service standard established by the congestion management agency. Impacts would be less than significant.

- c) **No Impact.** The project is located approximately five miles from the El Monte Airport, a general aviation airport of approximately 100 acres, with an aircraft runway limited to craft weighing less than 12,500 pounds. Private and business light single and multi-engine aircraft and helicopters account for the majority of activity.⁶⁶ The proposed project is a two-story assisted living facility, and is not anticipated to draw regional air traffic or increase air travel demand. Furthermore, the proposed 30-foot maximum building height would not affect airport approach or departure spaces or any air traffic patterns.
- d) **No Impact.** The proposed project does not involve changes in the alignment of Sierra Madre Boulevard or Hermosa Avenue, the two streets adjacent to the project site. One access drive is proposed on Sierra Madre Boulevard, in the same general location as the existing access drive. No additional access driveways are proposed on Hermosa Avenue. The proposed retaining wall has a 15-foot sight-line setback at the intersection of Hermosa Avenue and Sierra Madre Boulevard. This project would not result in a traffic safety hazard due to any design features.
- e) **Less Than Significant Impact.** The project proposes a new access driveway on Sierra Madre Boulevard that is at least 25 feet wide. This width is of sufficient length to provide access to fire and emergency vehicles and is consistent with the California Fire Code Standard 530.2.1 that requires a minimum width of 20 feet. All portions of the proposed assisted living facility would be accessible within 150 feet of a fire hydrant or a drive aisle accessible by fire truck. All access features are subject to and must satisfy the City of Sierra Madre design requirements. This project would not result in adverse impacts with regard to emergency access.
- f) **Less than Significant Impact.** Public bus transit service in the project vicinity is currently provided by the Metropolitan Transportation Authority (Metro), the City of Pasadena Area Rapid Transit System (ARTS) and the City of Sierra Madre. Metro operates two transit bus routes on Sierra Madre Boulevard near the project site: Route 268, which runs mainly southeast-northwest between El Monte and Altadena, and Route 487/489, running mainly northeast-southwest between El Monte and central Los Angeles. The City of Sierra Madre operates the Gateway Coach bus route round-a-bout, via the Recreation Center to the Gold Line Station, Sierra Madre Boulevard, and Michillinda to Sierra Vista Park. Pasadena ARTS Route 60 operates on Sierra Madre Boulevard near the project site and continues west into Pasadena. There is a bus stop located immediately adjacent to the project site on Sierra Madre Boulevard near Hermosa Avenue.

To estimate transit trip generation associated with the project, the project trip generation was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips). Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 1 transit trip during the weekday morning peak hour, 2 transit trips during the weekday evening peak hour, and 13 daily transit trips during the weekday. The four bus routes discussed above are provided adjacent to or in close proximity to the project site. These four transit lines provide service for a total of 13 buses serving the project area during the weekday morning and evening peak hours. Transit trip generation due to the proposed project

⁶⁶ Los Angeles County Airport Land Use Commission. *Los Angeles County Airport Land Use Plan*. Adopted December 19, 1991.

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would correspond to an average of less than one new transit rider. The existing transit service in the project area will adequately accommodate the project generated transit trips. Thus, given the low number of generated transit trips per bus, no impacts on existing or future transit services in the project area would occur as a result of the proposed project.

The proposed project would not result in any changes to lane or street configuration of Sierra Madre Boulevard, Hermosa Avenue, or to existing sidewalks that could affect performance or safety of alternative transportation facilities. Impact would be less than significant.

3.17 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 storm water 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Infrastructure, Utilities, and Services

The City of Sierra Madre operates its own water utility service. Sewer service is provided by the Sanitation Districts of Los Angeles County. Local flood control facilities are maintained by the City, with regional facilities under the jurisdiction of the Los Angeles County Department of Public Works.

Water services for domestic use and fire protection would be served from the water line in Sierra Madre Boulevard and tapped from the same approximate locations as for the existing building. As described in Section 3.14(a) – Public Services, the current water line provides the appropriate pressure needed to achieve minimum fire-flow requirements. Existing fire hydrants at the corner of Sierra Madre Boulevard/Hermosa Avenue and on the south side of Sierra Madre Boulevard across from the southwest corner of the site currently serve the site and are anticipated to continue as fire service.

The nine-inch sanitary sewer line in Sierra Madre Boulevard would serve the project. This trunk sewer has a design capacity of 1.3 million gallons per day (mgd) and conveyed a peak flow of 0.1 mgd when last measured in 2009.

Storm drain catch basins are present in Sierra Madre Boulevard and Hermosa Avenue at the southeast corner of the site. The catch basins are connected to an existing 24-inch storm drain system with 18-inch laterals from the catch basins. The existing storm drain system terminates at this location. The project would not involve any changes in the existing drainage system. On-site drainage facilities would consist of small catch basins and pipes that would be incorporated into the grading design. The system would be designed to comply with NPDES requirements, with runoff ultimately released to the existing drainage systems. Final drainage designs must conform to the drainage requirements of SMMC Section 15.48.240 (Design Standards for Drainage) and be approved by the City Public Works Director.

Power, telephone, and cable television/communications services would be served from overhead facilities in Hermosa Avenue located near the rear property line. Any new facilities would be placed underground to the service connections for the building.

- a) **Less Than Significant Impact:** Development of the proposed project would provide for the collection of all wastewater to the 10-inch sanitary sewer line in Sierra Madre Boulevard. From there, sewage would flow into trunk lines for conveyance to offsite public wastewater treatment facilities. The Sanitation Districts of Los Angeles County, under contract with Sierra Madre, collects and treats wastewater at regional facilities located in Whittier and Carson. The ultimate disposal of effluent and solids occur in compliance with waste discharge requirements set by the California RWQCB. Wastewater conveyed from the site would undergo treatment in accordance with applicable regulations, including the requirements of the RWQCB. Therefore, impact would be less than significant.
- b) **Less than Significant Impact.** Currently, a 10-inch sewer line exists in Sierra Madre Boulevard. There are three existing sewer laterals from the project site to the sewer line in Sierra Madre Boulevard. The project applicant/developer may be required to remove some of the laterals or construct additional laterals from the project site to connect to the existing line. The Civil Feasibility Study prepared for the proposed project found that the existing lines have adequate capacity to serve the project.⁶⁷ The existing sewer laterals will be verified and inspected for use to accommodate the new development. If not usable, a new sewer lateral would be constructed to connect to the existing line in Sierra Madre Boulevard, subject to review and approval by the City's Public Works Department.

⁶⁷ Fountain Square Development West. Civil Feasibility Study for Sierra Madre.

Modifications to the existing sewer system are not otherwise anticipated. Connection to the existing line would not result in a substantial environmental impact because it would not disturb any undeveloped area and requires only nominal trenching activities as part of the construction process. Connection to the sewer line is not anticipated to require complete closure of any public or private roadway. Any lane closures required for installation of the sewer line would be conducted using standard traffic detours and is not anticipated to cause substantial traffic congestion.

Expansion of the Sanitation Districts of Los Angeles County's reclamation facility will not be required in order to serve the project (See Section 3.17.e for further discussion). Impact would be less than significant.

The City operates water treatment facilities that filter and/or disinfect water before it is delivered to customers. The City of Sierra Madre Water Division provides water to the City from two sources: groundwater from wells in the East Raymond Basin and springs in the foothills of the San Gabriel Mountains. The project would not alter any existing water treatment facilities. No impact would occur.

- c) **Less Than Significant Impact.** A NPDES permit will be required for the proposed project, which requires adoption of appropriate Stormwater Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs). The proposed project's storm drainage system would include treatment methods to ensure the storm water would be cleaned and retained onsite to a level equal to or greater than the NPDES mandates. Implementation of BMPs would reduce pollutants in stormwater and urban runoff from the project site. The proposed storm drainage system, in combination with the SWPPP and BMPs, must be designed to the satisfaction of the City's Public Works Director and in conformance with all applicable permits and regulations. The project applicant/developer would be required to provide all necessary on-site infrastructure and pay a development impact fee for storm drain facilities within the City. Project impacts on stormwater and stormwater drainage facilities are also discussed above in Section 3.9. Impacts would be less than significant, and no mitigation beyond compliance with existing laws is required.
- d) **Less than Significant Impact.** As discussed in Section 3.9 above, the City of Sierra Madre's primary source of water is local groundwater. The City's 2010 Urban Water Management (UWMP) anticipates a limited population growth and therefore fairly consistent water demand over the next 20 years. The UWMP assumes that the City's population in 2030 will be 11,099 persons (consistent with SCAG projections established for the 2008 Regional Transportation Plan, which is discussed in more detail in Section 3.3a above). The U.S. Census reports that the City's 2010 population is 10,917 persons. Current population (2011) estimates provided by the California DOF estimate the City's population at 10,948 persons. Given that the project would result in a maximum total of 96 new residents in the assisted living facility, for a total City population estimated at 11,044, the project would not exceed the total population anticipated in the 2010 UWMP (11,099 persons).

The project is estimated to have a water demand of 12.96 AFY,⁶⁸ accounting for approximately 0.5 percent of the Sierra Madre's total projected water demand in 2030

⁶⁸ Project estimated water demand based on sum of plumbing fixture units applied to fixtures list provided by applicant. Irrigation estimated based on California Department of Water Resources Water Budget workbook, which calculates Maximum Applied Water Allowance and Estimated Total Water Use based on

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(total demand is anticipated to be 2,611 AFY).⁶⁹ Estimated water usage for the project site accounts for mandatory state water conservation in landscaping requirements.

The UWMP estimates that current per capita demand for water (averaged over five years) is approximately 265 gallons per capita per day (GPCD). The UWMP sets a use target of 236 GPCD in 2015 and 210 GPCD in 2020, representing a 20 percent reduction in demand citywide. The proposed project would house 96 residents in the assisted living facility and require an estimated 12.96 AFY, or 12,436.59 gallons per day. This equates to 129.55 GPCD, significantly less than the 2020 target of 210 GPCD (80.45 GPCD less). As the project is consistent with SCAG population projections over the long-term as utilized in the UWMP, and would meet reductions in water demand targets prescribed by the UWMP, impact would be less than significant.

- e) **Less than Significant Impact.** Wastewater treatment is provided to the City by the Sanitation Districts of Los Angeles County (Districts). The wastewater from the City's service area primarily flows to the San Jose Creek Reclamation Plant in Los Angeles County near the City of Whittier.⁷⁰ The San Jose Creek Reclamation Plant has a design capacity of 100 million gallons per day (mgd) and currently processes an average flow of 75.2 mgd.⁷¹ Wastewater would flow to the west part of the plant; the west part of San Jose Creek Reclamation Plant has a capacity of 37.5 mgd, and in 2010 treated an average 22 mgd, for a residual capacity of roughly 15.5 mgd.⁷²

Estimated wastewater generation by the assisted living facility would be 50 gallons per day per bedroom⁷³, for a total of 12,000 gallons per day (gpd). The estimated 12,000 gpd increase in wastewater generation from the proposed multipurpose building would be about 0.0774 percent of the residual capacity at the San Jose Creek Water Reclamation Plant. There are adequate wastewater treatment facilities in the region to treat project-generated wastewater, and project development would not require the construction or expansion of wastewater treatment facilities.

- f) **Less than Significant Impact.** The City contracts exclusively with Athens Services for the collection and disposal of solid waste and recyclables. Athens disposes of waste at several area landfills, including Puente Hills Landfill and Scholl Canyon. The Puente Hills Landfill has a permitted daily capacity of 13,200 tons (4,821,300 tons per year), with a permitted total capacity of 106,400,000 cubic yards and a remaining capacity of 62,291,000 cubic yards. This landfill is projected to close in 2013. The Scholl Canyon Landfill has a permitted daily capacity of 3,400 tons (1,241,850 tons per year), with a permitted capacity of 69,200,000 cubic yards and a remaining capacity of 11,723,400 cubic yards. The Scholl Canyon Landfill is estimated to close in 2019.

Different uses have varying levels of estimated solid waste production. For example, a multi-family unit can be expected to produce eight pounds of trash per day, an office building can be expected to produce one pound for every 100 square feet of office space, and a nursing home (a use similar to the proposed assisted living facility) can be expected

Sierra Madre reference evapotranspiration from the Water Efficiency Landscape Ordinance (SMMC Section 15.60.020).

⁶⁹ City of Sierra Madre. *Final Draft 2010 Urban Water Management Plan*. March 2011.

⁷⁰ City of Sierra Madre. *2010 Urban Water Management Plan*. March 2011. p. 4-20.

⁷¹ County Sanitation Districts of Los Angeles County. Letter dated December 19, 2011 from Stephen R. Maguin and Adriana Raza re: Fountain Square Development West: The Kensington Assisted Living Facility.

⁷² Personal communication with Ann Heil, Los Angeles County Sanitation District Supervising Engineer, October 7, 2011.

⁷³ City of Los Angeles. *LA CEQA Thresholds Guide*. 2006. p. M.2-24.

to produce five pounds per person per day.⁷⁴ Using this typical solid waste generation rate for nursing homes, the proposed project would generate approximately 87.66 tons of solid waste per year. This is 0.002 percent and 0.007 percent of residual permitted capacity at Puente Hills Landfill and Scholl Canyon Landfill, respectively. Although these existing landfills currently used by Athens are anticipated close in 2013 and 2019, other regional landfills have remaining capacity. Also, regional plans are underway to transport waste by rail to landfill sites in the desert areas to the east. There is adequate landfill capacity in the region to accommodate project-generated waste. Considering the availability of landfill capacity and the relatively nominal amount of solid waste generation from the proposed project, project solid waste disposal needs can be adequately met without a significant impact on the capacity of the nearest and optional, more distant, landfills. Furthermore, Athens Services operates a Materials Recovery Facility (MRF) in the City of Industry. Sierra Madre's commercial area solid waste is collected by Athens Services and transported to the MRF, where recyclables are separated from the waste stream. It is therefore not expected that the proposed project would impact the City's compliance with State-mandated (AB 939) waste diversion requirements. Impacts would be less than significant.

- g) **No Impact.** The proposed project is required to comply with all applicable Federal, State, County, and City statutes and regulations related to solid waste as a standard project condition of approval. Therefore, no impact would occur.

⁷⁴ Republic Waste Services of Southern California, July 2011.

3.18 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project 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) Does the project have impacts that are individually limited, but cumulatively considerable?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project 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"/>

- a) **Less than Significant Impact with Mitigation Incorporated.** The proposed project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 3.1, and would not result in excessive light or glare. The project site is located within an urbanized area with no natural habitat. The project would not significantly impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species after incorporation of mitigation, as discussed in Section 3.4. Adverse impacts to archaeological and paleontological resources would not occur. Construction-phase standard procedures would be implemented in the event any important archaeological or paleontological resources are discovered during grading. This site is not known to have any association with an important example of California's history or prehistory. Based on the preceding analysis of potential impacts in the responses to items 3.1 thru 3.17, no evidence is presented that this project would degrade the quality of the environment.
- b) **Less than Significant Impact with Mitigation Incorporated.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, etc. Such impacts could be short term and

temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land uses changes involved in the projects.

To assess potential cumulative impacts associated with this project, an inventory of other proposed development projects was prepared. Other projects currently being planned to occur within the same approximate time frame as the proposed project are identified below.⁷⁵

Table 3.18-1: Other Planned/Pending Projects for Cumulative Impact Consideration

Project/Location	Characteristics	Estimated Time Frames
1. 1 Carter	Subdivide 63 acres into 32 residential lots on 34.5 acres (remaining for open space, roadways, and flood control)	Subdivision approved. Infrastructure in place.
2. Sierra Place/Sierra Madre Blvd	6-unit residential condominium	Pending
3. 147 W. Sierra Madre Blvd	7,000 SF 2-story medical office building	Pending

Source: City of Sierra Madre Planning Department, September 2011

The first project is located approximately one mile north of the project site, near the foothills. Given the separation between the two sites, temporary construction impacts would not overlap in any significant way. Also, given the direct convenience of vehicular access from Baldwin Avenue to 1 Carter, traffic impacts from this project are expected to interact to a negligible extent with the impacts of the proposed project. The traffic study for the proposed project assessed project impacts relative to future traffic levels, assuming an annual one percent increase in traffic flows; it was determined that future plus project traffic volumes would not exceed the City's level of service standards.

Project 2 would occur on a vacant site, approximately 0.5 miles east from the proposed project. Project 3 is located one block east of the proposed project. Since these infill projects are limited in size, no significant construction phase cumulative impacts are anticipated. Future traffic levels, as would be associated with these projects, were accounted for in the traffic study for the proposed project. As discussed in the response to Checklist item 3.15b, cumulative traffic impacts would not be significant.

All three of these projects are low in intensity; the proposed project, in combination with these projects, would not significantly cumulatively affect the environment. Water supplies have been studied in the Urban Water Management Plan, and the UWMP assumes a limited level of development. Continued efforts towards water conservation, as required by State law, would reduce water demands; the project would result in a less than significant cumulative impact on water supply and other resources.

- c) **Less than Significant Impact.** Based on the analysis of the proposed project's impacts in the responses to items 3.1 thru 3.17, there is no indication that this project could result in substantial adverse effects on human beings. While limited temporary adverse effects would occur during construction (noise, dust, and diesel emissions), these would be minimized to acceptable levels through implementation of routine construction control measures. Adverse long-term impacts would include incrementally increased vehicular traffic; however, the applicable system performance standards would be maintained. With

⁷⁵ The project traffic study took a more conservative approach to the cumulative analysis by assuming a growth in ambient traffic volumes through year 2013..

Section 3: Evaluation of Environmental Impacts

increased traffic, vehicular emissions would also increase, as would roadway traffic noise, with a majority of these impacts affecting adjacent roadway segments and intersections. Projected emission levels would be below the thresholds of significance recommended by the South Coast Air Quality Management District. Project-related traffic would represent a small percentage increase in traffic volumes along nearby roadways and would have a less-than-significant impact on roadway noise levels.

Section 4: References

4.1 – List of Preparers

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4.2 – Persons Consulted

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Ann Heil, Supervising Engineer

Southern California Association of Governments
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Section 5: Summary of Mitigation Measures

Mitigation Measure A-1

Prior to issuance of grading permits, the City Director of Public Works shall verify that grading plans submitted by the project proponent identify the location where exported soil is to be disposed of and that the identified location is 15 miles or less from the project site. The applicant may propose a disposal site that is more than 15 miles from the project site only if the applicant also proposes and documents a reduced number of total hauling trips equivalent to the 15-mile trip limitation (which assumes a total of 1,188 hauling trips). Any substitutions would be subject to approval of the Director of Public Works.

This measure shall be verified in light of the performance standard that criteria pollutant emissions from soil hauling shall not exceed the daily emissions thresholds established by the South Coast Air Quality Management District. The applicant shall bear the cost of implementing this mitigation.

Mitigation Measure B-1

Prior to commencement of demolition activities, construction activities, or tree removal, should these activities occur at any time between February 1st to August 31st, a qualified biologist shall assess the project site at least 10 days, but no more than 30 days, in advance of initiation of demolition activities, construction activities, or tree removal, to determine if raptor species are actively nesting in on-site vegetation. If no active nests are found, no further action is required. If active raptor nesting is confirmed, the qualified biologist shall develop a mitigation plan and submit for review and approval by the Development Services Director. The plan shall identify measures and protocols to avoid or minimize impacts to nesting raptors and their young that may include, but are not limit to, avoidance and buffering of the nests until young have fledged, delay of demolition activities and/or construction activities and/or tree removal, and monitoring to ensure nest abandonment. If demolition or construction activities would be conducted during the non-breeding season for raptors (September 1 through January 31), then no site assessment shall be required. This mitigation measure shall be implemented at the expense of the project proponent.

Mitigation Measure H-1

The project applicant shall comply with all recommendations of the Hazardous Material Survey report, including appropriate notices, permits, and licenses necessary for abatement work, as well as all related requirements imposed by the City. The City shall ensure compliance through the City's routine plan check and permitting processes. Prior to commencement of demolition activities, applicable procedures to minimize emissions of asbestos shall be determined based on the type of asbestos present and implemented by a registered contractor at the expense of the project proponent. ACM identified to contain asbestos at levels less than 0.1% shall be removed as specified in CCR Title 8, Section 1529 as Other Asbestos Work, which includes: 1) providing personnel with hazard awareness training, 2) use of wet methods during removal or disturbance, 3) personal exposure monitoring to document that DOSH permissible exposure limits are not exceeded and 4) waste debris is containerized quickly while on site in leak tight containers. All ACM with asbestos levels greater than 0.1% is required to be removed by State licensed asbestos removal contractors pursuant to the California Asbestos Standards in Construction. Documentation certifying that ACMs have been removed to satisfactory levels and in conformance with CCR Title 8, Section 1529 shall be delivered to the Development Services Director prior to demolition of existing structures onsite.

Mitigation Measure H-2

The project applicant shall comply with all recommendations of the Hazardous Material Survey report and other related requirements imposed by the City. The City shall ensure compliance through the City's routine plan check and permitting processes. The ceramic tiles in all existing onsite structures shall be removed by an abatement contractor prior to demolition of the buildings. Demolition debris and waste categorized as hazardous waste shall be handled, transported, and disposed of in accordance with applicable Federal, State, and local laws and rules to ensure that potential impacts of health and the environment are minimized. Specifically, employees who perform trigger tasks, such as manual demolition, are required to receive employer provided training, air monitoring, protective clothing, respirators, and hand washing facilities. Standard work practices required by CCR Title 17, Division 1, Chapter 8 also include the use of wet methods and HEPA vacuums. Documentation verifying appropriate disposal of hazardous wastes shall be provided to the Development Services Director prior to completion of the proposed assisted living facility.

Mitigation Measure H-3

The project applicant shall implement all recommendations of the Hazardous Material Survey report, including appropriate handling and disposal of all hazardous materials identified. The City shall ensure compliance through the City's routine plan check and permitting processes.

Mitigation Measure HY-1

Parking and onsite sidewalk areas shall incorporate permeable paving or other measures, as determined by the Director of Public Works, to reduce stormwater runoff from the site. Prior to issuance of building permits, the applicant shall provide details of specific Best Management Practices (BMPs) to reduce stormwater runoff including, but not limited to, landscaping to reduce impervious surface area and permeable paving to the satisfaction of the Director of Public Works.

Mitigation Measure N-1

To minimize construction noise levels at the nearby properties, the contractor shall, to the extent practical, effectuate the following noise abatement measures. These measures shall be incorporated into the construction management plan.

1. All construction and demolition equipment shall be fitted with properly sized mufflers.
2. Noisy construction equipment items shall be located as far as practicable from adjacent residential properties.
3. In order to minimize the time during which any single noise-sensitive receptor is exposed to construction noise, construction shall be completed as rapidly as possible.
4. The quietest construction equipment owned by the contractor (or sub-contractor, as applicable) shall be used. The use of electric powered equipment is typically quieter than diesel, and hydraulic powered equipment is quieter than pneumatic power. If compressors powered by diesel or gasoline engines are to be used, they shall be contained or have baffles to help abate noise levels.
5. All construction equipment shall be properly maintained. Poor maintenance of equipment typically causes excessive noise levels.
6. Noisy equipment shall be operated only when necessary, and shall be switched off when not in use.

7. Storage areas shall be located away from the residences. Where this is not possible, the storage of waste materials, earth, and other supplies shall be positioned in a manner that will function as a noise barrier to the closest sensitive receivers.
8. Public notice shall be given prior to construction identifying the location and dates of construction, together with the name and phone number of the contractor's contact person in case of complaints. The public notice shall encourage the residents to call the contractor's contact person rather than the Sierra Madre Police in case of complaint. Residents shall also be kept informed of any changes to the schedule. The contractor's designated contact person shall be on site throughout project construction with a mobile phone. If a complaint is received, the contractor's contact person shall take whatever reasonable steps are necessary to resolve the complaint. If possible, a member of the contractor's team shall also travel to the complainant's location to understand the nature of the disturbance.

Mitigation Measure N-2

A noise barrier shall be constructed along a portion of the northern property line as shown in Figure 13-1 of Appendix D of this Initial Study. The barrier shall be constructed of a material with a minimum surface density of 4 lbs/ft². Such materials include concrete block, stucco-on-wood, wood, tempered glass, Plexiglas, acrylic, or any combination of these materials. (It is noted that the minimum thickness required to achieve the required surface density of 4 lbs/ft² will vary depending on the specific material selected.) The barrier shall be a continuous structure without gaps (including gaps for drainage) or gates.

Mitigation Measure N-3

Testing of the emergency generator shall be restricted to time periods when truck deliveries are not scheduled.

Mitigation Measure N-4

To minimize annoyance associated with the use of the trash containers and with trash pickups, the project operator shall, to the extent practical, put in place and practice the following noise abatement measures:

- The gates to the trash room shall be designed and constructed so that they do not sag and do not drag across the pavement as they are opened and closed.
- The project operator shall put into place administrative controls that will instruct employees on the noise sensitivity of the residential properties to the north, and train them in ways that will reduce noise associated with the use of the trash containers. At a minimum:
 - 1) Trash shall not be dumped into the container bins between the hours of 10:00 P.M. and 8:00 A.M.
 - 2) The trash room gates shall not be slammed closed or permitted to strike the building when opened.
 - 3) The maintenance crew shall be instructed to keep the gate hinges well lubricated at all times to prevent squeaking.
 - 4) The lids to the trash containers shall not be allowed to drop when they are closed.
 - 5) The maintenance crew shall be required to place and maintain in good condition neoprene rubber strips around the perimeter of the trash containers so that there is no metal-on-metal contact when the container lids are closed.
 - 6) Trash consisting of bottles, cans or particularly heavy items shall be placed or lowered into the trash container, not dropped.

Mitigation Measure N-5

To minimize annoyance associated with short-term construction activity vibration to nearby residential uses, the project applicant shall:

- Operate earth-moving equipment on the construction lot as far away from vibration-sensitive sites as possible.
- Phase demolition, earth-moving, and ground-impacting operations so as not to occur simultaneously. Wherever possible, excavators, bulldozers, backhoes, loaders, graders, or similar equipment shall not be used within 15 feet of any building on an adjacent property, and vibratory rollers shall not be used within 20 feet of any building on an adjacent property.

Appendix Materials

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