INITIAL STUDY/MITIGATED NEGATIVE DECLARATION OF A SINGLE-FAMILY RESIDENCE HILLSIDE DEVELOPMENT PERMIT AND MINOR EXCEPTION FOR THE SITE LOCATED AT 9 HIDDEN VALLEY ROAD, MONROVIA, CALIFORNIA

December 12, 2014

Prepared For:

City of Monrovia Planning Division
415 S. Ivy Avenue
Monrovia, California 91006

Prepared By:

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765 West Altadena Drive
Altadena, California 91001

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Environmental Checklist

1. **Project Title:** Initial Study/Mitigated Negative Declaration for the Proposed Development of a Single-Family Residence Hillside Development Permit and Minor Exception.

2. **Lead Agency Name and Address:** The City of Monrovia Planning Division, 415 S. Ivy Avenue, Monrovia, CA 91016.

3. **Contact Person and Phone Number:** Ms. Barbara Lynch, Senior Planner, (626) 932-5538.

4. **Project Location:** 9 Hidden Valley Road, Monrovia, CA 91016.

5. **Project Sponsor's Name and Address**: Mr. and Mrs. Vince Capobianco, P.O. Box 2983, Camarillo, CA 93011-2983.

6. **General Plan Designation**: Residential Foothill (Up to 1 dwelling unit per acre).[1]

7. **Zoning**: Residential Foothill.[2]

8. **Description of Project**: The proposed project consists of the construction of an approximately 3,530 square foot residential unit on an approximately 56,172 square foot parcel in the Hidden Valley area of Monrovia, California. Proposed improvements include a new single family home, garage, Hollywood-style driveway (concrete ribbons with planting or gravel between to maintain permeable area), patio and landscaped areas. The developed project site represents 0.57 acres of the 1.3 acre property. The remaining areas will be left in their natural state, including an oak woodland upslope of the house. A Hillside Development Permit is required to develop the site as proposed, and a minor exception to the Monrovia Municipal Code is required to construct a retaining wall along the driveway that exceeds the maximum 3' height permitted in a front yard setback.

9. **Construction:** Construction of the proposed project would begin in winter of 2015 and be completed in approximately 7.5 months. Construction activities are planned as follows:

    - Owner/subcontractors will deliver most supplies to the site in small trucks due to limited site access and desire to protect existing natural resources.
    - No heavy equipment will be used on site; most construction will be done by manual labor.

[1] City of Monrovia Planning Department. 2007. City of Monrovia General Plan Amendment Land Use Element, General Plan Land Use Map: http://www.cityofmonrovia.org/communitydevelopment/page/general-plan, p. 19.
[2] City of Monrovia Planning Department, Zoning Map: http://www.cityofmonrovia.org/sites/default/files/fileattachments/community_development/page/818/zoning_map_for_website.pdf

- All construction personnel and equipment will be staged on site, including parking – no off-site parking will occur.
- Grading will result in approximately 136 cubic yards of soil being exported off site. This is estimated to take approximately 11 trips using a standard 10-wheel dump truck. The trucks will stage on site and will not block the public roadway.

Figure 1 – Site Vicinity Aerial

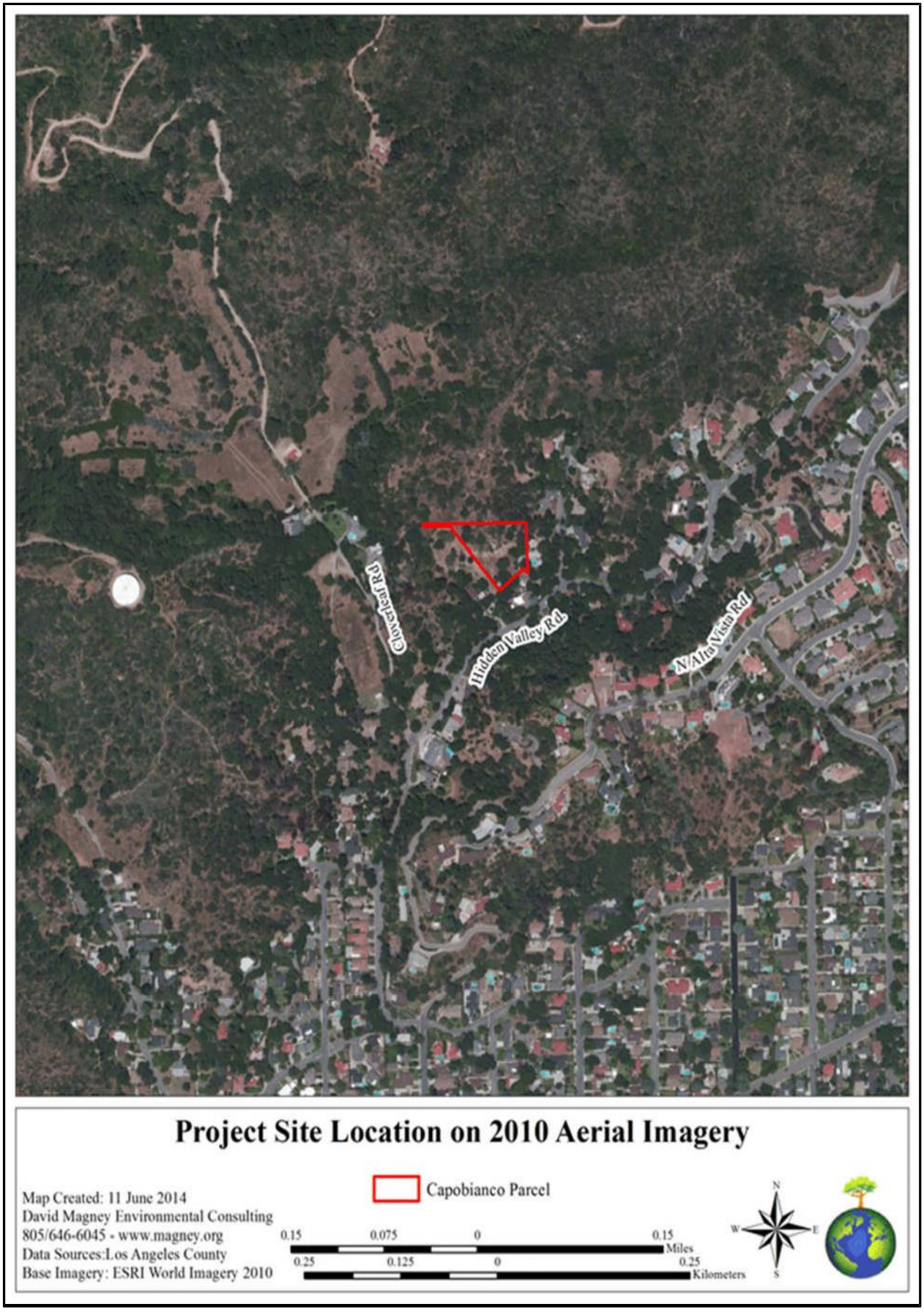
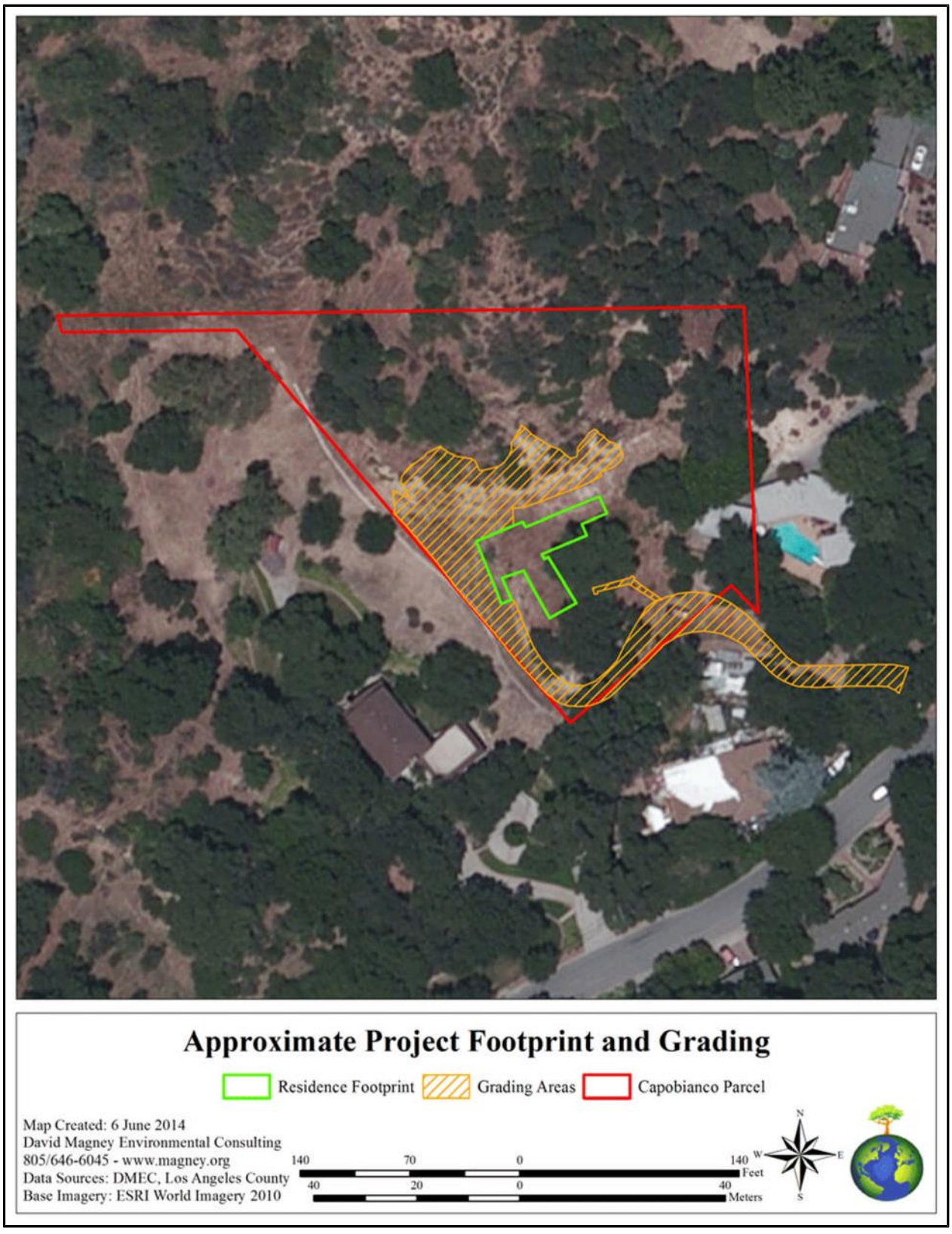


Figure 2 – Site Footprint



10. **Operation:** The proposed single-family residence will be owned and occupied by Mr. and Mrs. Vince Capobianco.

11. **Surrounding Land Uses and Setting:**
    - North – unimproved hillside land and single-family residence (northeast)
    - East – single-family residence
    - South – single-family residence
    - West – single-family residence

12. **Other Public Agencies Whose Approval is Required:**
    - None

Environmental Factors Potentially Affected

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

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

Determination

On the basis of this initial evaluation:

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

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

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

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

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

Signature	Date
Signature	Date

Evaluation of Environmental Impacts

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).

Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and;

   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Issues

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. 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:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
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?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII. NOISE: Would the project result in:				
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?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING: Would the project:				
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment substantially reduce the habitat of a fish o wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant o animal community, reduce the number o restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Impact Discussion

Aesthetics

Would the project:

a) Have a substantial adverse effect on a scenic vista?
b) Substantially degrade the existing visual character or quality of the site and its surroundings?
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact (a-c): The proposed project consists of the construction and occupancy of a single-family residence with appurtenant garage, driveway, landscaping, and retaining walls. In order to reduce potential impacts to the existing view shed, the existing visual character of the site and vicinity, and other potentially aesthetic resources on site, the proposed project would be developed in compliance with City of Monrovia Residential Development Guidelines, Hillside Development Standards.[3] In addition, an on-site tree evaluation and construction preservation report was prepared (Appendix C),[4] which outlines mitigation measures designed to reduce potential impacts to mature trees at the site. Therefore, the proposed project would not be expected to adversely impact the existing visual quality of the site and vicinity.

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

Less Than Significant Impact (d): Design of the proposed project would incorporate Monrovia General Plan objectives, goals, and policies that foster visually attractive development, and comply with Residential Foothill Development Guidelines which regulate the aesthetic quality of new foothill residential development with respect to structures, signs, walls, landscaping and other improvements. Existing regulations would also regulate lighting for the proposed project such that it would not cause excessive light and glare on adjacent properties. Development of the proposed project in accordance with relevant Monrovia General Plan objectives, goals, and policies, and Residential Foothill Development Guidelines would insure that the proposed project would result in a less than significant impact to Aesthetic Resources.

Agriculture and Forestry Resources

Would the project:

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

[3] City of Monrovia.2006. *Residential Foothill Development Guidelines*. Monrovia, CA.
[4] Rebecca Latta, 2014. *Tree Health Evaluation and Construction Preservation Report*. Monrovia, CA.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
d) Result in the loss of forest land or conversion of forest land to non-forest use?
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact (a-e): The proposed project is located within an area zoned for and occupied with residential dwellings and appurtenant uses. No agricultural or forestry resources are located on or in the vicinity of the proposed project site.[5] Therefore, the proposed project would not result in impacts associated with agriculture and forestry resources.

Air Quality

An air quality evaluation was prepared (Appendix A) in accordance with the requirements of the California Environmental Quality Act (CEQA) to determine if significant air quality impacts are likely to occur in conjunction with the type and scale of development associated with the 9 Hidden Valley Road residential project to be located in the City of Monrovia, California**.**[6] The impact analysis contained in this report was prepared in accordance with the methodologies provided by the South Coast Air Quality Management District (SCAQMD) as included in *CEQA Air Quality Handbook* (April 1993) (*Handbook*) as well as updates included on the SCAQMD Internet web site. The analysis makes use of the CalEEMod urban emissions model, screening tables included in the SCAQMD's *Final Localized Significance Threshold Methodology* (June 2003), and *Sample Construction Scenarios for Projects Less than Five Acres in Size*, (February 2005).

The 9 Hidden Valley Road residential project includes the construction and the subsequent occupancy of single residential unit comprising approximately 3,527.5 square feet on approximately 1.3 gross acres of land. The parcel is currently vacant and undeveloped. Projected air emissions are calculated using the California Emissions Estimator Model (CalEEMod Version 2013.2.2) distributed by the SCAQMD. The CalEEMod model uses EMFAC2011 emissions factors for vehicle traffic and the OFFROAD2011 emissions factors for construction equipment. For the purposes of this analysis, construction is estimated to begin in January 2015 and follows the CalEEMod default construction schedule.

The subsequent occupation of the site is also based on the CalEEMod model using the traffic-projections included therein. In accordance with the model, the project is estimated to generate approximately 9.6 average daily trips (ADT) on a weekday, 10.1 ADT on a Saturday, and 8.8 ADT on a Sunday.

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[5] California Department of Conservation. Accessed 2014. Farmland Mapping and Monitoring Program. Available at: http://www.consrv.ca.gov/dlrp/fmmp/Pages/Index.aspx
[6] Synectecology, November 2014. *9 Hidden Valley Road Focused Air Quality Analysis*. Monrovia, CA.

The calculated emissions of the project are compared to thresholds of significance for individual projects using the SCAQMD Handbook as well as their Internet updates. ***The analysis finds that neither the construction nor the operation of the project would result in significant air quality impacts and no mitigation is necessary***. Still the project Applicant is subject to and would abide by the standard dust control measures as required under SCAQMD Rule 403.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact (a): The California Environmental Quality Act (CEQA) requires that projects be consistent with the AQMP. A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) in the following ways: (1) it fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are fully addressed; and (2) it provides the local agency with ongoing information assuring local decision-makers that they are making real contributions to clean air goals contained in the AQMP.

Only new or amended general plan elements, specific plans, and regionally significant projects need to undergo a consistency review. This is because the AQMP strategy is based on projections from local general plans. Projects that are consistent with the local general plan are, therefore, considered consistent with the air quality management plan.
As proposed, the Applicant seeks approval for a single residential unit on about 1.3 gross acres of land. The project represents infill development in an existing residential area. No significant air quality impacts have been identified for either construction or operation of the project. As such, the project is consistent with the goals of 2012 AQMP and, in that respect, does not present a significant air quality impact.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact (b): *Construction Impacts* – Air quality impacts may occur during site preparation and construction activities required to implement the proposed land use. Major sources of emissions during construction include exhaust emissions, fugitive dust generated as a result of soil and material disturbance during site preparation and grading activities, and the emission of ROGs during the painting of the structures.

As noted, the project involves the construction of a single-family residential unit. Based on the proposed land use, by default the CalEEMod model allocates the construction over 226 working days and this schedule was retained for the analysis. Construction is assumed to begin in January 2015 and end in December 2015. In accordance with the design plans, approximately 136 cubic yards of cut material would be removed from the site during the grading process, estimated by the model at 4 days. Because of the winding system of roadways involved in site access, the trucks used in the model may be larger and hold more material than the trucks actually to be used in the removal of cut material. While this would predict fewer haul trips, these larger trucks generate more emissions than smaller trucks, so any overall difference in these emissions would be extremely minor and

would not change the outcome of the analysis.

SCAQMD's Rule 403 governs fugitive dust emissions from construction projects. This rule sets forth a list of control measures that must be undertaken for all construction projects to ensure that no dust emissions from the project are visible beyond the property boundaries. Adherence to Rule 403 is mandatory and as such, does not have to be denoted as mitigation under CEQA. The following analysis assumes the use of the minimal measures specified in Rule 403 that overlap between the rule and the CalEEMod model. These include: (1) soil stabilizers shall be applied to unpaved roads; (2) ground cover shall be quickly applied in all disturbed areas; and (3) the active construction site shall be watered twice daily. The model assigns a control efficiency of 55 percent for twice daily watering and a similar efficiency was assumed for other controlled dust-producing, heavy equipment activities. In actuality, Rule 403 specifies several measures that the CalEEMod model does not consider, so the modeled PM_{10} and $PM_{2.5}$ emissions associated with fugitive dust are considered conservative.

The emissions associated with the heavy equipment for paving activities are considered by the model in the construction of the project. The applicant has specified to use concrete that does not release VOC. However, these activities still use equipment and workers to perform the task and these equipment emissions have been included in the analysis. Note that all emissions are well within their respective threshold values and the impact is less than significant.

Table 1
COMPARISON OF PROJECTED CONSTRUCTION EMISSIONS AND DAILY CRITERIA VALUES
(pounds/day)

Source	ROG	NOx	CO	SO_2	PM_{10} Dust	PM_{10} Exhaust	PM_{10} Total	$PM_{2.5}$ Dust	$PM_{2.5}$ Exhaust	$PM_{2.5}$ Total
Site Preparation										
Off Road Diesel	2.54	26.89	17.01	0.02	1.17	1.47	2.64	0.60	1.35	1.95
Worker Trips	0.04	0.06	0.61	0.00	0.09	0.00	0.09	0.02	0.00	0.02
Totals	**2.58**	**26.95**	**17.62**	**0.02**	**1.26**	**1.47**	**2.73**	**0.62**	**1.35**	**1.97**
Grading										
Off Road Diesel	2.07	21.94	14.09	0.01	0.98	1.20	2.18	0.51	1.10	1.61
Worker Trips	0.04	0.06	0.61	0.00	0.09	0.00	0.09	0.02	0.00	0.02
Totals	**2.11**	**22.00**	**14.70**	**0.01**	**1.07**	**1.20**	**2.27**	**0.53**	**1.10**	**1.63**
Building Construction										
Off Road Diesel	3.60	21.56	15.00	0.02	0.00	1.49	1.49	0.00	1.43	1.43
Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Totals	**3.60**	**21.56**	**15.00**	**0.02**	**0.00**	**1.49**	**1.49**	**0.00**	**1.43**	**1.43**
Asphalt Paving										
Off Road Diesel	1.40	14.60	9.17	0.01	0.00	0.89	0.89	0.00	0.82	0.82

Table 1 COMPARISON OF PROJECTED CONSTRUCTION EMISSIONS AND DAILY CRITERIA VALUES (pounds/day)										
Worker Trips	0.07	0.09	0.99	0.00	0.15	0.00	0.15	0.04	0.00	0.04
Asphalt Totals	**1.477**	**14.69**	**10.16**	**0.01**	**0.15**	**0.89**	**1.04**	**0.04**	**0.82**	**0.86**
Coating										
Off-Gas	2.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off Road Diesel	0.41	2.57	1.90	0.00	0.00	0.22	0.22	0.00	0.22	0.22
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Totals	3.17	2.57	1.90	0.00	0.00	0.22	0.22	0.00	0.22	0.22
Total All	**12.93**	**87.77**	**59.38**	**.06**	**2.48**	**5.27**	**7.75**	**1.19**	**4.92**	**6.11**
Daily Threshold	75	100	550	150	→	→	150	→	→	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**No**

Notes: The CalEEMod model projects summer and winter emissions and the higher of the two values is included in the table.

Operation Impacts – The major source of long-term air quality impacts is that associated with the emissions produced from project-generated vehicle trips. With the exception of wood combustion, stationary sources add only minimally to these values.

Mobile Source Emissions

In accordance with the CalEEMod model, the project is estimated to generate approximately 9.6 average daily trips (ADT) on a weekday, 10.1 ADT on a Saturday, and 8.8 ADT on a Sunday. Because it results in the highest number of average daily vehicle trips, the model uses the Saturday traffic volume in the prediction of the daily emissions. The weekday and Sunday ADT values are considered in the annual emissions used in the projection of greenhouse gas emissions.

Emissions associated with project-related trips assume occupancy in 2016. Since emissions per vehicle are reduced each year due to tightening emissions restrictions and the replacement of older vehicles from the road, the use of 2016 emission factors presents a worst-case analysis with regards to operational air quality impacts. Again, both summer and winter scenarios were modeled and the higher of the two values are included in Table 2.

Stationary Source Emissions

In addition to vehicle trips, the occupants would produce emissions from on-site sources, including the combustion of natural gas for space and water heating and the use other heating sources (e.g., hearths). Additionally, the structure would be maintained and this requires repainting over time, thus resulting in the release of additional VOC (ROG) emissions. Also, the use of consumer aerosol products, such as cleaners, is associated with the project. Finally, the landscape would require maintenance and this equipment produces emissions. The resultant emissions are projected by the CalEEMod computer

model and included in Table 2. Note that all emissions are well within their daily threshold value and the impact is less than significant. Also note that the majority of these emissions are released from the operation of on-site "hearths."

Table 2
COMPARISON OF PROJECTED DAILY OPERATIONAL EMISSIONS AND DAILY CRITERIA VALUES
(pounds/day)

Source	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile Sources	0.04	0.12	0.47	0.00	0.07	0.02
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00
Structural Maintenance	0.01	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.07	0.00	0.00	0.00	0.00	0.00
Hearth	0.26	0.01	0.50	0.00	0.08	0.08
Landscape Maintenance	0.00	0.00	0.08	0.00	0.00	0.00
Operational Total	**0.38**	**0.13**	**1.05**	**0.00**	**0.15**	**0.10**
Threshold	55	55	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:

The CalEEMod model projects summer and winter emissions. These differ for mobile sources and the higher of the two values were included in the table.

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)?

Less Than Significant Impact (c): In accordance with SCAQMD methodology, projects that do not exceed or can be mitigated to less than the daily threshold values do not add significantly to a cumulative impact. Neither construction nor operation of the project would exceed the recommended SCAQMD threshold levels and this impact is less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact (d): *Short-Term Localized Impacts* – In addition to the mass daily threshold standards discussed above, project construction has the potential to raise localized ambient pollutant concentrations. This could present a significant impact if these concentrations were to exceed the ambient air quality standards included in Table 1 at receptor locations.

The SCAQMD has developed screening tables for the construction of projects up to 5 acres in size. These tables are included in the *Final Localized Significance Threshold Methodology* (June 2003). The emissions values included in the screening tables are based on the emissions produced at the site and do not include mobile source emissions (i.e., trucks and worker vehicles) spread over a much larger area.

In accordance with the *Methodology*, receptor locations are to consider the actual location of the receptors. If these locations are unknown, or varied, they may be assumed to be located at distances of 25, 50, 100, 200, and 500 meters. In cases where proximate receptors may be closer than 25 meters, as per the *Methodology*, a value of 25 meters is to be used in the analysis as a worst-case scenario.

Screening level allowable emissions are calculated from the "mass-rate look-up tables" included in the *Final Localized Significance Threshold Methodology* (Appendix C). Rather than using the entirety of the site, the CalEEMod emissions model bases the area of disturbance on equipment use. Dozers, graders, and tractors are estimated to disturb an area of 0.5 acre while scrapers are estimated to disturb 1.0 acre over an 8-hour work day. Based on the equipment listing projected by the model, both site preparation and grading would use one grader and one dozer, so would disturb about 1 acre per day, respectively, and are within the 5 acre limitation used in the screening tables. Because the project lies in a residential area and is surrounded by other dwellings, the minimal screening distance of 25 meters is used in the analysis.

As noted, the project is located in SRA 9. The allowable screening levels for NOx and CO for a 1-acre disturbance in SRA 9 are 89 and 623 pounds per day, respectively. These values are suggested for receptors located at 25 meters, the nearest distance to be used in the analysis. At peak on-site levels of 26.89 and 17.81 pounds per day for NOx and CO, respectively, these values are under those allowable for a 1-acre site and would not create localized impacts.

Because the Basin is a non-attainment area for particulate matter, the thresholds for both PM_{10} and $PM_{2.5}$ are much more stringent than those for CO and NOx. In these cases, the screening tables show allowable values of 5 and 3 pounds per day, respectively, with receptors at 25 meters. At 2.64 and 1.95 pounds per day, respectively, site preparation results in the highest level of particulates and these values are well under the screening threshold for a 1 acre site and would not create localized impacts.

Long-Term Localized Impacts – Long-term effects of the proposed project could also be significant if they exceed the CAAQS. As noted for construction, these criteria only apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. CO and NO_2 would be significant if the project were to raise existing levels above those values included in the CAAQS. Again, because the Basin is a non-attainment area for particulate matter, the operational thresholds for both PM_{10} and $PM_{2.5}$ are set at a measurable increase of 2.5 $\mu g/m^3$.

Unlike construction equipment that generates exhaust and dust in a set area, the primary source of emissions from project operations is due to the addition of vehicles on the roadway system. These emissions are then spread over a vast area and do not result in localized concentrations in proximity to the project site. As such, localized modeling for the project operations is not prepared for residential, limited commercial, or light industrial development that does not include a truck terminal.

Because CO is the criteria pollutant that is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, long-term adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. In the past, areas of vehicle congestion had the potential to create "pockets" of CO called "hot spots." However, the SCAB has now been designated as an Attainment area of both the State and federal CO standards, and no hot spots have been reported in more than

the last 5 years. CO is no longer a localized pollutant of concern near roadways and as such this analysis is no longer necessary.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact (e): Project construction would involve the use of heavy equipment creating exhaust pollutants from on-site earth movement and from equipment bringing concrete and other building materials to the site. With regards to nuisance odors, any air quality impacts will be confined to the immediate vicinity of the equipment itself. By the time such emissions reach any sensitive receptor sites away from the project site, they will be diluted to well below any level of air quality concern. An occasional "whiff" of diesel exhaust from passing equipment and trucks accessing the site from public roadways may result. Such brief exhaust odors are an adverse but less-than-significant, air quality impact. Additionally, some odor would be produced from the application of asphalt, paints, and coatings. Any exposure to these common odors would be of short-term duration and, while potentially adverse, are less than significant.

Operational odors could be produced from on-site food preparation. These odors are common in the environment and would not constitute a significant impact.

Biological Resources

Would the project:

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

Less Than Significant Impact With Mitigation Incorporated (a): According to a biological resources assessment of the proposed project (Appendix B – Biological Resources Report),[7] the development of the Capobianco parcel would not have a significant adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service with mitigation incorporated. The special-status species observed onsite (*Quercus engelmannii* and potentially *Calochortus* sp.) require mitigation measures to ensure the project will not have a significant impact on these species.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool,

[7] David Magney Environmental Consulting, June 2014. *Biological Resources Assessment for the Capobianco Property, 9 Hidden Valley Road, Monrovia, California*.

coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant Impact (b-c): The biological resources assessment also determined that riparian habitat or federally protected wetlands as defined by Section 404 of the Clean Water Act do not exist on site.

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?

Less Than Significant Impact (d): The proposed project site represents 0.57 acres of the 1.3 acre property. The remaining areas will be left in their natural state, including an oak woodland upslope of the house. In addition, as noted in the report, the total observed habitat area impacted would be approximately 0.483 acre, and the majority of grading activities would occur in areas of Ruderal Grasslands (approximately 0.37 acre, 76%), which are dominated by non-native species. Due to the limited area of development on existing habitat, the proposed project is not expected to interfere substantially with wildlife species or with established native resident or migratory wildlife corridors.

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

Less Than Significant Impact With Mitigation Incorporated (e): The City of Monrovia adopted an oak tree preservation plan in 1987 (Section 17.20.040 of the Monrovia Municipal Code). Although proposed hillside trimming could result in minor encroachment on the natural Coast Live Oak, mapping of potential impacts was done to an approximate scale, and the proposed hillside trimming would be modified to avoid encroachment upon the Coast Live Oak Woodland.

Grading activities have the potential to affect several other mature oak trees on site; primarily Coast Live Oaks (*Quercus agrifolia*). These issues are also addressed in the project arborist's report (Appendix C – Tree Health Evaluation/Construction Preservation Report), which also states that the CNPS-listed Engelmann Oak (*Quercus engelmannii*) would not be adversely affected by the proposed construction and grading activities with mitigation incorporated.[8]

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?

Less Than Significant Impact (f): The proposed project exists within a Very High Fire Hazard Severity Zone as recommended by CAL FIRE (2014). The City of Monrovia ordinance, Fire Hazards Relating to Vegetation (§8.14.030 -050), states that, in regards to "natural vegetation":

(1) In all areas of the city, existing natural vegetation shall, except on hillsides with a grade of 70% or more, be eradicated or removed in Zone 1 [30 feet from structures]. Thereafter, land in Zone 1 shall be kept free of natural vegetation at all times.

[8] Rebecca Latta, 2014. *Tree Health Evaluation and Construction Preservation Report*.

(2) In the very high fire severity zone, natural vegetation and grass shall be maintained at a maximum height of eighteen inches and a minimum height of three inches in Zone 2 [200 feet from structures] at all times.

(3) In the very high fire severity zone, natural vegetation consisting of shrub-like plants in Zone 2 shall have a separation distance between each such plant that is equal to three times the diameter of the largest shrub. As an example, a Sumac having a diameter of ten feet shall have a separation distance of 30 feet from any other form of shrub that constitutes natural vegetation.

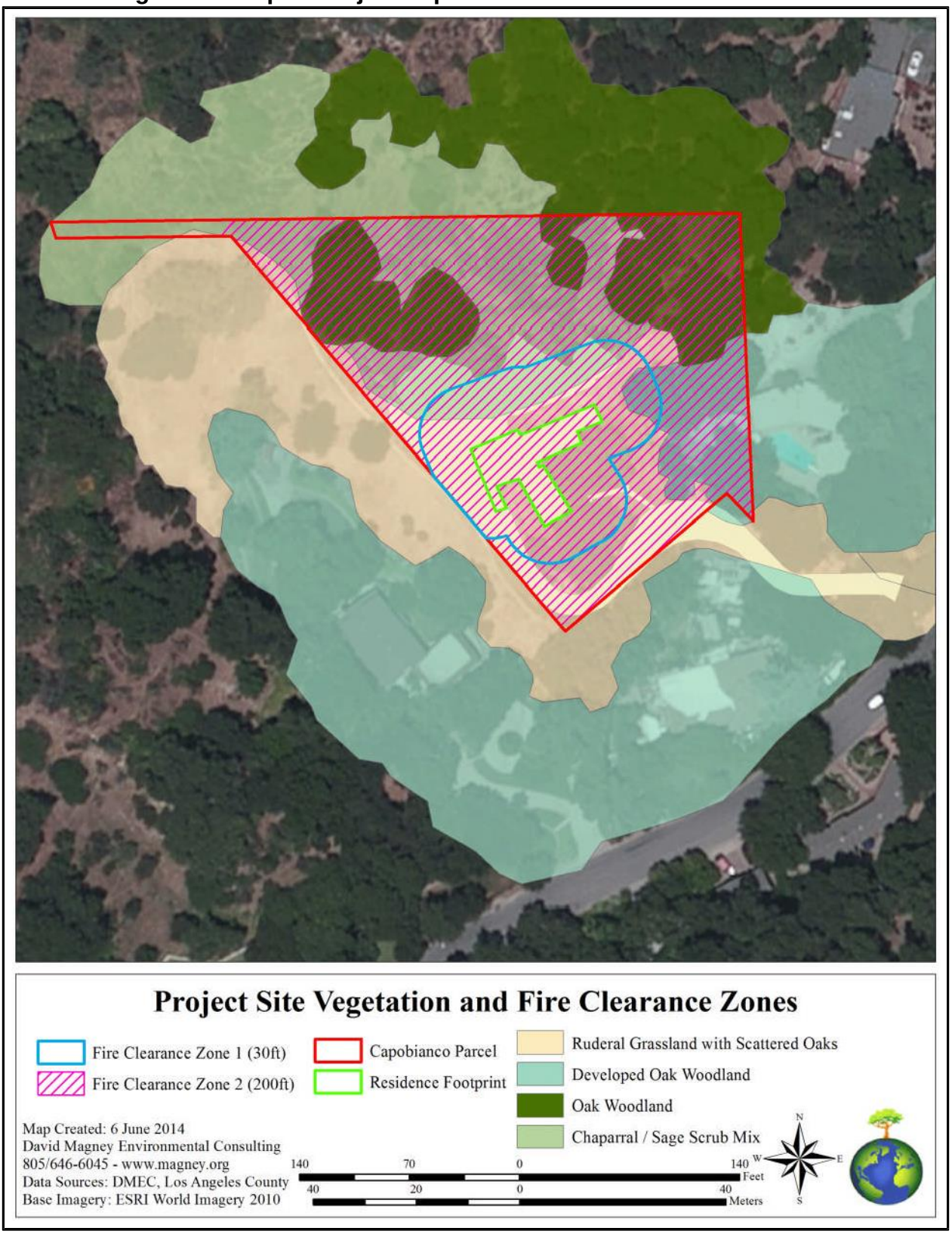
The 30 foot "defensible space" zone (Zone 1) for the proposed project is dominated nearly entirely by non-native Ruderal Grassland. The small amount of Coastal Sage Scrub (0.07 acre) present in Zone 1 will almost entirely be necessarily cleared by the proposed hillside trimming and contains no special-status or otherwise protected species. Zone 1 extends approximately thirteen (13) linear feet to the east beyond the proposed hillside trimming area and required clearing will result in a small loss of Coastal Sage Scrub, an additional approximately 0.003 acre, 145 square feet. The majority of the Capobianco parcel is within the 200 foot zone, Zone 2 (0.77 acre). The biological assessment report concludes the majority of natural vegetation present does not pose any substantial hazardous fire risk. It is likely that some individual shrubs within the Coastal Sage Scrub habitat exceed the maximum size and minimum separation requirements. However the position of this habitat uphill of the proposed project somewhat reduces its propensity to spread fire to structures.

Final determinations and vegetation clearing requirements remain to be decreed by the City of Monrovia; however, such requirements are not likely to include disturbance of special-status or otherwise protected species. In particular, the observed *Calochortus* sp. individual was just outside the Capobianco parcel boundary and therefore is not within Zone 2. However, it is possible undetected individuals exist on the project site, or the population naturally expands into the project site. Future unanticipated *Calochortus* sp. individuals are not likely to exceed the maximum size requirements, and furthermore can be easily preserved during required clearance without contributing to any significant increase in fire hazard.

Table 3 – Existing Habitats on the Project Site and Expected Impacts

Existing Habitats and Land Cover Observed	Total On Parcel Acres	On Parcel Impact Acres	Off Parcel Impact Acres	Zone 1 Clearance Impact Acres	Total Impact Acres
Sage Scrub / Chaparral Mix	0.41	0.09	0	0.003	0.093
Coast Live Oak Woodland	0.31	~0 (4 ft^2)	0	0	~0 (4 ft^2)
Ruderal Grassland	0.42	0.19	0.05	0.13	0.37
Developed Oak Woodland	0.13	0	0.01	0.01	0.02
Acreage Totals	1.27	0.28	0.06	0.143	0.483

Figure 3 – Map of Project Impacts and Fire Clearance Zones



The natural vegetation impacted by the proposed development and required fire clearance zones is shown above on Figure 3 – Map of Project Impacts and Fire Clearance Zones.

Required fuel modification, total clearance within a 30 foot distance from habitable buildings and potential modification within 200 feet, will result in clearing of approximately 0.143 acres and potential alteration (thinning) of 0.77 acre of natural vegetation. This excludes the area disturbed/cleared as a result of grading activities associated with the building pad and driveway. Adherence to incorporated mitigation measures will ensure that no impact will result from fuel modification and/or grading activities associated with the building pad and driveway.

Biological Resources Mitigation Measures

Mitigation Measure BR-1

- Prior to fuel modification activities, a qualified biologist shall survey Zone 2 for the presence of special-status species. Fuel modification activities within Zone 2 shall be limited to the maximum extent possible to minimize the impacts upon native vegetation, and shall not disturb special-status species.

Mitigation Measure ARB-1

During construction activities, the following protective measures shall be followed:

- Prior to any construction activity, protective fencing shall be installed at the approved limit of work or the protection zone. The fencing shall remain in place until construction is complete.
- During construction, work requiring pruning or excavation within the protected zone of trees must be performed in coordination with a qualified arborist. Forty-eight (48) hour notice must be provided to the arborist before the planned start of work.
- Staging areas must be established before construction for materials and equipment. Washout areas must be provided for paint/stucco and concrete or other substances to contain the chemicals. These chemicals can harm tree roots. The washout and staging areas must be outside of the protected zone of protected trees. The purpose is to limit preventable compaction to tree roots. Compaction reduces soil air space and limits gas exchange required for healthy tree growth.
- An air spade or hand digging must be used to dig exploratory trenches or potholes to determine root locations prior to construction. Roots can be identified and avoided, wherever possible.
- Avoid mechanical injury and compaction to roots, root flares, trunks and branches. Break and lift off asphalt and concrete by hand or using small equipment under the dripline of any tree. A qualified arborist must be

present to observe the area with the roots exposed, prior to undertaking any root pruning or grading.

- Sonotube must be used to protect trunks. If damage occurs, chisel wounds with a sharp tool to clean the edges of the wound and promote healing under observation by a qualified arborist.
- Avoid storing soil or material on unprotected natural grade.
- Protect branches to the extent feasible by managing truck routes and pro-active clearance pruning.
- Equipment must not idle under the driplines of trees.

Cultural Resources

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact (a-d): The proposed project site is structurally unimproved; however, access, grading, and other pre-construction cut and fill activities have occurred on the site since at least 1960 in the areas currently planned for development.[9] Because construction of the proposed project would occur within areas previously disturbed, it is unlikely construction of the project would have the potential to uncover archaeological resources, paleontological resources or human remains.

Geology and Soils

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

   i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area

[9] Byer Geotechnical, Inc. April 2014. *Geologic and Soils Engineering Exploration Update, Proposed Residence, Garage, and Retaining Wall, 9 Hidden Valley Road*. Monrovia, CA, and personal communication with Applicant, November 10, 2014.

or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

b) Result in substantial soil erosion or the loss of topsoil?
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Less Than Significant Impact (a-e): This section is supported by a site-specific geotechnical investigation conducted to evaluate the nature, distribution, engineering properties, relative stability, and geologic structure of the earth materials underlying the site with respect to development of the proposed project.[10]

The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone, and is approximately 1,700 feet north of the mapped trace of the Raymond Fault. The nearest know active fault to the proposed project site is the Sierra Madre Fault (South Sawpit Fault), which is located approximately 700 feet north of the site.[11] The project site, although located in an area subject to strong ground shaking from earthquakes produced by local faults, would be designed to resist ground shaking through compliance with the California Building Code and all applicable City building codes, ordinances, and regulations.[12]

The proposed project site is not mapped in an area known for liquefaction. In addition, a geologic exploration of the site found that earth materials underlying the site are not considered subject to liquefaction.[13]

The proposed project improvements would affect .57 acres of the 1.3 acre site; the undeveloped acreage will remain in its natural state. In addition, a hydrolic analysis, low

[10] Byer Geotechnical, Inc. April 2014. *Geologic and Soils Engineering Exploration Update, Proposed Residence, Garage, and Retaining Wall, 9 Hidden Valley Road*. Monrovia, CA.
[11] Ibid.
[12] Ibid.
[13] Ibid.

impact development report, grading plan, and erosion control plan have been prepared for the subject site in order to mitigate any potential significant impacts to soil erosion or loss of topsoil.[14]

The proposed project site is not located within a state zone requiring landslide investigation per Public Resources Code § 2693(c). On-site analysis of the site showed the existing and proposed slopes would be "grossly stable." Also, on-site analysis of the site showed the natural residual soil to be "surficially stable."[15]

Therefore, the proposed project would present a less than significant impact to geology and soils, and would not be expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death.

Greenhouse Gas Emissions

Would the project:

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

Less Than Significant Impact (a): To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the SCAQMD has convened a GHG CEQA Significance Threshold Working Group. The SCAQMD is in the process of establishing a threshold for GHG emissions to determine a project's regional contribution toward global climate change impacts for California. On December 5, 2008, SCAQMD adopted a threshold of 3,000 metric tons (MTons) of CO_2e per year for residential and commercial projects for which it is the lead agency under CEQA.

Construction **–** The CalEEMod default estimates that construction would begin in January 2015 and take approximately 226 working days to complete. For the purposes of this analysis, construction is estimated to follow the CalEEMod default construction schedule. The use of the January start date ensures that these operations are captured in a single year for the greenhouse gas calculations thereby presenting a worst-case scenario.

Construction activities would consume fuel and result in the generation of greenhouse gases. Construction CO_2e emissions are as projected using the CalEEMod computer model and included in Table 4. Note that all emissions are within the threshold value and the impact is less than significant.

[14] Barbara Hall, P.E., Inc. July 2014. Conceptual Hydrology & Low Impact Development Report (LID). Monrovia, CA.; and Civil Engineering Drawings for Capobianco Residence, 9 Hidden Valley Road.
[15] Ibid

Table 4 CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS (Mtons/year)				
Year	**CO_2**	**CH_4**	**N_2O**	**Total CO_2e[1]**
2015	199.92	0.05	0.00	200.89
Threshold	---	---	---	3,000
Exceeds Threshold?	---	---	---	No

[1] Because different gases have different conversion factors, totals may not equal.

Site Operations

In the case of site operations, the majority of greenhouse gas emissions, and specifically CO2, is due to vehicle travel and energy consumption. As shown in Table 5, the CalEEMod model projects that combined, mobile, area source, energy, waste, and water conveyance would generate 17.38 Mtons of CO2e on an annual basis. This value is under the suggested threshold of 3,000 Mtons per year and the impact is less than significant.

As an alternative to calculating the construction values over 1 year, the SCAQMD suggests that construction emissions be amortized over 30 years and added to the yearly operational emissions. In that case, the operational emissions are raised to 24.05 Mtons per year of CO2e (i.e., 200.89 Mtons/30 years + 17.38 MTons = 24.05 Mtons). The combined value is still well within the 3,000 MTons per year threshold and the impact is less than significant.

Table 5 YEARLY OPERATIONAL GREENHOUSE GAS EMISSIONS (Mtons/year)				
Source	**CO_2**	**CH_4**	**N_2O**	**Total CO_2e[1]**
Mobile Sources	14.79	0.00	0.00	14.80
Electricity	0.00	0.00	0.00	0.00
Natural Gas	1.59	0.00	0.00	1.60
Hearth	0.31	0.00	0.00	0.32
Landscape Maintenance	0.02	0.00	0.00	0.02
Water Use	0.02	0.00	0.00	0.08
Waste Disposal	0.25	0.01	0.00	0.56
Operational Total	16.98	0.01	0.00	17.38
Threshold	---	---	---	3,000
Exceeds Threshold?				**No**

Table 5 YEARLY OPERATIONAL GREENHOUSE GAS EMISSIONS (Mtons/year)				
Yearly Construction	6.66	0.00	0.00	6.69
Yearly Operations	16.98	0.01	0.00	17.38
Total	**23.64**	**0.01**	**0.00**	**24.07**
Threshold	---	---	---	3,000
Exceeds Threshold?				**No**

Notes:

[1] Because different gases have different conversion factors, totals may not equal.

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

Less Than Significant Impact (b): An impact can also be potentially significant if the project does not comply with the applicable plans necessary for the reduction of greenhouse gases. Like air quality impacts, projects that generate de minimus levels (i.e., less than 3,000 Mtons of CO2e per year) and don't result in a significant impact or can be mitigated to less than significant would be deemed to be in compliance of the local policies with respect to GHG. Even so, the project is subject to the requirements of State Assembly Bill 32 and any requirements set forth therein, and are considered to be part of the project design. Like adherence to SCAQMD requirements (e.g., Rule 403 for dust control), adherence to SB32, and any measures outlined therein, would be requisite and as such, are not required as mitigation under CEQA.

Construction – As demonstrated above, construction is estimated to generate about 200.89 Mtons of CO2e. This value is well below the 3,000-Mton threshold value and the cumulative impact to climate change is less than significant. As such, construction would not conflict with existing plans and policies

Site Operations – As shown above, the operation of the project is anticipated to result in about 17.38 Mtons of CO2e on an annual basis and even including 6.69 Mtons of CO2e from amortized construction, the resultant value is less than the 3,000-Mton per year threshold suggested by the SCAQMD. As such, the impact is less than significant.

Hazards and Hazardous Materials

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
d) Be located on a site 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?
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?
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?
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
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?

Less Than Significant Impact (a-h): Construction and operation of the single-family residence, garage, driveway, and retaining walls would require the limited use of paints, cleansers, lubricants and other hazardous materials. However, the use of the aforementioned materials would be limited in use and quantity (largely to construction and residential janitorial purposes); would comply with the manufacturer's recommendations; and be stored, handled, and disposed of in accordance with local and state laws that protect public safety.

The proposed project includes no elements of construction or operation that would be expected to result in the use, storage, generation, or emission of regulated quantities of hazardous materials.

The proposed project is not included on a list of hazardous sites compiled pursuant to Government Code Section 65962.5.[16]

The proposed project is not located within an airport land use plan.[17] The nearest public airport is the Bob Hope Airport (BUR), which is located approximately 25 miles west of the proposed project site. The nearest private airport is the El Monte Airport (EMT), which is located approximately 6 miles south of the project site. The proposed project would not have any effect on either airport.

The proposed project would be constructed and operated in accordance with existing local and state fire code, ordinances, and regulations, and would not impair the

[16] California Department of Toxic Substance Control. 2014. Envirostor Site/Facility Search. Available at: http://www.envirostor.dtsc.ca.gov/public/.
[17] County of Los Angeles. Los Angeles County Airport Land Use Plan. Available at: http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf.

implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan as prepared by the City's emergency response agency.

The proposed project is located in an area that has been designated as a Very High Fire Hazard Severity Zone.[18] The proposed project must comply with existing enforcement of Uniform Fire and Building Codes and City and State ordinances for residences in Very High Fire Severity Zones. Consequently, the potential risk of loss, injury, or death involving wildland fires is less than significant.

Hydrology and Water Quality

Would the project:

a) Violate any water quality standards or waste discharge requirements?
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)?
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?
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?
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?
f) Otherwise substantially degrade water quality?

Less Than Significant Impact (a-f): The proposed project improvements would affect .57 acres of the 1.3 acre site; the undeveloped acreage will remain in its natural state. However, in order to comply with the City of Monrovia/County of Los Angeles Low Impact Development (LID) requirements under the National Pollutant Discharge Elimination System (NPDES) Permit Number CAS004001, adopted by the California Regional Water Quality Control Board, Los Angeles Region, and to comply with Best Management Practices (BMPs) appropriate for this development, a Conceptual Hydrology & Low Impact Development Report (Hydro/LID), a grading plan, and an erosion control plan were prepared to determine the anticipated stormwater runoff from the proposed development tributary to the proposed underground storm drain system which provide conditions of development that prohibit potential impacts to water quality,

[18] City Monrovia General Plan, Safety Element. September 2002. Monrovia, CA..

existing drainage patterns, or soil erosion.[19] In addition, the proposed project would connect to existing water infrastructure, and would not be expected to affect ground water supplies or conveyances.

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?
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
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?

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact (g-j): The proposed project would not be developed within a 100-year flood hazard area.[20] The proposed project developable site is located in Flood Hazard Zone X, an area of minimal flood hazard.[21] Land north and west of the proposed project site is located in Flood Hazard Zone D, and area in which flood hazards are undetermined, but possible.[22] Also, the proposed project would not be constructed in an area that would impede or redirect flood flows, or expose people or structures to flooding, including flooding as a result of a failed levee or dam.

The proposed project site is located 839 feet above sea level, and more than 29 miles from the Pacific Coast; consequently, the proposed project would not be susceptible to inundation by seiche and tsunami.[23]

Land Use and Planning

Would the project:

a) Physically divide an established community?

No Impact (a): The proposed project would be constructed and operated within the boundaries of an existing residential pad/parcel. The proposed project would not significantly alter the existing character of the site and would have no impact on the physical integrity of the established community.

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[19] Barbara Hall, P.E., Inc. July 2014. Conceptual Hydrology & Low Impact Development Report (LID). Monrovia, CA.; and Civil Engineering Drawings for Capobianco Residence, 9 Hidden Valley Road.
[20] Federal Emergency Management Agency. September 2008. Federal Insurance Rate Map – 06037C1400F. Available at: https://msc.fema.gov/portal
[21] Ibid.
[22] Ibid.
[23] Byer Geotechnical, Inc. April 2014. *Geologic and Soils Engineering Exploration Update, Proposed Residence, Garage, and Retaining Wall, 9 Hidden Valley Road*. Monrovia, CA.

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?

Less Than Significant Impact (b): The proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project with the approval of a Minor Exception to the Monrovia Municipal Code to construct a retaining wall along the driveway that exceeds the maximum 3' height permitted in a front yard setback. The proposed project site is currently zoned as Residential Foothill (RF) and it is designated as Residential Foothill (Up to 1 dwelling unit per acre) in the General Plan.[24,25] The proposed project would require the approval of a Hillside Development Permit (HDP) and Minor Exception; however, approval of the HDP and Minor Exception is incorporated into the project description as conditions of development, and approval of the project would ensure the proposed project's consistency with the General Plan and compatibility with surrounding land uses.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact (c): The proposed project site is not governed by any applicable habitat conservation plan or natural community conservation plan.

Mineral Resources

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact (a): Construction and operation of the single-family residence and appurtenant structures would present no components that would 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, nor 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.

[24] City of Monrovia Planning Department. 2007. City of Monrovia General Plan Amendment Land Use Element, General Plan Land Use Map: http://www.cityofmonrovia.org/communitydevelopment/page/general-plan, p. 19.
[25] City of Monrovia Planning Department, Zoning Map: http://www.cityofmonrovia.org/sites/default/files/fileattachments/community_development/page/818/zoning_map_for_website.pdf

Noise

The generation of noise associated with the proposed project would occur over the short-term for site preparation and construction activities. In addition, noise would result from the long-term operation of the project. Both short-term and long-term noise impacts associated with the project are examined in this analysis.[26]

Would the project result in:

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?

Less Than Significant Impact (a): *On-Site Impacts* An impact could be significant if the project would site a sensitive land use in a location where noise levels would exceed the appropriate standards. The existing City of Monrovia Noise Element sets a normally acceptable standard of up to 60 dBA CNEL for sensitive land uses. Whereas the 60 dBA CNEL would also be applied to exterior habitable areas, a conditionally acceptable goal of 70 dBA CNEL would be applied in non-habitable areas so long as interior noise levels do not exceed 45 dBA CNEL. Levels of 70 to 75 dBA CNEL are normally unacceptable and levels above 75 dBA are clearly unacceptable.

The project lies in the Hidden Valley area of the foothills above the City. While no noise measurements were obtained for this study, the area is essentially rural and noise levels are very low. In these cases, the minimum noise levels may be inferred from the presumed ambient noise levels included in the City's Municipal Code. Based on the Code, the noise level is inferred as 55 dBA between the hours of 7:00 a.m. and 9:00 p.m. and 50 dBA between the hours of 9:00 p.m. and 7:00 a.m. This equates to a CNEL of 58.0 dBA (i.e., 10 log $((12 \times 10^{(55/10)}) + (2 \times 10^{((55+5)/10)}) + (1 \times 10^{((50+5)/10)}) + (9 \times 10^{((50+10)/10)}))/24$). This level is under the 60 dBA level deemed as normally acceptable without the need for further mitigation and the impact is less than significant.

b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

Less Than Significant Impact (b): The proposed project would involve the construction and occupancy of a single residential structure. Caltrans notes that ground borne vibration is typically associated with blasting operations, the use of pile drivers, and large-scale demolition activities, none of which are anticipated for the construction or operation of the project. As such, no excessive ground borne vibrations would be created by the proposed project on the proximate residents and any potential impacts are less than significant.

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[26] Synectecology, November 2014. *9 Hidden Valley Road Focused Noise Study*. Monrovia, CA.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact (c):

Long-term impacts could be significant if the project creates activity or generates a volume of traffic that would substantially raise the ambient noise levels. A substantial increase is defined as 3 dBA CNEL.

To raise the traffic levels along the existing routes by 3 dBA would require that the project double the volume of the existing traffic. A single family residential unit generates about 10 trips per day. Because other residential land uses throughout the area also share roadways, the introduction of one household's trips would not double the existing traffic volumes and any impact to road noise would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact With Mitigation Incorporated (d): Two types of noise impacts could occur during the construction phase. First, the transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. However, any increase in noise would be less than 1 dBA when averaged over a 24-hour period, and would therefore have a less than significant impact on noise receptors along the truck routes. Furthermore, because of the winding nature of the local roads, large trucks find it difficult to access the site, and the owner/Applicant will provide on-site parking for those trucks that can and do make their way to the site.

The second type of impact is related to noise generated by on-site construction operations and existing local residents located adjacent to the site would be subject to elevated noise levels due to the operation of on-site construction equipment. Construction activities are carried out in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow noise ranges to be categorized by work phase. Table 6 lists typical construction equipment noise levels recommended for noise impact assessment at a distance of 50 feet.

Table 6
NOISE LEVELS GENERATED BY TYPICAL CONSTRUCTION EQUIPMENT

Type of Equipment	***Average Sound Levels Measured (dBA at 50 feet)***
Pile Drivers	101
Rock Drills	98
Jack Hammers	88

Table 6 NOISE LEVELS GENERATED BY TYPICAL CONSTRUCTION EQUIPMENT	
Pneumatic Tools	85
Pumps	76
Dozers	80
Front-End Loaders	79
Hydraulic Backhoe	85
Hydraulic Excavators	82
Graders	85
Air Compressors	81
Trucks	91

Source: Noise Control for Buildings and Manufacturing Plants, BBN 1971.

Noise ranges have been found to be similar during all phases of construction, although the actual construction of the structures tends to be somewhat less than that from grading. The grading and site preparation phase tends to create the highest noise levels, because the noisiest construction equipment is found in the earthmoving equipment category. This category includes excavating machinery (backfillers, bulldozers, draglines, front loaders, etc.) and earthmoving and compacting equipment (compactors, scrapers, graders, etc.) Typical operating cycles may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Noise levels at 50 feet from earthmoving equipment range from 73 to 96 dBA while Leq noise levels range up to about 89 dBA. The later construction of structures is somewhat reduced from this value and the physical presence of the structure may break up line-of-sight noise propagation.

Composite construction noise is best characterized by Bolt, Beranek, and Newman (USEPA December 31, 1971). In their study construction noise for earthwork related to residential development is presented as 88 dBA Leq when measured at a distance of 50 feet from the construction effort. This value takes into account both the number of pieces and spacing of the heavy equipment used in the construction effort. In later phases during building construction, noise levels are typically reduced from this value and the physical structures further break up line of sight noise. However, as a worst-case scenario, the 88-dBA-value is used to assess the impact of construction.

The operation of such equipment would result in the generation of both steady and episodic noise significantly above the ambient levels currently experienced near the project site. The noise produced from construction decreases at a rate of approximately 6 dBA per doubling of distance. Therefore, at 100 feet the noise levels would be about 6 dBA less or 82 dBA Leq. Similarly, at 200 feet the noise levels would be 12 dBA less or 76 dBA Leq. The most proximate existing residential uses are located adjacent to the site and noise levels could be on the order of 88 dBA Leq, assuming the receptor were to have a clear line of sight to the equipment. (Note, as construction is not

performed at night, this does not represent a CNEL value.) However, during the vast majority of the construction period, noise levels at the proximate residents would considerably lower due to lower power settings and sound attenuation provided by longer distances.

The City Municipal Code exempts "Construction or demolition work conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on weekends and holidays" and "The operation of any mechanically powered saw, sander, drill, grinder, lawn or garden tool or similar tool between 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 10:00 a.m. and 10:00 p.m. on weekends and holidays (Section 9.44.080 of the Monrovia Municipal Code). Therefore, late evening and weekend (including **Sunday**) construction-related activities could result in significant impacts to nearby sensitive receptor locations in the hillside community, which would be less than significant with the incorporation of mitigation measures.

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?

Less Than Significant Impact (e): The El Monte Airport, located about 5.7 miles to the south, is the nearest public use facility. The project site is not in the flight path and well beyond the airport's 60 dBA CNEL noise contour. No significant impacts would result from the implementation of the proposed project.

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?

Less Than Significant Impact (f): The Wells Fargo/El Monte Heliport is located about 7.5 miles south by southwest of the project site. The project is located outside of the airport's 60 dBA CNEL noise contour and no significant impacts would result from the implementation of the proposed project.

Noise Mitigation Measures

Mitigation Measure N-1

- Except in cases of emergency, construction shall be restricted to between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturday. **No construction shall be performed on Sundays or federal holidays**.

Mitigation Measure N-2

- All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.

- Staging and construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling, etc.) shall be conducted as far as possible from the adjacent residential land uses.

Mitigation Measure N-3

- Two weeks prior to the commencement of construction at the project site, notification shall be provided to all residential within 200 feet disclosing the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period. This notification shall also provide a contact name and phone number for residents to call for construction noise-related complaints. All reasonable concerns shall be rectified within 24 hours of receipt.

Population and Housing

Would the project:

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)?
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact (a-c): The proposed project includes the construction and occupancy of a single-family residence and appurtenant features; as such, it is unlikely the project would induce substantial population growth; displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Public Services

Would the project:

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

    - Fire protection?
    - Police protection?

- Schools?
- Parks?
- Other public facilities?

No Impact (a): Public services in the community are provided by the Monrovia Fire Department (fire); Monrovia Police Department (police); Monrovia Unified School District (schools); and other City, state, and federal governments (libraries, hospitals, post office, etc.). Implementation of the proposed project would not result in an appreciable increase in the demand for public services.

Recreation

Would the project:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact (a-b): Construction and occupancy of the proposed single-family residence would not be expected to increase the use of or need for neighborhood and regional parks or other recreational facilities, nor does the proposed project include recreational facilities or require the construction or expansion of recreational facilities. As such, the proposed project would not likely cause the substantial physical deterioration of existing recreational facilities or require the construction or expansion of facilities off-site.

Transportation/Traffic

Would the project:

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

e) Result in inadequate emergency access?
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?

Less Than Significant Impact (a-f): Construction and operation of the proposed single-family residence within the boundaries of an existing residential parcel would have no effect on any applicable plan (including a congestion management program), ordinance or policy establishing measures of effectiveness for the performance of existing circulation systems.

Development of the proposed project would not 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. The nearest public airport is the Bob Hope Airport (BUR), which is located approximately 25 miles west of the proposed project site. The nearest private airport is the El Monte Airport (EMT), which is located approximately 6 miles south of the project site. The proposed project would not have any effect on either airport.

The proposed project does not include design features that would result in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, or result in inadequate emergency access. The proposed project design will be in compliance with all local, state, and federal laws, ordinances, and regulations relevant to potential on-site hazards and emergency access.

Construction and occupancy of the proposed project within the boundaries of the existing residential parcel would have no effect on any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Utilities and Services Systems

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

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?

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?

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

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?

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact (a-g): The construction and habitation of the proposed single-family residence would be accommodated by the existing sources of entitlements for utilities and service systems, and would not result in significant impacts of existing potable water, wastewater, sewer, and storm infrastructure. In addition, the proposed project site would comply with local, state, and federal policies and ordinances relating to recycling and solid waste disposal.

Mandatory Findings of Significance

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?

No Impact (a): As previously outlined in the discussions for biological and cultural resources, construction and occupancy of the proposed single-family residence would not have the potential to significantly affect fish or wildlife habitat or eliminate important examples of the major periods of California history or prehistory.

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

Less Than Significant Impact (b): The proposed project is consistent with the land use planning policies contained in the Land Use Element of the Monrovia General Plan (MGP), and does not present new cumulative impacts that would require analysis additional to that contained in the MGP. Also, the proposed project would not result in significant impacts to any resource, and does not have cumulatively considerable impacts.

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

Less Than Significant Impact (c): The proposed project would not result in significant impacts to any resource; therefore, the proposed project would not result in environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.