

CITY OF LA VERNE PLANNING COMMISSION AGENDA

Marlene Carney, Commissioner
Keny Chang, Commissioner
Jeremy Conrad, Commissioner
Erin Duffy, Commissioner
Matthew Ramos, Commissioner



City Hall Council Chambers
3660 D Street
La Verne, CA 91750
(909) 596-8706
www.laverneca.gov

**Wednesday, January 14, 2026 - 6:30 p.m.
City Hall Council Chambers
3660 "D" Street, La Verne, CA 91750**

Attendance and participation at the City of La Verne Planning Commission meetings are welcomed and appreciated. Community engagement provides the Planning Commission with valuable information. Regular Meetings are held on the 2nd Wednesday of every month. In compliance with the American Disabilities Act, any person with a disability who requires a modification or accommodation in order to participate in a meeting should contact the City Clerk's Office at (909) 596-8726 at least 48 hours prior to the meeting.

The Council Chambers will be open to the public at 6:00 p.m. Materials related to an item on this agenda, submitted to the Planning Commission after distribution of the agenda packet, are available for public inspection at the meeting or in the Community Development Department during normal business hours.

CALL TO ORDER

ELECTION OF OFFICERS

PLEDGE OF ALLEGIANCE

ROLL CALL

MINUTES – September 10, 2025 and December 10, 2025

PUBLIC COMMENT

This is the time set aside for anyone wishing to address the Planning Commission on items not listed in any other place on this agenda.

California Law does not allow the Planning Commission to take action in response to your statements at this meeting. Your concerns may be referred to staff or set for hearing at a later date.

PUBLIC HEARINGS

- 1. **CASE NOS.:** 113-25GPA, 114-25ZC, 115-25MPA, 116-25PM, 103-25PM, AND 117-25PPR

RESOLUTION NOS.:

1349 & 1350

APPLICANT:

BRETHREN HILLCREST HOMES

PROPOSAL:

THE PROPOSED PROJECT IS AN UPDATE TO THE BRETHREN HILLCREST HOMES (HILLCREST) MASTER PLAN INVOLVING PORTIONS OF NEIGHBORHOODS 5 AND 10 WITHIN THE EXISTING 53-ACRE HILLCREST COMMUNITY.

NORTH GATEWAY AND SOUTH GATEWAY SITES:

DEMOLITION OF 4 RESIDENTIAL HOMES WHICH ARE NOT CURRENTLY PART OF THE HILLCREST MASTER PLAN COMMUNITY AND CONSTRUCTION OF 7 SINGLE-FAMILY HOMES IN THEIR PLACE TO BE ADDED TO NEIGHBORHOOD 5 OF THE HILLCREST MASTER PLAN COMMUNITY.

ZONE CHANGE SITE: 2715, 2717, AND 2719 PARK AVENUE WOULD BE ADDED TO NEIGHBORHOOD 5 OF THE HILLCREST MASTER PLAN. THIS CHANGE DOES NOT INVOLVE ANY DEMOLITION OR CONSTRUCTION.

MASTER PLAN CHANGE SITE: PARCELS COMPOSING OF APPROXIMATELY 0.95 ACRE OF NEIGHBORHOOD 10 OF THE HILLCREST MASTER PLAN WILL BE REDESIGNATED FROM NEIGHBORHOOD 10 TO NEIGHBORHOOD 5, AS THE EXISTING DEVELOPMENT WITHIN THESE PARCELS MATCH THE DEVELOPMENT PATTERN OF NEIGHBORHOOD 5 WHICH INCLUDES INDEPENDENT LIVING UNITS. THE PROPERTIES TO BE REDESIGNATED INCLUDE 3 DUPLEX RESIDENTIAL STRUCTURES AND 1 SINGLE-FAMILY RESIDENCE.

**ADDRESSES: 2712, 2713, 2715, 2717, 2719, 2730 PARK AVENUE AND 2703
A STREET**

**ENVIRONMENTAL
DETERMINATION: Mitigated Negative Declaration (MND)**

STAFF: Candice Bowcock, Principal Planner

OTHER MATTERS

PLANNING COMMISSIONERS COMMENTS

DIRECTOR COMMENTS

ADJOURNMENT

The next meeting of the Planning Commission is scheduled to be held February 11, 2026 at 6:30 p.m. in the Council Chambers, 3660 “D” Street, La Verne, CA 91750.

Proof of Posting I declare under penalty of perjury that I am employed by the City of La Verne in the Community Development Department; and that I posted this agenda in the City Hall Council Chambers and the City’s website on January 8, 2026.

Date

Signature



CITY OF LA VERNE

MINUTES OF THE REGULAR MEETING OF THE LA VERNE PLANNING COMMISSION WEDNESDAY, SEPTEMBER 10, 2025

ACTION MINUTES

REGULAR MEETING – 6:30 p.m. – *Chairperson Simison called the meeting to order at 6:30 p.m.*

PLEDGE OF ALLEGIANCE – *Led by Chairperson Simison*

ROLL CALL Commissioner Keny Chang, Commissioner Jeremy Conrad, Commissioner Erin Duffy, Vice-Chairperson Thomas Allison, and Chairperson Jason Simison.

Commissioners present: Allison, Chang, Duffy, and Simison

Absent: Conrad

Advisory Staff Present: Principal Planner Candice Bowcock, Assistant Planner Valerie Chin, City Engineer Cody Howing, Assistant City Attorney Ivy M. Tsai, and Administrative Secretary Natalie Hiatt.

MINUTES June 11, 2025 – *It was moved by Commissioner Chang and seconded by Vice-Chairperson Allison to approve the minutes of the June 11, 2025 meeting. The motion carried by a 4-0 vote.*

PUBLIC COMMENT – *None*

PUBLIC HEARINGS

Project: Case Nos. 71-25CUP and 72-25CUP – Conditional Use Permit for Grocery Outlet to allow for the sale of general alcohol for off-site consumption in conjunction with a grocery store within the Foothill Boulevard Specific Plan at 1504 Foothill Boulevard.

RECOMMENDATION:

Staff recommends the Planning Commission approve Case Nos. 71-25CUP and 72-25CUP and adopt Resolution No. 1345 and Resolution No. 1346 based on the staff report presented to them, and the findings and conditions of approval.

Presentation: The presentation was made by Assistant Planner Valerie Chin.

Public Comment: Steve Rawlings of Rawlings Consulting was present on behalf of Grocery Outlet. Mr. Rawlings stated that the grocery store is rapidly expanding, and they have a loyal customer base. Mr. Rawlings estimated an opening date in late first quarter or early second quarter.

Commissioner Comments: Commissioner Duffy stated having a range of grocery options is good for the community.

It was moved by Commissioner Chang and seconded by Commissioner Duffy to approve Resolution 1345 and Resolution 1346 allowing the operation of a grocery store and allowing

the sale of general alcohol for off-site consumption at 1504 Foothill Boulevard. Motion carried by a 4-0 vote.

Project: Case No. 23-22VAC – A street vacation of Bunnelle Avenue from Baseline Road to SR 210.

RECOMMENDATION:

Staff recommends that the Planning Commission approve Case No. 23-22VAC and adopt Resolution 1347 based on the staff report presented to them.

Presentation: The presentation was made by City Engineer Cody Howing.

Public Comment: None

Commissioner Comments: Vice-Chairperson Allison asked Mr. Howing if there were any concerns with the street vacation.

Assistant City Attorney Tsai stated that the Commission's decision is to determine consistency with the General Plan.

Commissioner Duffy asked if drainage is a concern.

Mr. Howing stated that the water would drain to a catch basin.

Commissioner Chang asked if the City would still have access to the street after the vacation.

Mr. Howing stated that the City would have access if needed.

It was moved by Vice-Chairperson Allison and seconded by Chairperson Simison to approve Resolution 1347 certifying that the Street Vacation is consistent with the adopted General Plan. Motion carried by a 4-0 vote.

OTHER MATTERS

None

PLANNING COMMISSIONER COMMENTS

Commissioner Chang stated his excitement for the Trader Joe's store opening.

Vice-Chairperson Allison stated that he is happy to do his civic duty.

Commissioner Duffy thanked everyone for accommodating her lack of childcare.

Chairperson Simison thanked the Planning staff. He announced that tonight would likely be his last meeting after serving on the Planning Commission for ten years. Chairperson Simison stated that this was a great experience.

Vice-Chairperson Allison announced that he did not reapply for Planning Commission. He stated that it has been a privilege to serve.

DIRECTOR COMMENTS –

Ms. Bowcock thanked Chairperson Simison and Vice-Chairperson Allison on behalf of the City and staff.

ADJOURNMENT – *The meeting was adjourned at 7:02 p.m.*

Respectfully submitted,

Natalie Hiatt, Secretary



CITY OF LA VERNE

MINUTES OF THE REGULAR MEETING OF THE LA VERNE PLANNING COMMISSION WEDNESDAY, DECEMBER 10, 2025

ACTION MINUTES

REGULAR MEETING – 6:30 p.m. – *Commissioner Duffy called the meeting to order at 6:30 p.m.*

INTRODUCTION OF NEW PLANNING COMMISSIONERS – *Marlene Carney is a 23-year resident of La Verne.*

Matt Ramos is a 3-year resident of La Verne with a background in Planning and Community Development.

ELECTION OF OFFICERS – *Postponed to the next meeting.*

PLEDGE OF ALLEGIANCE – *Led by Commissioner Carney*

ROLL CALL Commissioner Marlene Carney, Commissioner Jeremy Conrad, Commissioner Keny Chang, Commissioner Erin Duffy and Commissioner Matt Ramos

Commissioners present: Carney, Duffy, and Ramos

Absent: Chang and Conrad

Advisory Staff Present: Community Development Director Eric Scherer, Principal Planner Candice Bowcock, Assistant City Attorney Lisa Kranitz, and Administrative Secretary Natalie Hiatt.

MINUTES – September 10, 2025 – *Postponed to the next meeting.*

PUBLIC COMMENT – *None*

PUBLIC HEARINGS

Project: Case No. 46-24VAR – Extension request for a variance to allow for a porch and additions for a single-family residence with a substandard garage at 2435 Magnolia Avenue.

RECOMMENDATION:

Staff recommends the Planning Commission approve a one-year extension of Case Nos. 46-24VAR.

Presentation: The presentation was made by Community Development Director Eric Scherer on behalf of Associate Planner Parker Stringfellow.

Public Comment: The property owner Brian Bustamante was present. Mr. Bustamante stated that the project is larger than anticipated but he has installed a new electrical panel in preparation.

Commissioner Comments: *The Commissioners had no comments.*

It was moved by Commissioner Carney and seconded by Commissioner Ramos to approve the one-year extension of Case No. 46-24VAR. Motion carried by a 3-0 vote.

Project: Case No. 112-25SPA – Old Town La Verne Specific Plan Amendment to revise the minimum density requirement in the Mixed-Use 1 land district.

RECOMMENDATION:

Staff recommends that the Planning Commission approve Case No. 112-25SPA and adopt Resolution 1348 based on the staff report presented to them.

Presentation: Mr. Scherer recused himself due to a conflict of interest and stated that he would not be returning to the meeting. The presentation was made by Principal Planner Candice Bowcock.

Public Comment: *None*

Commissioner Comments: *The Commissioners all stated their understanding for the adjustments made.*

It was moved by Commission Ramos and seconded by Commissioner Carney to approve Resolution No. 1348 revising the minimum density in the Mixed-Use 1 district of the Old Town La Verne Specific Plan area from 38 to 20 DU/Acre. Motion carried by a 3-0 vote.

OTHER MATTERS

Ms. Kranitz stated that a large project for Hillcrest will be brought to the Commission on January 14, 2026. Ms. Bowcock added that the project is on the City website.

PLANNING COMMISSIONER COMMENTS

Commissioner Carney stated that this was a good experience.

Commissioner Duffy stated that Old Town looks very festive.

DIRECTOR COMMENTS –

None

ADJOURNMENT – *The meeting was adjourned at 6:47 p.m.*

Respectfully submitted,

Natalie Hiatt, Secretary

City of La Verne, Planning Commission Agenda Report



DATE: January 14, 2026

TO: Planning Commission

FROM: Candice Bowcock, Principal Planner

SUBJECT: Case Nos.: 113-25GPA, 114-25ZC, 115-25MPA, 116-25PM, 103-25PM, and 117-25PPR - Brethren Hillcrest Gateway Project – General Plan Amendment, Zone Change, Master Plan Amendment, Parcel Mergers, and Precise Plan of Design Review

AGENDA SUMMARY

The Planning Commission will consider the Brethren Hillcrest Gateway Project, a proposed expansion and update to the Hillcrest continuing care retirement community located in southern La Verne. The project includes redevelopment of the North and South Gateway sites through the demolition of four existing residential units, construction of seven new single-family homes, and renovation of three existing homes. In addition to Parcel Mergers and Precise Plan Review, which have been conditionally approved by the Design Review Committee subject to the project receiving all other required approvals, the North and South Gateway sites will require a General Plan Amendment, zone change and Master Plan Amendment. Additionally, the overall project includes two additional sites, a Zone Change site and a Master Plan Change site, which will formally integrate these properties into Neighborhood 5 of the Hillcrest Master Plan. The proposed Gateway Project will be consistent with the objectives of the Hillcrest Master Plan, enhance connectivity between the East and West campuses, and provide modern, marketable homes for older adult residents. The Planning Commission has approval authority over the required Master Plan Amendment and will make a recommendation to the City Council on the needed General Plan Amendment and zone change.

In conjunction with the project components, the Planning Commission will consider the Mitigated Negative Declaration (MND) that was prepared for the project. The Planning Commission may adopt the MND for purposes of the Master Plan Amendment, Precise Plan Review and Parcel Mergers and make recommendations to the City Council for use of the MND for the General Plan Amendment and Zone Change.

RECOMMENDATION

Staff and the Development Review Committee recommend that the Planning Commission approve Case Number 115-25MPA contingent on the approval of the other related case files, and recommends approval of Case Numbers 113-25GPA and 114-25ZC to the City Council based on this report and the conditions of approval. Staff further recommends that the Planning Commission adopt the MND and Mitigation Monitoring and Reporting Program for the non-legislative approvals and recommend that the City Council adopt the same for the General Plan Amendment and Zone Change.

BACKGROUND

Brethren Hillcrest Homes has been a well-established, non-profit, continuing care retirement community in La Verne since 1947. Founded by the Brethren Church, the community provides a full continuum of care for older adults, including independent residential homes, assisted living, memory care, and skilled nursing facilities. Residents typically enter the community in independent living homes, with access to higher levels of care as needed, all within a social and purpose-driven environment.

Hillcrest has pursued strategic growth and enhancements over the years. In 2021, the Hawthorne Project added 14 new homes, demonstrating the organization's ability to manage expansion and meet market demand. Recently, Hillcrest acquired several neighboring properties that offer opportunities to better connect the East and West campuses and further the community's overall Master Plan vision. The proposed Gateway Project builds on these past initiatives to improve connectivity, create attractive entrances, replace outdated or underperforming housing, and enhance the overall resident experience.

This project specifically addresses Neighborhoods 5 and 10 of the Master Plan, incorporating previously privately held parcels into the Hillcrest campus, providing new, modern homes for older adults, and renovating existing structures to meet contemporary design, accessibility, and safety standards. The Gateway Project aligns with the City's Housing Element by providing new units for older adults, improving campus circulation, and enhancing the security, functionality, and aesthetics of the Hillcrest community.

PROJECT DESCRIPTION

The Brethren Hillcrest Gateway Project includes multiple components, each corresponding to specific case numbers for approvals. The project involves redevelopment of the North and South Gateway sites, a Zone Change site, and a Master Plan Change site, all of which require several entitlements to incorporate these parcels into the Hillcrest Master Plan community. Each site is briefly described below, followed by a summary of the various cases.

The Sites:

North and South Gateway Sites

The proposed physical development portion of the project takes place on the North Gateway Site (2730 and 2712 Park Avenue, and 2703 and 2691 A Street) and South Gateway Site (2681 A Street). There are currently seven existing homes on these sites; four will be demolished and seven new homes will be added as discussed in more detail below under Case No. 117-25PPR: Precise Plan Review – North and South Gateway Sites. In addition to the PPR which has already been approved by the Development Review Committee for both sites and the parcel map for the North Site, the project also requires a Master Plan Amendment to add these parcels into Neighborhood 5 of the Hillcrest Master Plan as well as a General Plan Amendment and Zone Change.

Zone Change Site (Not a part of the proposed physical development)

The 0.27 acre parcel located at 2715, 2717, and 2719 Park Avenue (AIN: 8381-012-013) was never re-zoned as a part of previous Hillcrest Homes entitlement actions. Although

the parcel has been owned and operated by Hillcrest Homes since 1998, its current zoning designation remains Planned Residential 4.5 dwelling units per acre (PR 4.5D). The proposed zone change will rezone the property from PR 4.5D to Institutional, making the zoning consistent with all other Hillcrest Homes properties within the campus. A parcel merger is also being proposed for this site.

In conjunction with the rezoning, the proposed Master Plan Amendment will designate the parcel as a part of Neighborhood 5 within the Brethren Hillcrest Homes Master Plan, aligning it with the existing land use designation applied to the Hillcrest properties located immediately to the south. Additionally, the lot merger of 2715, 2717, and 2719 Park Avenue (AIN 8381-012-013) with 2713 Park Avenue (AIN 8381-012-029) will result in a single integrated parcel that is consistent with current ownership and operational use by Hillcrest Homes. The General Plan identifies this parcel as Community Facility; therefore, a General Plan Amendment is not required for this parcel.




Master Plan Site (Not a part of the proposed physical development)

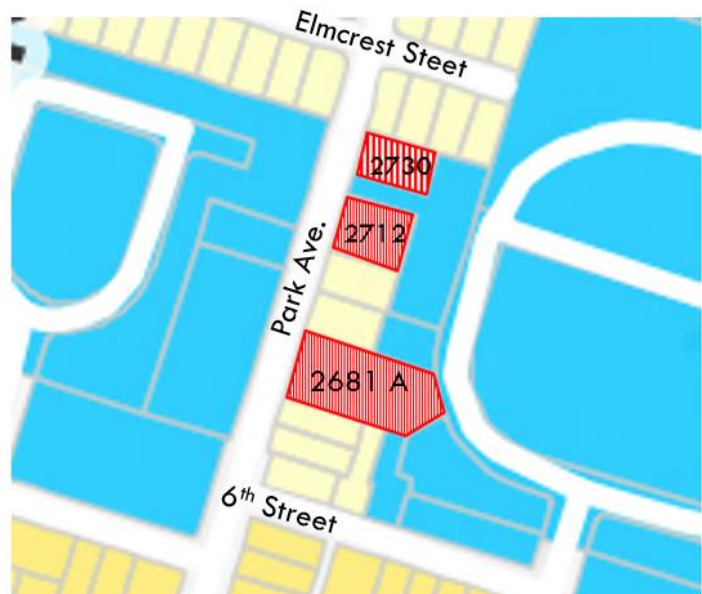
Two parcels of approximately 0.95 acres will be redesignated in the Master Plan from Neighborhood 10 to Neighborhood 5 as the existing development within these parcels matches the development of Neighborhood 5 which includes independent living units.

The Cases:

Case No. 113-25GPA: General Plan Amendment – North and South Gateway Sites:

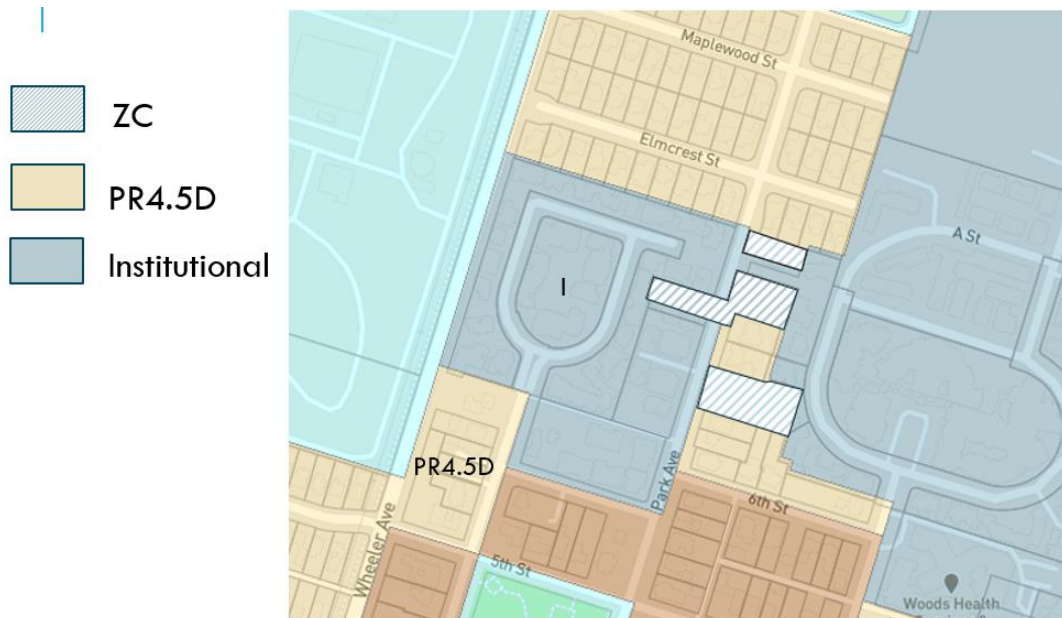
This amendment proposes a General Plan change from Low-Density Residential (0–5 du/ac) to Community Facility for the North and South Gateway sites to accommodate the expansion of the Hillcrest continuing care retirement community.

-  GPA
-  CF - Community Facility/
Freeway
-  LDR - Low Density
Residential (0-5 du/ac)



Case No. 114-25ZC: Zone Change:

The Zone Change proposes rezoning of the North (2730 and 2712 Park Avenue) and South Gateway (2681 A Street) sites and the Zone Change Site (2715, 2717, and 2719 Park Avenue), from PR4.5D to Institutional. This zoning is consistent with the Community Facility land use designation and the intended use as part of the Hillcrest Master Plan community.

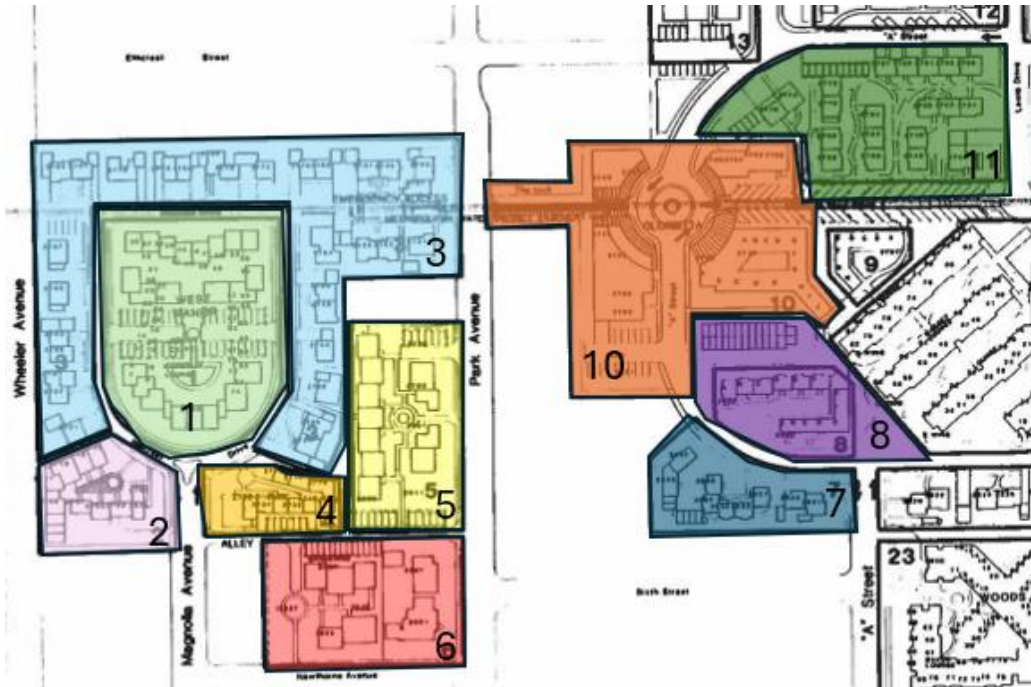


Case No. 115-25MPA: Master Plan Amendment:

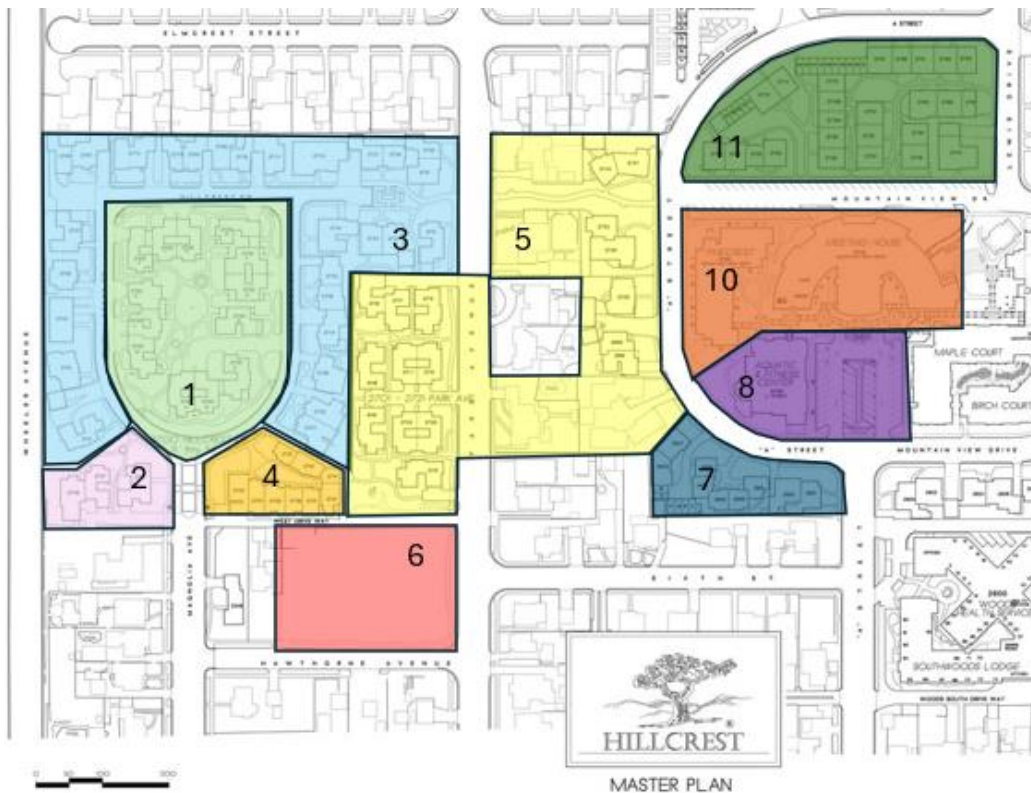
The Master Plan Amendment incorporates the North Gateway Site (2730 and 2712 Park Avenue, and 2703 and 2691 A Street) and South Gateway Site (2681 A Street) and the Zone Change Site (2715, 2717, and 2719 Park Avenue) into Neighborhood 5 of the Hillcrest Master Plan and redesignates the approximately 0.95 acres Master Plan Site from Neighborhood 10 to Neighborhood 5. This amendment reflects the existing development pattern, integrating three duplex structures and one single-family residence into Neighborhood 5. Neighborhood 10 will continue to focus on resident activities and administrative functions. The amendment ensures consistency of land use and design within the Hillcrest campus. The Master Plan Amendment conforms to the requirements of Chapter 18.60 of the La Verne Municipal Code as the residential units will comply with the front, rear, and side setbacks, the height of the structures will not exceed 35 feet., lot coverage does not exceed 45%, and landscaping will be 25% percent of a site.

See exhibits on the next page.

Existing Hillcrest Master Plan Neighborhood:

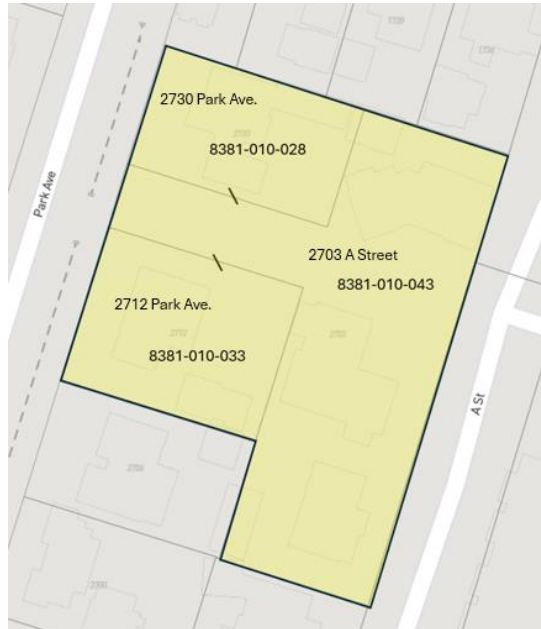


Proposed Hillcrest Master Plan Neighborhood:



Case No. 116-25PM: Parcel Merger – North Gateway Site

A Parcel Merger is requested to merge three parcels 2730 and 2712 Park Avenue and 2703 A Street (AIN 8381-010-028, AIN 8381-010-033, and 8381-010-043) comprising the North Gateway Site into one parcel. The Development Review Committee approved this application, contingent on approval of the other Case files. No appeal was filed.



Case No. 103-25PM: Parcel Merger – Zone Change Site

A Parcel Merger is requested to merge the Zone Change Site 2715, 2717, and 2719 Park Avenue (AIN 8381-012-013) with the property adjacent to the south 2713 Park Avenue (AIN 8381-012-029) into one parcel. The Development Review Committee approved this application, contingent on approval of the other Case files. No appeal was filed.



Case No. 117-25PPR: Precise Plan Review – North and South Gateway Sites:
A Precise Plan Review is requested to approve site layout, architecture, circulation, landscaping, and utilities for the North and South Gateway sites. The review ensures that the proposed seven new homes and three renovated homes comply with the design standards of the Hillcrest Master Plan and the City’s planning requirements. The project also includes reconstruction of curb, gutter, sidewalks, and driveway aprons along Park Avenue and A Street, along with public paseos connecting the East and West campuses. A total of 24 trees (not protected) will be removed, and seven mature trees will be retained as part of the landscape plan. Upon completion, the North and South Gateway sites will contain ten dwelling units operating as part of the continuing care retirement community, with a net increase of three units. The Development Review Committee approved this application, contingent on approval of the other Case files. No appeal was filed; however, the following information is provided for an overall understanding of the Project.

Site Plan Description

The proposed Hillcrest Homes project consists of ten residential units organized along a private internal drive and divided into two distinct areas: Gateway North and Gateway South, both designed to comply with the Hillcrest Master Plan for Neighborhood 5. Across all units, the site plan incorporates generous landscaping, pedestrian pathways, and internal circulation that reflect the Hillcrest community’s existing design character. Each home maintains a 521 sq. ft. garage, a building footprint ranging from 2,089 to 2,134 sq. ft., and a private patio of approximately 245 sq. ft. In addition to the new residential units, three existing buildings on the site will remain and be renovated, contributing to the preservation and updating of the Hillcrest campus environment.

Elevations

The elevations reflect a contemporary Craftsman architectural style characterized by varied massing, detailed roof forms, and a mix of natural materials. The homes have a prominent front-facing gable that defines the main entry and garage elevation. The roof design consists of a combination of pitched gable and hip elements finished with asphalt shingles, with the gable ends featuring a slightly lower pitch and open eaves consistent with Craftsman-style detailing. Exterior cladding includes horizontal lap siding as the primary material, complemented by vertical siding within the gable ends. A stone veneer wraps the lower portion of the exterior walls. Windows are primarily single- or double-hung with white trim arranged in a balanced pattern across the façades. The main entry on the east elevation is recessed and sheltered by a small porch supported by a column and covered by a shed-style roof. The front elevation also includes an attached two-car garage with a sectional garage door that integrates into the overall building design. Overall, the elevation design combines Craftsman-inspired features with contemporary materials to create a cohesive and visually appealing residential character compatible with the Hillcrest community. The paint colors will be earth tones featuring browns, greens, blues, tans, and burgundy.

Gateway North (Buildings 1–4)

This northern cluster includes four homes, each designed with a minimum 25-foot setback from the curb, consistent with the master plan requirements. These units frame the

northern entry to the Hillcrest neighborhood and establish a cohesive, campus-like frontage along the access road.

Gateway South (Buildings 5–7)

Buildings 5, 6, and 7 comprise the southern portion of the project and similarly meet the minimum 25-foot setback to the curb along Park Avenue, maintaining consistency with the Hillcrest Master Plan. Driveways serving these units provide at least 28 feet of backup space from the two-car garages, ensuring safe and adequate vehicle maneuvering. Three existing buildings will remain. Hillcrest has plans to update the exterior of the structures to be more aesthetically pleasing for the community.

Parking

All seven proposed senior residential units include a two-car garage and a driveway, which ensures that each home fully meets the La Verne Municipal Code requirement for on-site resident parking. In addition, the project provides three guest parking spaces within the South Gateway area, located off the internal driveway.

A previous parking analysis for the Hillcrest community was completed when Hillcrest Village was approved by the Planning Commission in November 2002. That analysis determined that Hillcrest is permitted to count on-street parking on its internal private streets toward its overall parking supply. At that time, Hillcrest had a total of 199 available parking spaces, made up of 80 on-street spaces, 65 spaces in the Mountain View Drive parking lot, and 54 spaces in the lot behind the entry monument. Only 113 spaces were required for all Hillcrest residential units and community facilities, leaving the campus with a surplus of 86 parking spaces. Hillcrest also provides its own resident shuttle service with scheduled pick-ups Monday through Friday, further reducing the need for on-site parking.

The La Verne Municipal Code requires two garage spaces per unit and one guest space per two units for retirement housing; however, the Code allows the Planning Commission to reduce this requirement to 0.75 spaces per unit plus one guest space per every five units when certain conditions are met, such as the availability of a resident transportation system and limits on the number of resident vehicles. Hillcrest meets these conditions through its free shuttle service and by limiting resident parking to garage and driveway spaces.

On November 5, 2019, the Planning Commission determined that the Hillcrest community did not require one guest space per unit and applied the reduced standard of one guest space for every five units. Therefore, only two guest parking spaces are required for this development, which are located in the South Gateway area.

Staff finds that the project is consistent with the General Plan and complies with all applicable specific plan, zoning, and subdivision standards. The proposed site plan provides a safe, functional, and environmentally sensitive layout with appropriate grading, circulation, parking, and pedestrian and bicycle access, as well as adequate open-space areas. The architectural design is compatible with surrounding development and maintains the community's established character and design standards. Landscaping has been thoughtfully incorporated to provide visual relief, promote water efficiency, preserve

significant trees, and enhance the public environment. In addition, the project incorporates defensible space measures and other design features that support safety and security for residents and the public.

Compatibility with Surrounding Uses

The project sites are located in the southern portion of La Verne and are surrounded primarily by residential uses. The residences proposed for demolition at 2692 and 2712 Park Avenue were constructed prior to 1948, while the remaining residences on the sites were built by 1964. None of the residences to be demolished qualify as historically significant.

The South Gateway site is bounded by single-family and multi-family residences to the north and south, Park Avenue to the west, and A Street to the east. The North Gateway site is bounded by single-family residences to the north and south, Park Avenue to the west, and single-family and multi-family residences to the east. The Zone Change Site is surrounded to the north, south, and west by multi-family residences and to the east by Park Avenue. The Master Plan Change site is bordered by A Street to the east, the South Gateway site to the south, the North Gateway site to the west, and single-family residences to the north. The Hillcrest campus abuts the project sites to the east and west, and the Gateway Project would formally integrate the subject sites into the Hillcrest Master Plan community.

Environmental Determination - Mitigated Negative Declaration (MND)

In September 2024, the City Council approved a consultant agreement with LSA Associates, Inc. to prepare the environmental review document required for the Project, which resulted in an Initial Study and Mitigated Negative Declaration. A notice of intent to adopt a mitigated negative declaration was sent to the Los Angeles County Recorder's office on November 3, 2025 and published in the Inland Valley Daily Bulletin on November 3, 2025 and posted on the City's website. The MND was circulated between November 3 and November 24, 2025 and revisions were made in response to the comment letter received from the Los Angeles County as well as to address minor clerical errors. None of the changes required the MND to be recirculated as no new mitigation measures were needed and no new significant impacts were disclosed. These changes are incorporated into a Final MND dated December 2025.

The mitigated negative declaration identified potentially significant impacts in the following areas: biology with regard to raptors and other migratory birds; cultural resources with regard to one of the homes being demolished having been the place where the Chrondek timer use in racing was developed; cultural resources with regard to archaeological resources and possible discovery of human remains; geology and soils with respect to paleontological resources; vibration impacts; tribal cultural resources. The mitigation measures set forth in the Final MND and the Mitigation Monitoring and Reporting Program will reduce these impacts to below a level of significance. The project also has the potential to create impacts in the following areas: geology as to areas other than paleontological; hazards; and hydrology. Impacts in the noted areas will be reduced below a level of significance due to the regulatory compliance measures identified in the MND. Noise impacts will be reduced below a level of significance based on both mitigation and

regulatory measures. The mitigation measures are set forth in the Mitigation Monitoring and Reporting Programs. The Environmental documents can be seen here: <https://www.laverneca.gov/643/Hillcrest-Gateway-Project>.

Planning Commission Actions

The Planning Commission is authorized to approve, conditionally approve or deny the Master Plan Amendment and make recommendations on Case Numbers 113-25GPA and 114-25ZC. Before approving the above, the Planning Commission must first adopt the MND and Mitigation Monitoring and Reporting Program and recommend that the City Council adopt the same for the General Plan Amendment and Zone Change.

Public Notice and Case Number Clarification

A notice was sent out to the surrounding neighborhood inviting them to a Neighborhood Workshop/Scoping Session that was held on December 9, 2024. A few adjacent residents attended the meeting and no concerns were raised. The Notice of Public Hearing for the Development Review Committee meeting was mailed to all adjacent property owners within 300' of the subject property on November 26, 2025 and published in the Inland Valley Daily Bulletin on November 28, 2025.

The project was originally noticed under Case Nos. 88-25GPA, 27-25ZC, 26-25MPA, 25-25PM, 103-25PM, and 24-25PPR. Following identification of a clerical error in the numbering, new case numbers have been assigned for accuracy and long-term tracking: 113-25GPA, 114-25ZC, 115-25MPA, 116-25PM, 103-25PM, and 117-25PPR. All future staff reports, environmental documents, and notices will use these corrected case numbers. The original notices remain valid under State and local requirements.

Attachments:

1. Plans
2. Conditional Approval Letter (116-25PM, 103-25PM, and 117-25PPR)
 - 2a: Exhibit A: Draft Conditions of Approval
 - 2b.: Exhibit B: Mitigation Monitoring and Reporting Program
3. Draft Planning Commission Resolution Number 1349 (MND)
 - 3a.: Exhibit A: Final Mitigated Negative Declaration
 - 3b: Exhibit B: Mitigation Monitoring and Reporting Program
4. Draft Planning Commission Resolution Number 1350
 - 4a.: Exhibit A: Draft City Council Resolution (113-25GPA)
 - 4b: Exhibit B: Draft City Council Ordinance (114-25ZC)

HILLCREST GATEWAY PROJECT

2712 & 2730 PARK AVENUE, LA VERNE, CA 91750

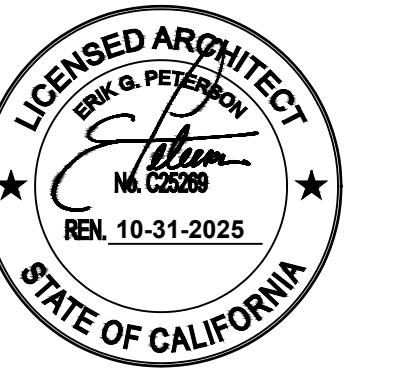
CEDG ARCHITECTS

ARCHITECTURE //
BUILD //
LANDSCAPE //

// 401 e. columbia ave.
pomona, ca 91767

// 909.625.3916
// cedgarchitects.com
// info@cedgarchitects.com

STAMP



CONSULTANTS

PROJECT
HILLCREST GATEWAY PROJECT

APPLICANT
BRETHREN HILLCREST HOMES
2705 MOUNTAIN VIEW DRIVE
LA VERNE, CA 91750

**COVER SHEET
AND OVERALL
SITE PLAN**

REVISIONS

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△	--
△	--

DATE: XX / XX / 2024

SCALE: AS NOTED

JOB NO: 23109

DWN BY: CCW

CHK BY: EGP

SHEET NO.

A0.00

PROJECT DIRECTORY

OWNER
BRETHREN HILLCREST HOMES
2705 MOUNTAIN VIEW DRIVE
LA VERNE, CA 91750

ARCHITECT
CEDG, INC.
401 E. COLUMBIA AVENUE, POMONA, CA 91709
PHONE: 909.625.3916

LANDSCAPE ARCHITECT
CEDG, INC.
401 E. COLUMBIA AVENUE, POMONA, CA 91709
PHONE: 909.625.3916

LEGAL DESCRIPTION

8381-010-028 (2730 PARK AVENUE)
FIREY AND RHORER'S SUB OF THE SOTO TRACT OF THE RANCHO SAN JOSE LOT COM AT MOST W COR OF LOT 11 TR # 17459 TH SW ON SE LINE OF PARK AVE 76.76 FT WITH A UNIFORM DEPTH OF 130.77 FT S 72°30' E PART OF LOT 5

8381-010-033 (2712 PARK AVENUE)
FIREY AND RHORER'S SUB OF THE SOTO TRACT OF THE RANCHO SAN JOSE 0.30 MORE OR LESS AC NE 100 FT OF NW 127.77 FT OF SE 230.77 FT OF LOT 4

8381-010-006 (2681 A STREET)
FIREY AND RHORER'S SUB OF THE SOTO TRACT OF THE RANCHO SAN JOSE LOT COM NE ON SE LINE OF LOT 4, 100 FT FROM MOST S COR OF SD LOT TH NW PARALLEL WITH NE LINE OF SD LOT TO SE LINE OF PARK AVE TH NE THEREON 115.10 FT TH SE PARALLEL WITH SD NE LINE TO SW LINE OF A ST TH SE THEREON 70 FT TH SW TO BEG PART OF LOTS 4 AND LOT 19

PROJECT DESCRIPTION

NEW 9 SINGLE-FAMILY RESIDENCES FOR BRETHREN HILLCREST HOMES.

BUILDING DATA

OWNER: BRETHREN HILLCREST HOMES
PROJECT ADDRESS: 2730 PARK AVENUE
LA VERNE, CA 91750

2712 PARK AVENUE
LA VERNE, CA 91750

2681 A STREET
LA VERNE, CA 91750

APNS: 8381-010-028, 8381-010-033 & 8381-010-006

GOVERNING AGENCY: CITY OF LA VERNE

ZONING: I (INSTITUTIONAL)/PR4.5D (RESIDENTIAL: 4.5 DU/ACRE)

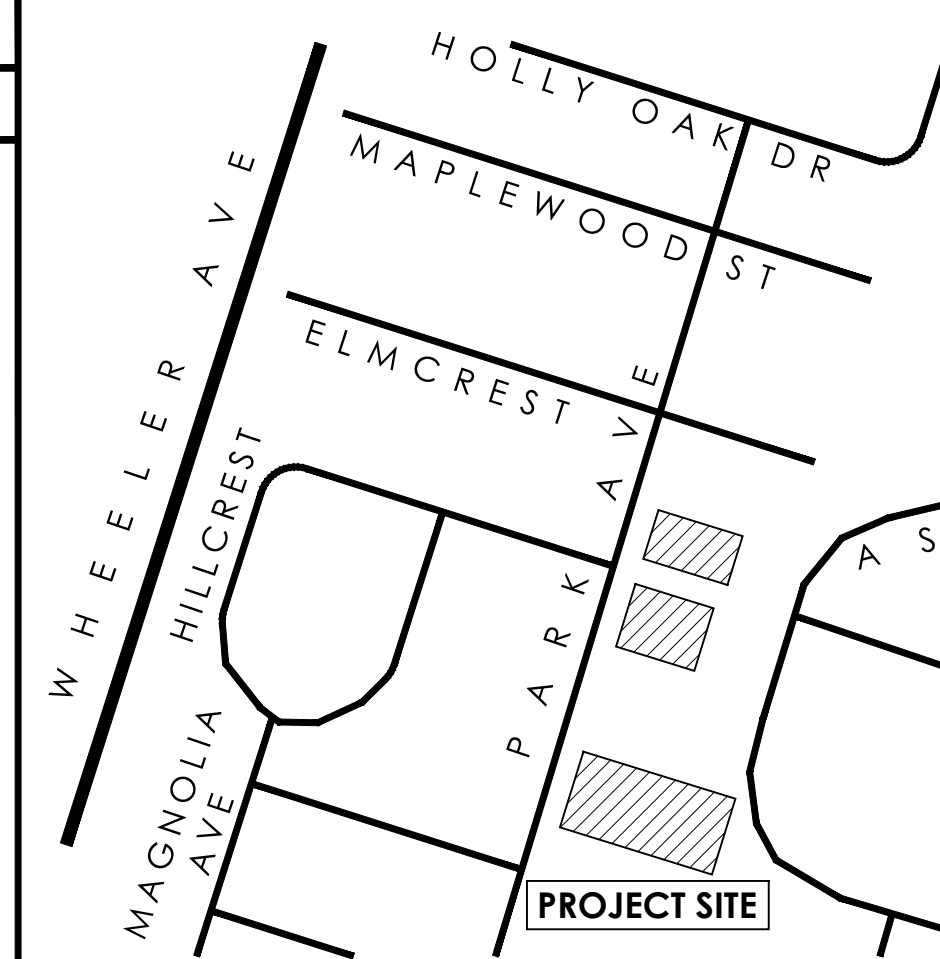
LOT AREA: 10,041 SQ.FT. (8381-010-028)
12,759 SQ.FT. (8381-010-033)
28,939 SQ.FT. (8381-010-006)

TYPE OF OCCUPANCY USE: I-2

TYPE OF CONSTRUCTION: V

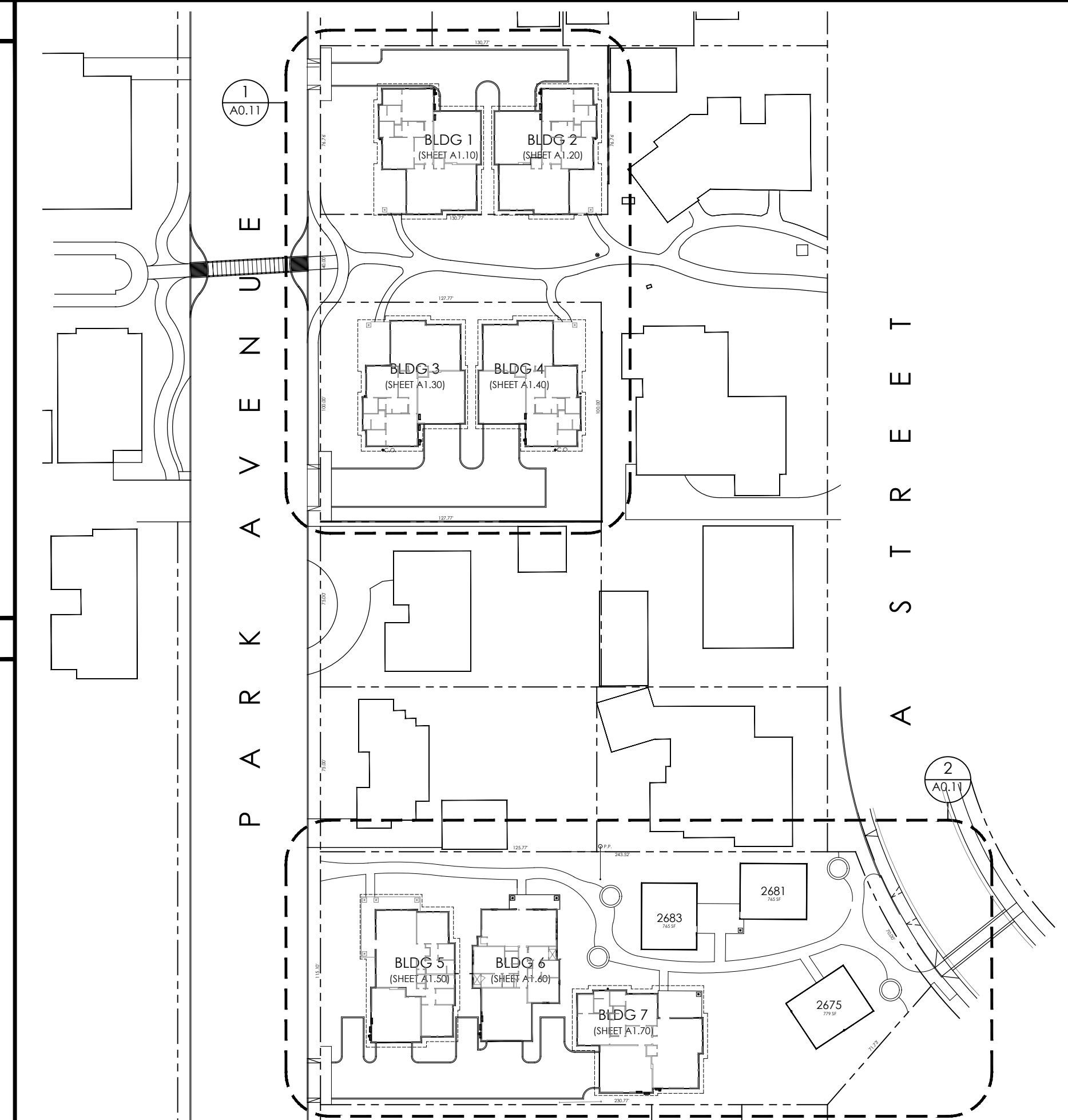
AUTOMATIC FIRE SPRINKLERS: YES, INSTALL PER NFPA-13

VICINITY MAP



SHEET INDEX

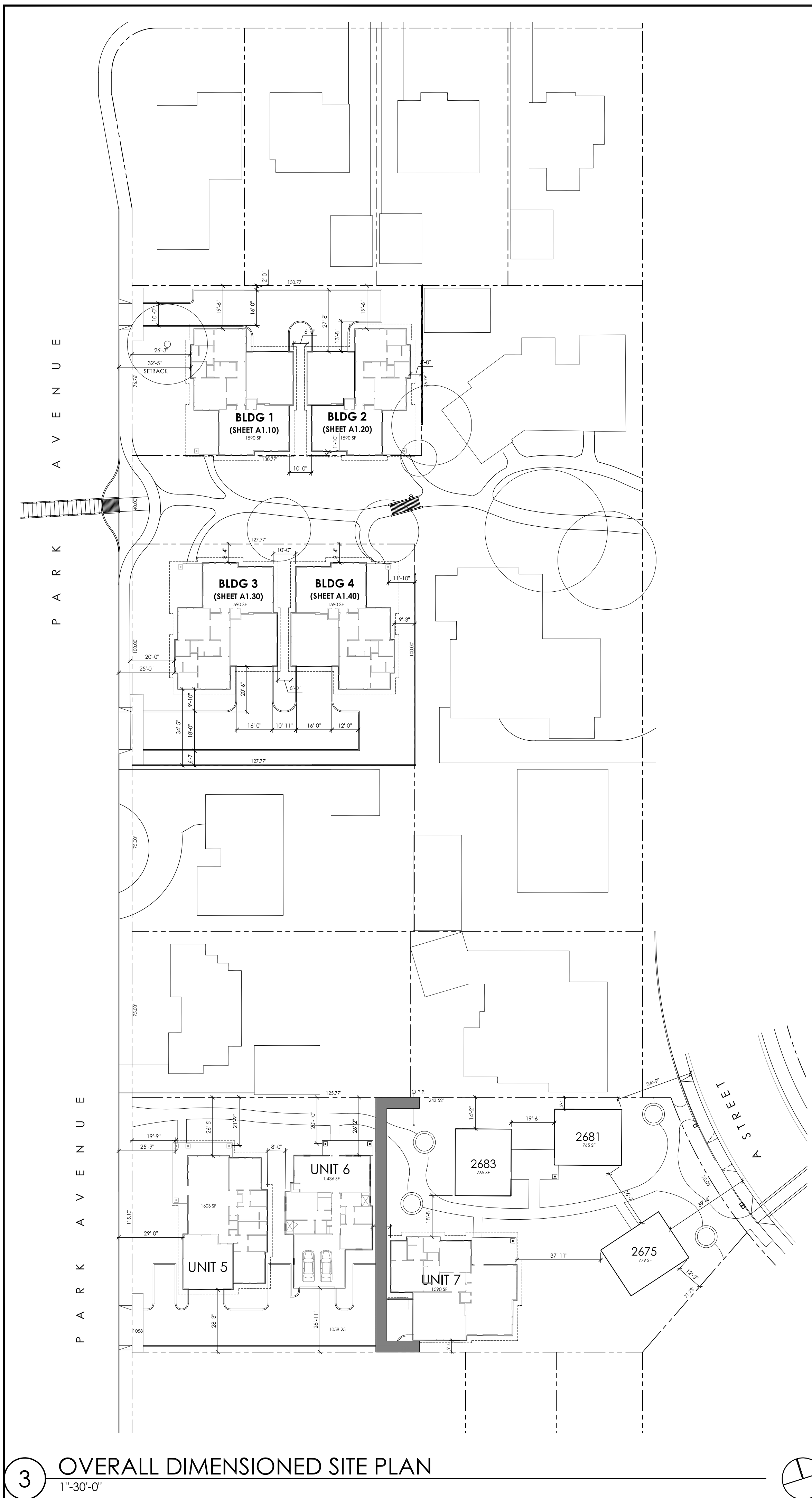
- A0.00 COVER SHEET AND OVERALL SITE PLAN
- A0.10 ENLARGED SITE PLAN, CONCEPT GRADING PLAN, PARKING PLAN
- A0.11 FIRE HYDRANT LOCATION PLAN/CONCEPT FIRE RISER PLAN
- A0.20 SITE DEMOLITION & TREE PROTECTION PLAN
- A0.30 SITE LIGHTING PLANS AND UTILITY PLAN
- A1.10 BUILDING 1 FLOOR PLAN, ROOF PLAN AND ELEVATIONS
- A1.20 BUILDING 2 FLOOR PLAN, ROOF PLAN AND ELEVATIONS
- A1.30 BUILDING 3 FLOOR PLAN, ROOF PLAN AND ELEVATIONS
- A1.40 BUILDING 4 FLOOR PLAN, ROOF PLAN AND ELEVATIONS
- A1.50 BUILDING 5 FLOOR PLAN, ROOF PLAN AND ELEVATIONS
- A1.60 BUILDING 6 FLOOR PLAN, ROOF PLAN AND ELEVATIONS
- A1.70 BUILDING 7 FLOOR PLAN, ROOF PLAN AND ELEVATIONS
- A2.10 COLOR ELEVATIONS - BUILDING 1 & 2
- A2.20 COLOR ELEVATIONS - BUILDING 3 & 4
- A2.30 COLOR ELEVATIONS - BUILDING 5 & 6
- A2.40 COLOR ELEVATIONS - BUILDING 7
- A4.10 PRELIMINARY LANDSCAPE PLAN



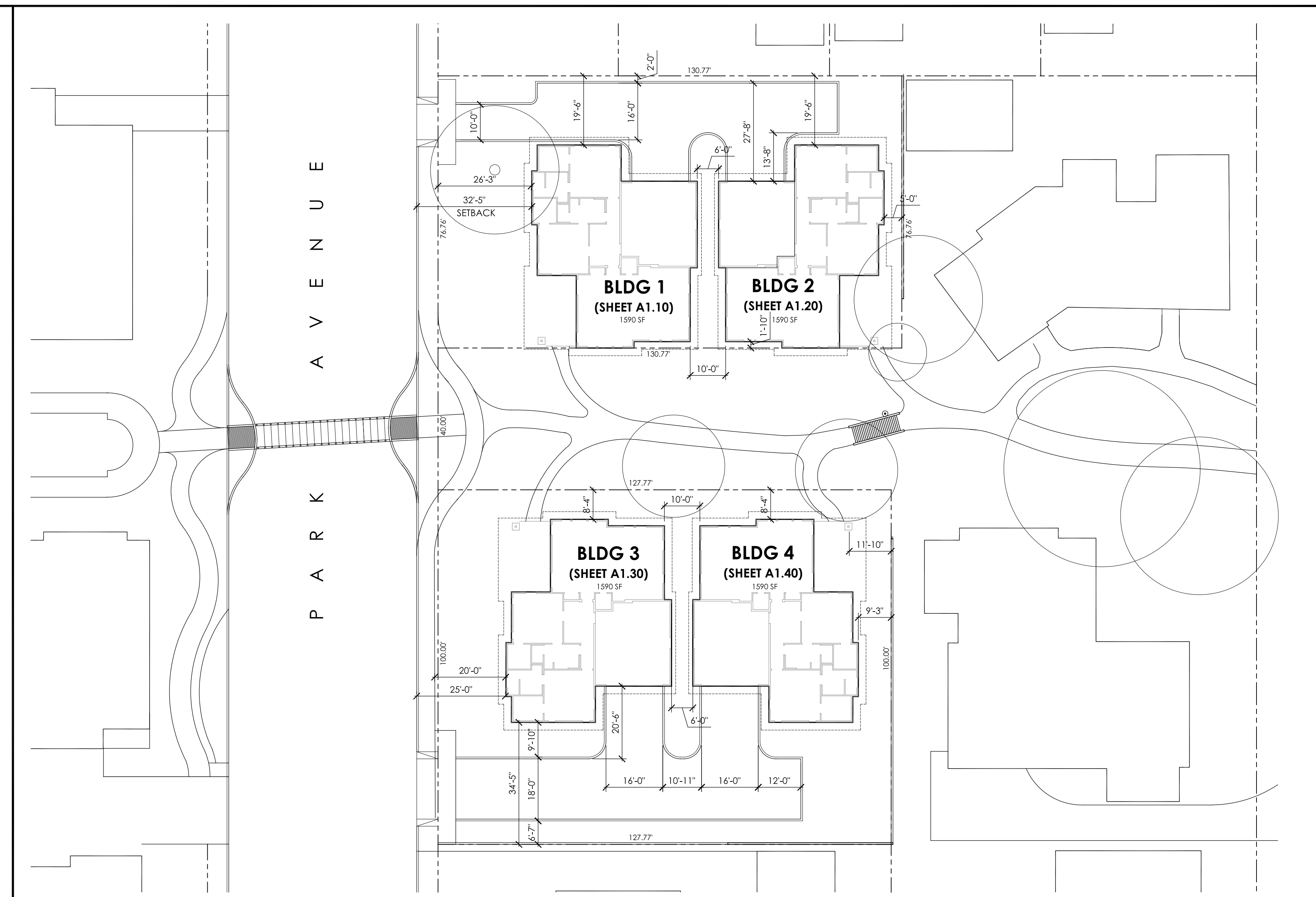
1 OVERALL SITE PLAN
1"=50'-0"

UNIT SUMMARY TABLE

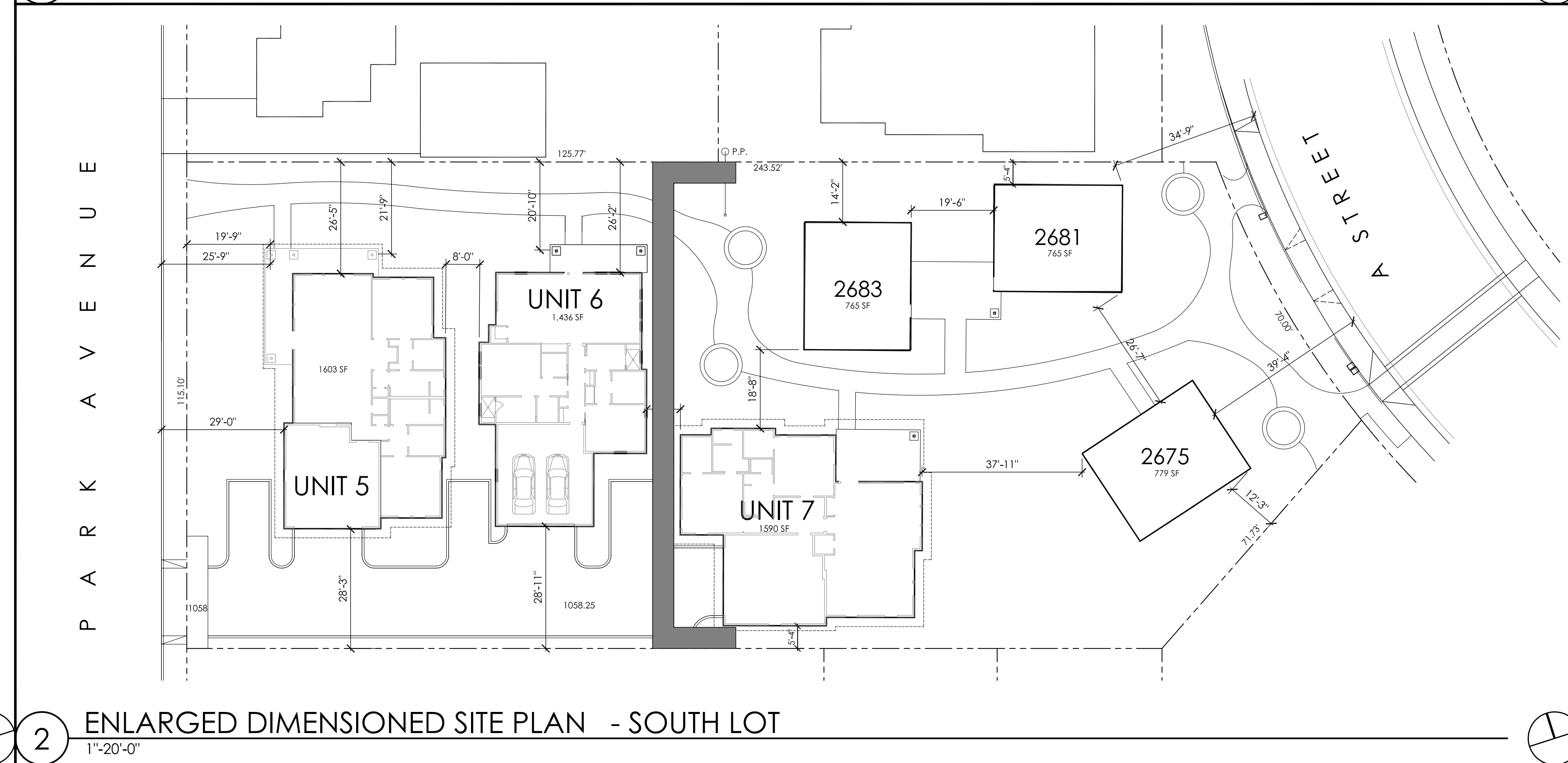
UNIT NUMBER	FLOOR PLAN TYPE	HABITABLE AREA	GARAGE	BUILDING FOOTPRINT	PRIVATE PATIO	PARKING PROVIDED
1	A	1,568 SQ.FT.	521 SQ.FT.	2,089 SQ.FT.	245 SQ.FT.	2
2	A	1,568 SQ.FT.	521 SQ.FT.	2,089 SQ.FT.	245 SQ.FT.	2
3	A	1,568 SQ.FT.	521 SQ.FT.	2,089 SQ.FT.	245 SQ.FT.	2
4	A	1,568 SQ.FT.	521 SQ.FT.	2,089 SQ.FT.	245 SQ.FT.	2
5	B	1,582 SQ.FT.	545 SQ.FT.	2,127 SQ.FT.	302 SQ.FT.	2
6	C	1,583 SQ.FT.	551 SQ.FT.	2,134 SQ.FT.	152 SQ.FT.	2
7	A	1,568 SQ.FT.	521 SQ.FT.	2,089 SQ.FT.	245 SQ.FT.	2



3 OVERALL DIMENSIONED SITE PLAN
1"=30'-0"

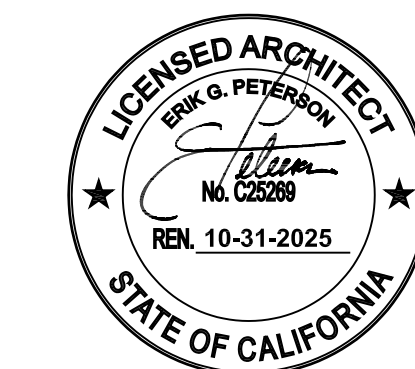


1 ENLARGED DIMENSIONED SITE PLAN - NORTH LOT
1"=20'-0"



2 ENLARGED DIMENSIONED SITE PLAN - SOUTH LOT
1"=20'-0"

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PROJECT
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APPLICANT
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2705 MOUNTAIN VIEW DRIVE
LA VERNE, CA 91750

ENLARGED
SITE PLAN/
CONCEPT
GRADING
PLANS AND
PARKING
PLAN

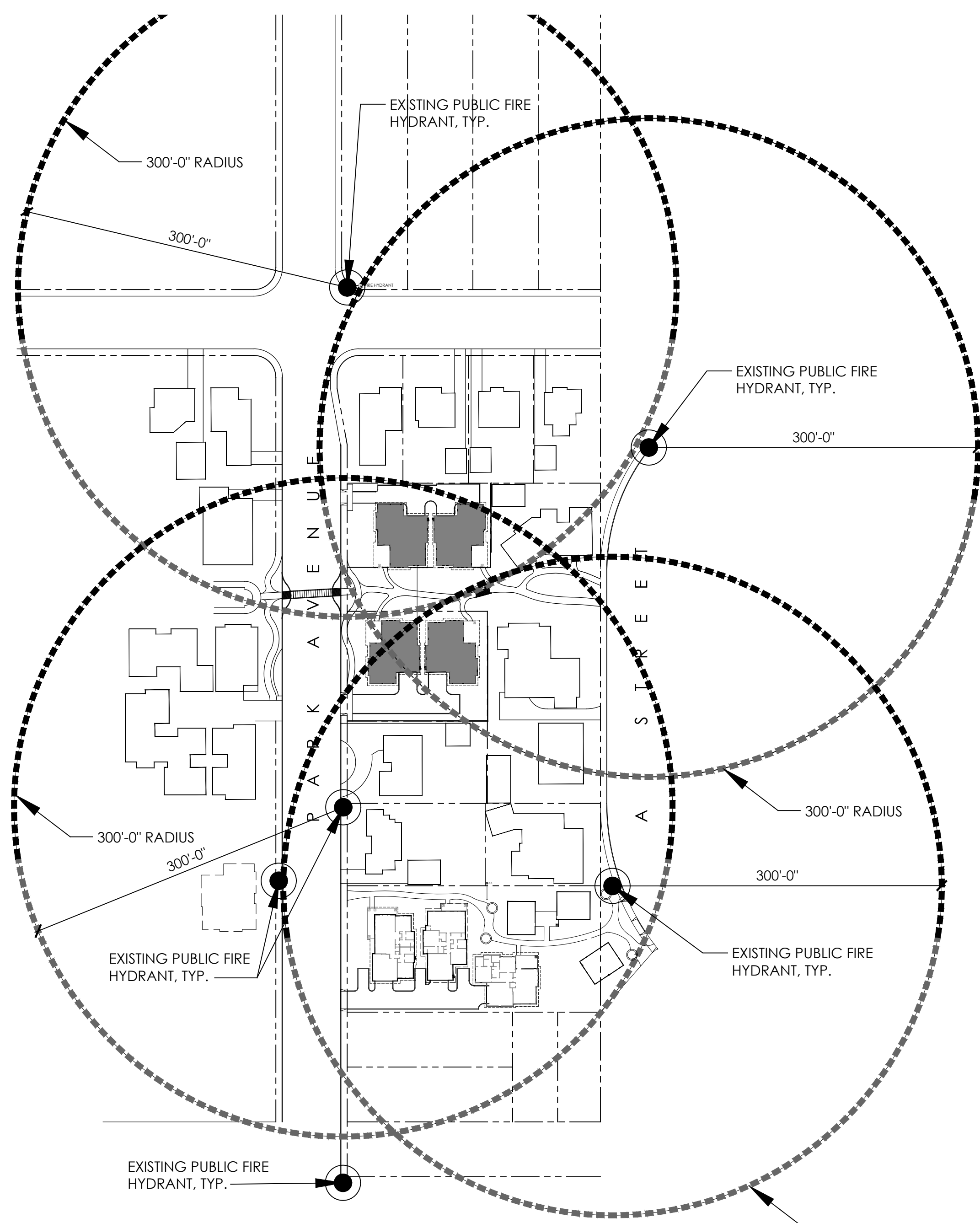
REVISIONS

NO.	DATE	DESCRIPTION
1		
2		
3		

DATE: XX / XX / 2024
SCALE: AS NOTED
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CHK BY: EGP

SHEET NO.

A0.10

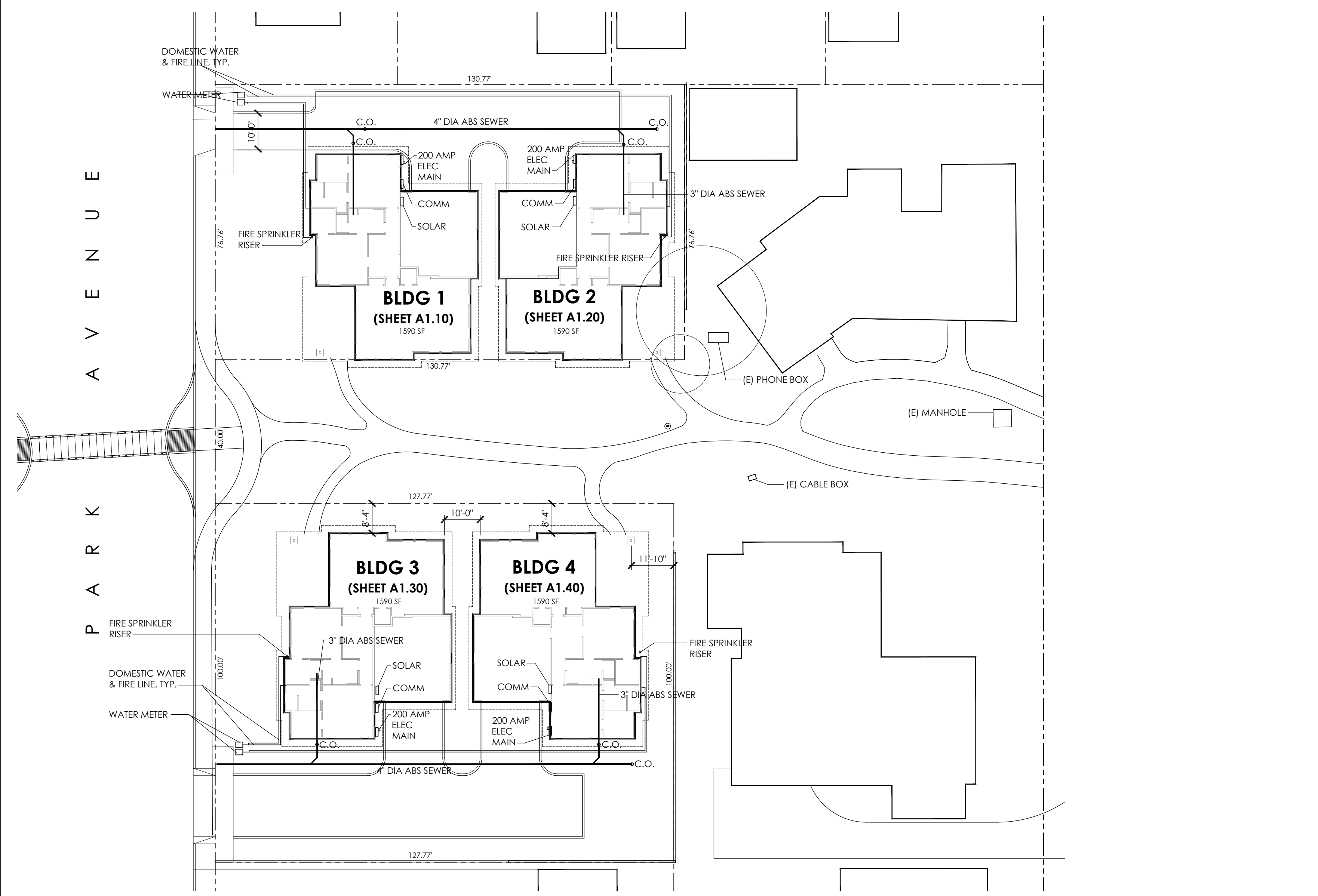


3 EXISTING FIRE HYDRANT LOCATION PLAN
1"=80'-0"

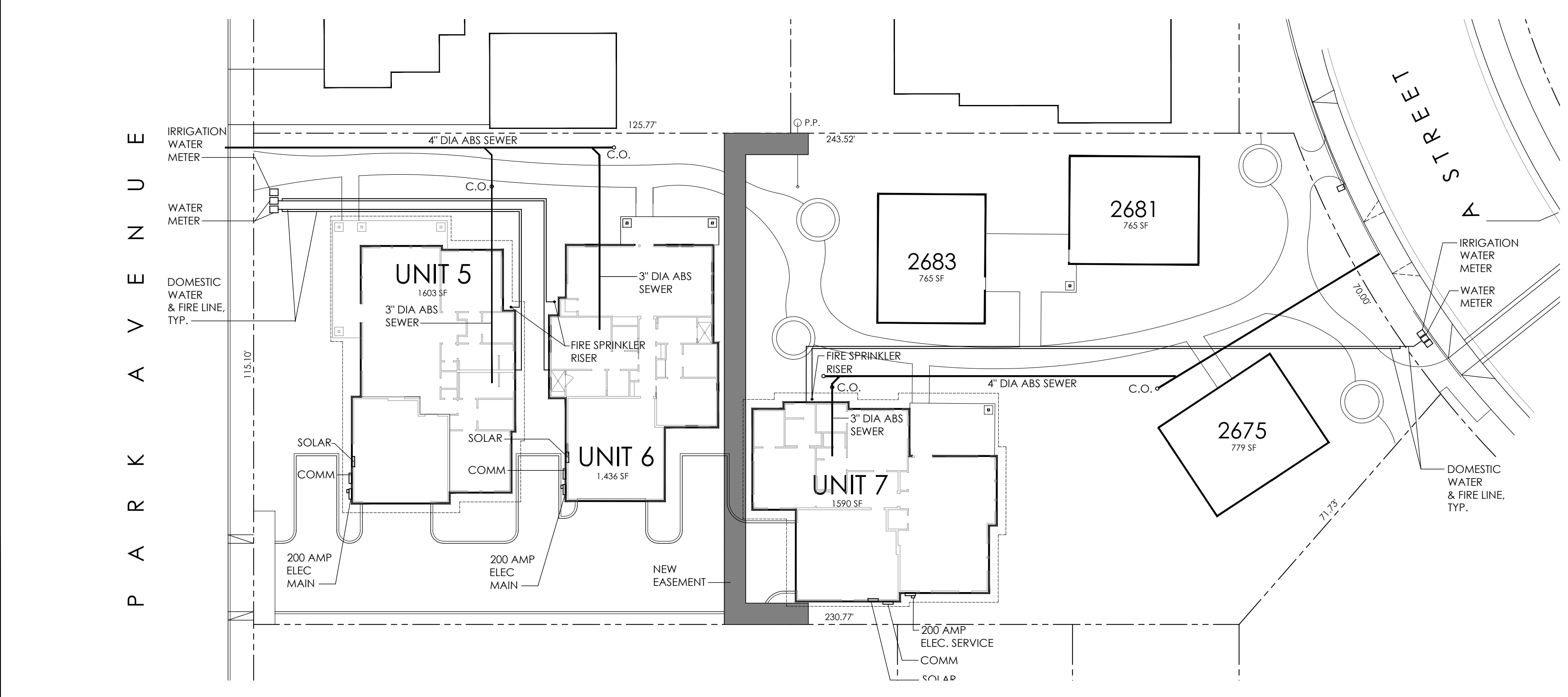
FIRE DEPARTMENT NOTES

- APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND, BE ARABIC NUMERALS OR ALPHABET LETTERS, AND BE A MINIMUM OF 4 INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1
- ALL FIRE HYDRANTS SHALL MEASURE 6" X 4" X 2-1/2", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL.
- ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4
- DUMPSTERS AND CONTAINERS WITH AN INDIVIDUAL CAPACITY OF 1.5 CUBIC YARDS OR MORE SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 5 FEET OF COMBUSTIBLE WALLS, OPENINGS OR COMBUSTIBLE ROOF EAVES, UNLESS AREAS CONTAIN DUMPSTERS OR CONTAINERS OR CONTAINERS ARE PROTECTED BY AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM. FIRE CODE 304.3.3.
- SMOKE ALARMS SHALL BE INSTALLED IN THE FOLLOWING LOCATIONS:
 - IN EACH SLEEPING ROOM.
 - OUTSIDE EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOMS.
 - ON EACH ADDITIONAL STORY OF THE DWELLING, INCLUDING BASEMENTS AND HABITABLE ATTICS BUT NOT INCLUDING CRAWL SPACES AND UNINHABITABLE ATTICS.
 - IN DWELLINGS OR DWELLING UNITS WITH SPLIT LEVELS AND WITHOUT AN INTERVENING DOOR BETWEEN THE ADJACENT LEVELS, A SMOKE ALARM INSTALLED ON THE UPPER LEVEL SHALL SUFFICE FOR THE ADJACENT LOWER LEVEL PROVIDED THAT THE LOWER LEVEL IS LESS THAN ONE FULL STORY BELOW THE UPPER LEVEL.

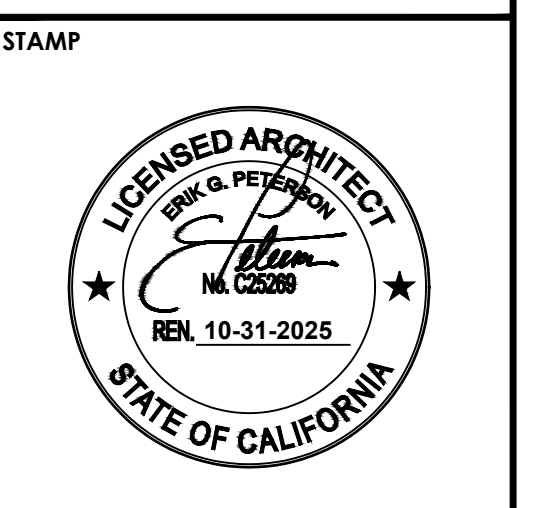
WHEN MORE THAN ONE SMOKE ALARM IS REQUIRED TO BE INSTALLED WITHIN AN INDIVIDUAL DWELLING UNIT THE ALARM DEVICES SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTUATION OF ONE ALARM WILL ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT. RESIDENTIAL CODE R314.3
- SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING PROVIDED THAT SUCH WIRING IS SERVED FROM A COMMERCIAL SOURCE AND SHALL BE EQUIPPED WITH A BATTERY BACKUP. RESIDENTIAL CODE R314.4



1 ENLARGED SITE PLAN/ CONCEPT FIRE SPRINKLER RISER PLAN - NORTH LOT
1"=20'-0"



2 ENLARGED SITE PLAN/ CONCEPT FIRE SPRINKLER RISE PLAN - SOUTH LOT
1"=20'-0"



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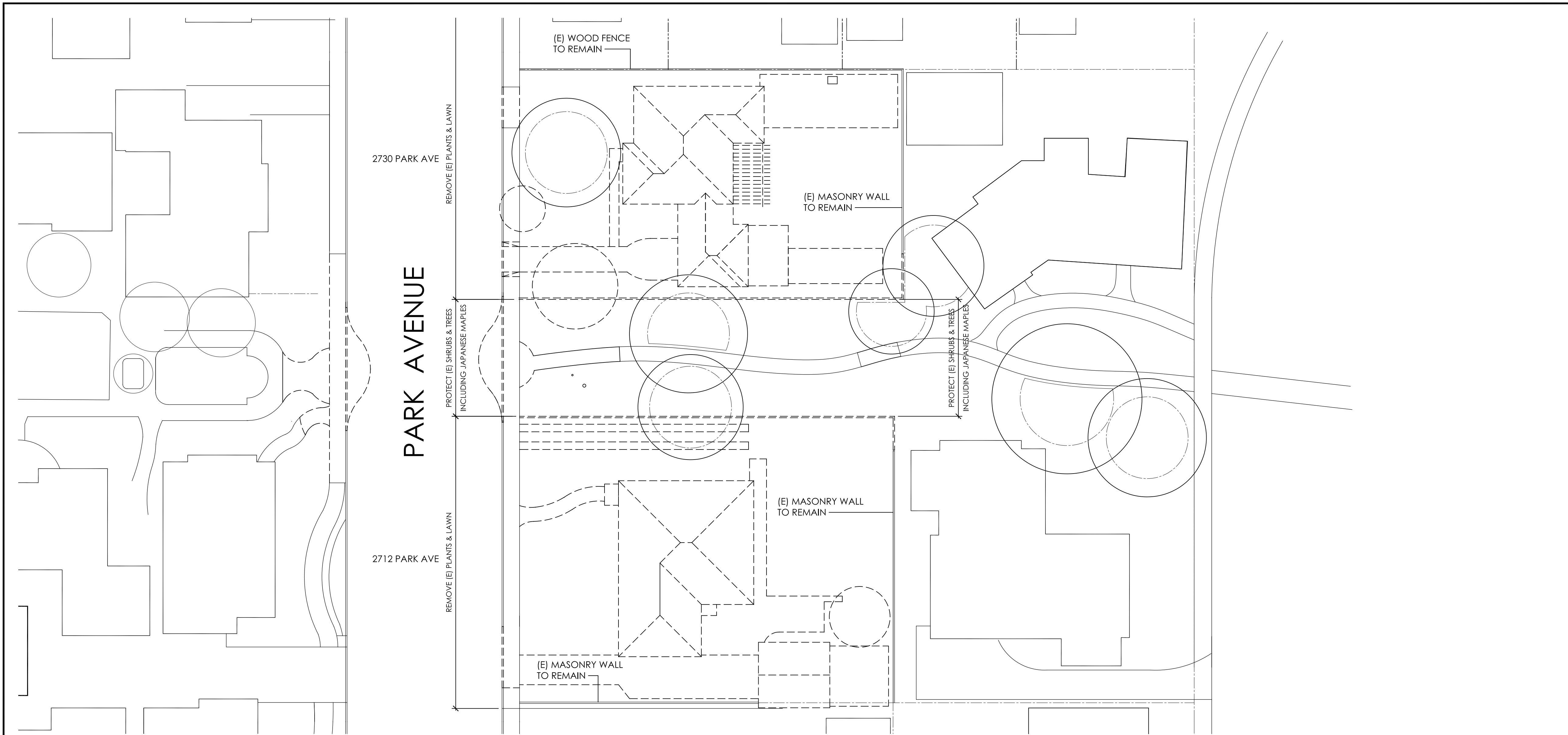
FIRE HYDRANT LOCATION PLAN & SITE PLAN

REVISIONS

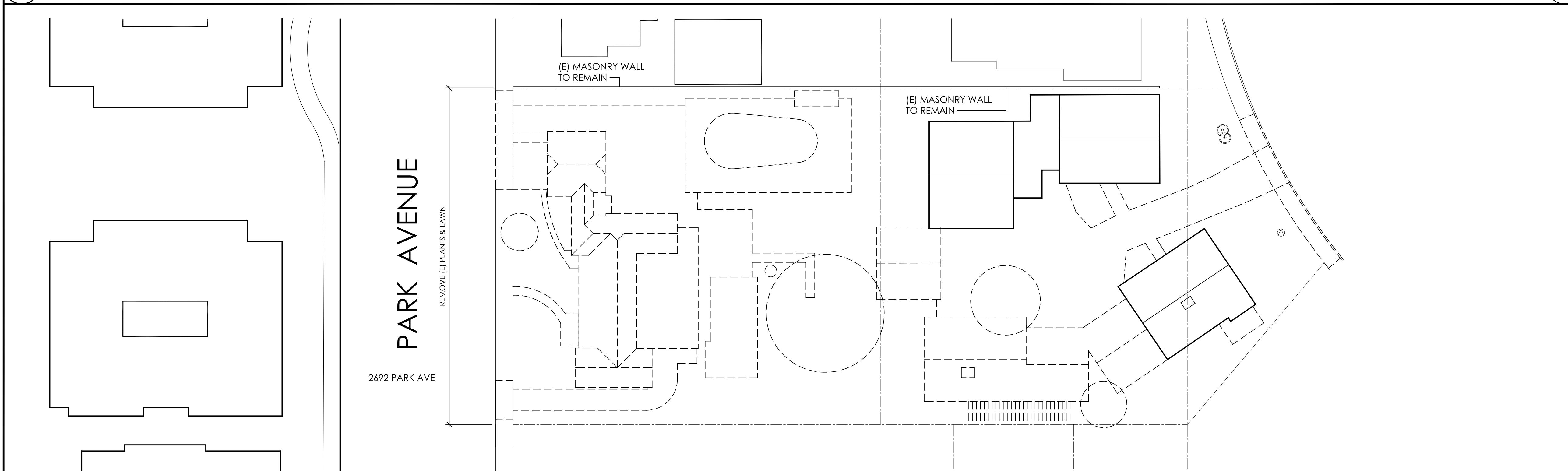
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DATE: XX / XX / 2024
SCALE: AS NOTED
JOB NO: 23109
DWN BY: CCW
CHK BY: EGP

SHEET NO.
A0.11



1 SITE DEMOLITION & TREE PROTECTION PLAN - NORTH LOT
1"=20'-0"



2 SITE DEMOLITION & TREE PROTECTION PLAN - SOUTH LOT
1"=20'-0"

xx DEMOLITION KEYNOTES

1. REMOVE SINGLE FAMILY RESIDENCE: ASPHALT SHINGLE ROOF, STUCCO FINISH, WOOD FRAME, FOUNDATIONS & CONCRETE SLABS.
2. REMOVE CONCRETE DRIVEWAY
3. REMOVE WOOD FRAMED PATIO COVER.
4. REMOVE 6 FT HIGH MASONRY WALL
5. REMOVE MASONRY OUTDOOR BBQ
6. REMOVE PORTION OF ASPHALT
7. CURB, GUTTER, SIDEWALK & DRIVEWAY APRONS IN PUBLIC RIGHT OF WAY TO REMAIN UNTIL STREET IMPROVEMENTS ARE TO BE INSTALLED
8. REMOVE 6 FT HIGH WOOD FENCE
9. REMOVE CONCRETE SWIMMING POOL
10. REMOVE SINGLE STORY DUPLEX: ASPHALT SHINGLE ROOF, STUCCO FINISH, WOOD FRAME, RAISED FOUNDATION
11. REMOVE DETACHED GARAGE
12. REMOVE WOOD FRAMED TRELIS
13. EXISTING TREE TO REMAIN (PROTECT TREE W/ FENCE AS SHOWN).
14. REMOVE EXISTING TREE
15. REMOVE CONCRETE WALKWAY
16. REMOVE PORTION OF PUBLIC SIDEWALK, CURB & GUTTER

DEMOLITION NOTES

- A. SEE PRELIMINARY CONCEPTUAL LANDSCAPE PLANTING PLAN FOR TREE PROTECTION NOTES
- B. PRIOR TO DEMOLITION CONTACT ALL UTILITIES TO HAVE THEM DE-ENERGIZED.
- C. PRIOR TO DEMOLITION CONTACT DIG-ALERT TO HAVE ALL UTILITIES LOCATED.
- D. PROVIDE ALL CITY AND STATE REQUIRED DUST CONTROL MEASURES.
- E. DISPOSE OF WASTE PER CITY AND STATE REQUIREMENTS.

CEDGARCHITECTS

ARCHITECTURE //
BUILD //
LANDSCAPE //

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CONSULTANTS

PROJECT

HILLCREST GATEWAY PROJECT

APPLICANT

BRETHREN HILLCREST HOMES
2705 MOUNTAIN VIEW DRIVE
LA VERNE, CA 91750

SITE
DEMOLITION
& TREE
PROTECTION
PLAN

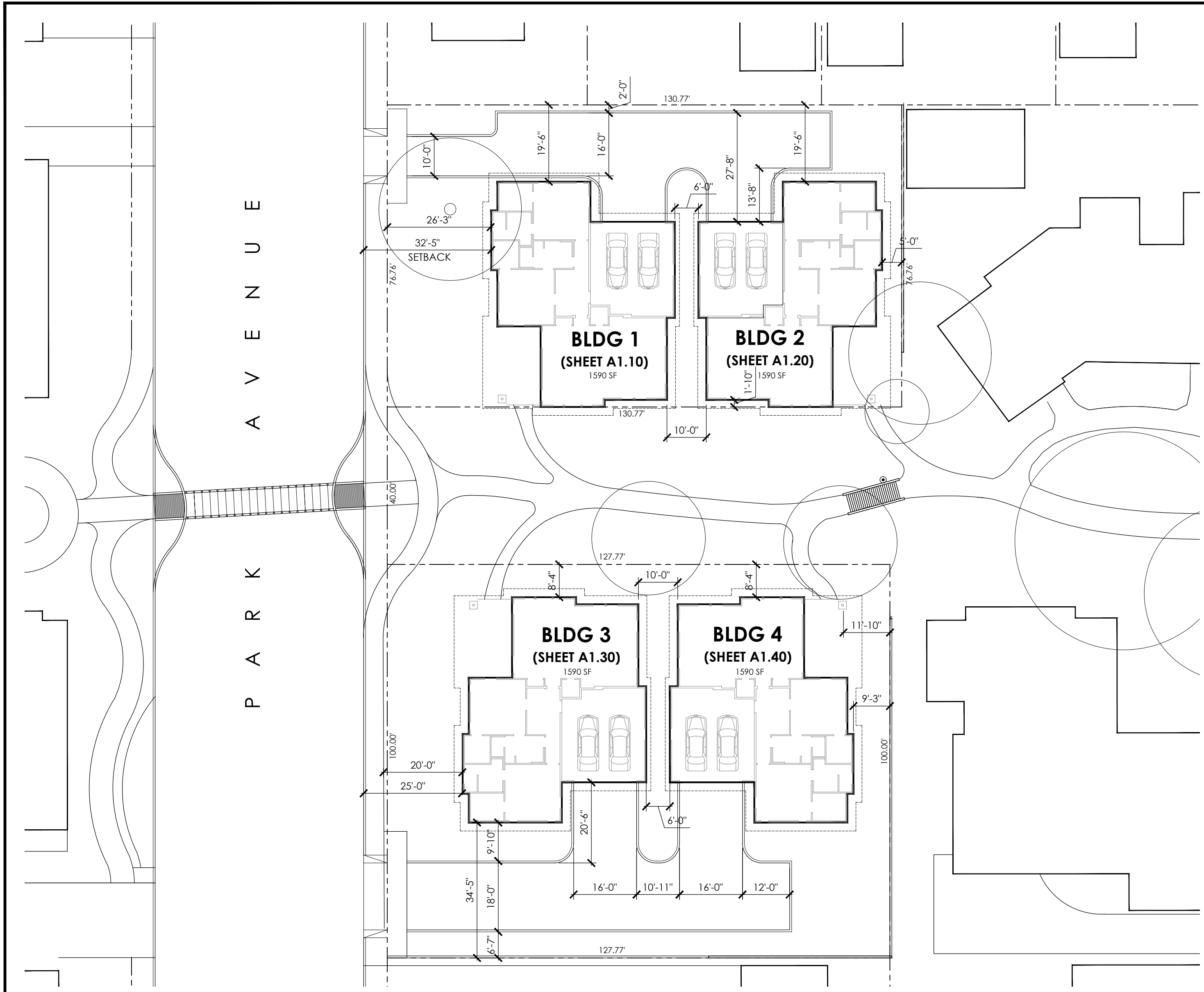
REVISIONS

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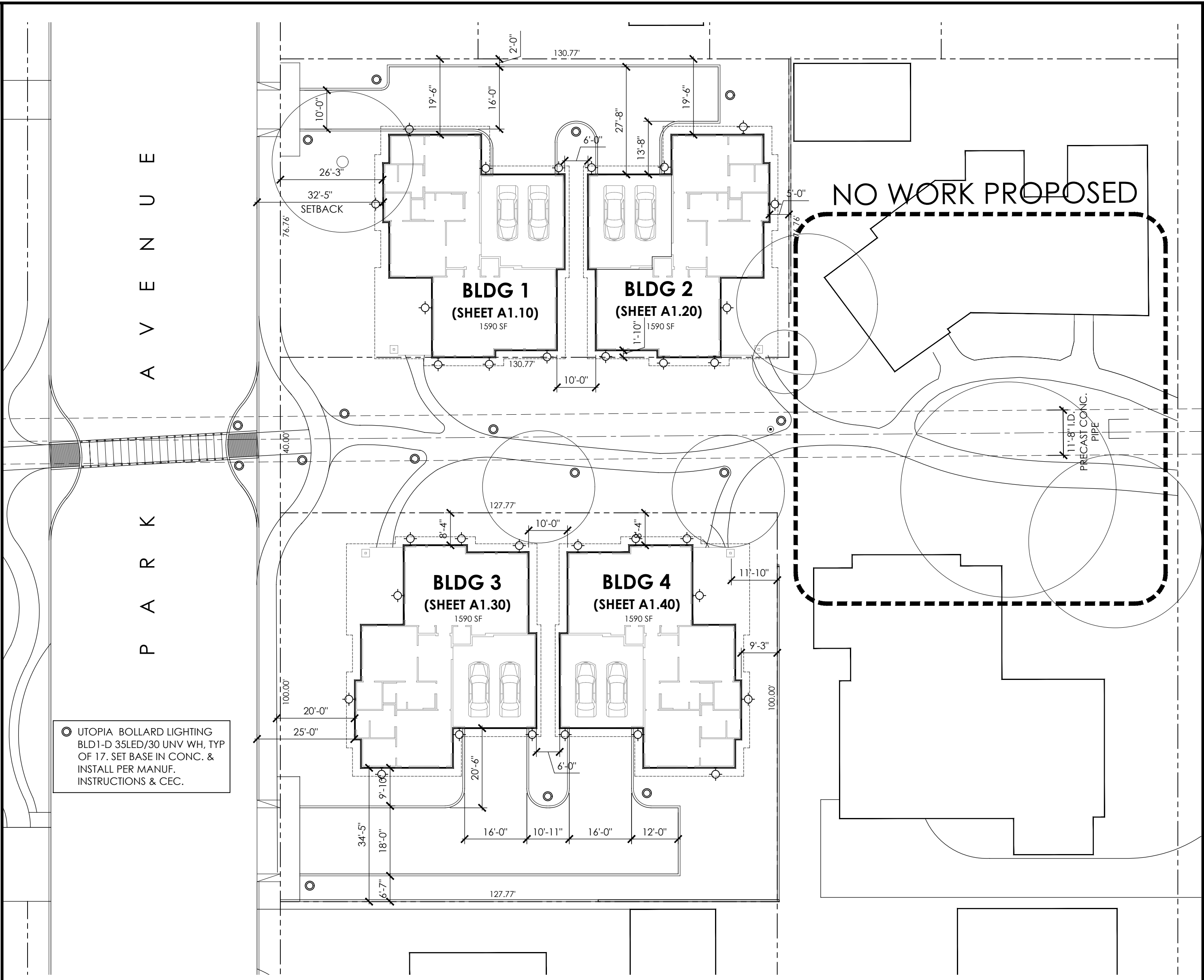
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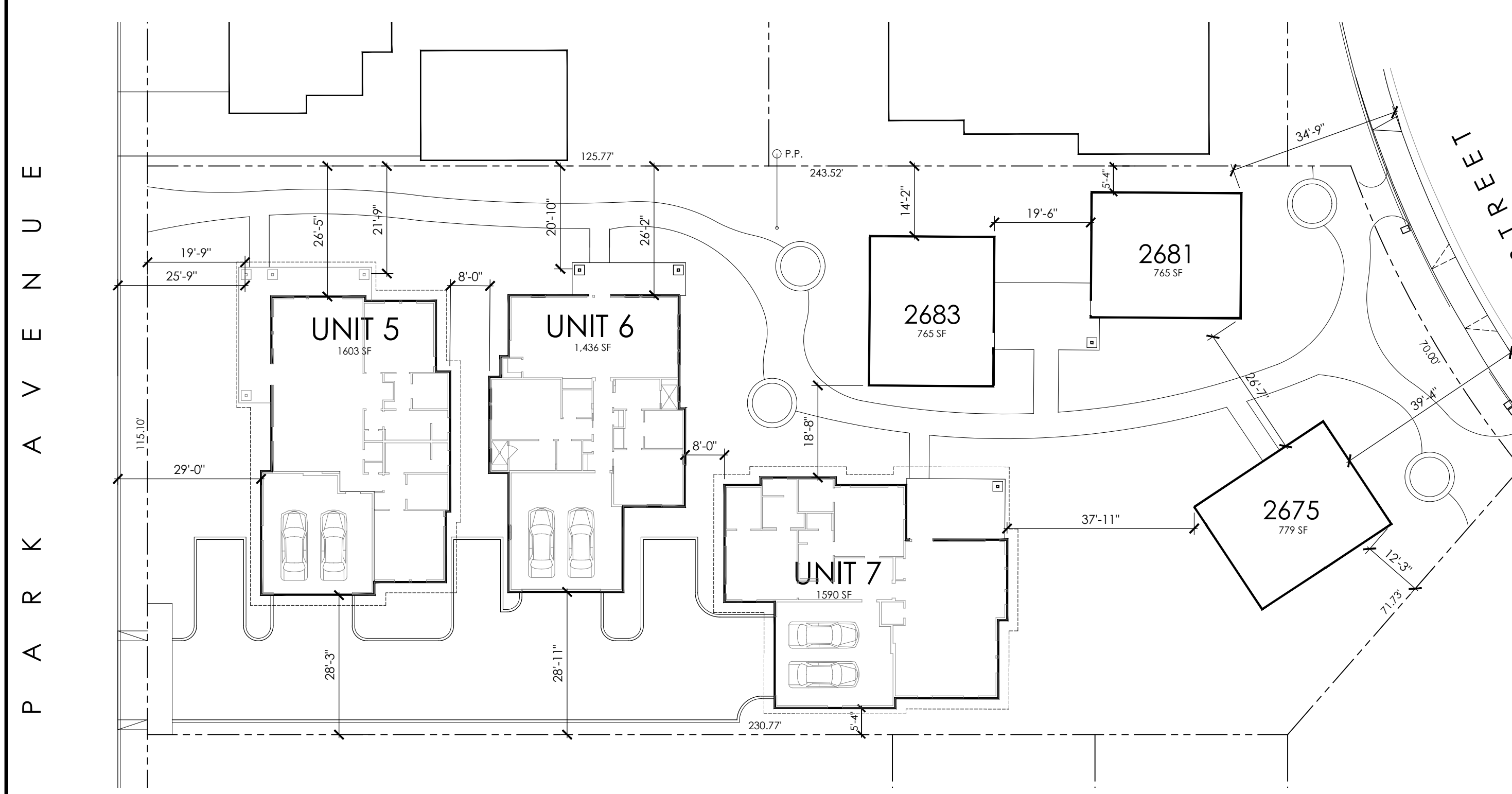
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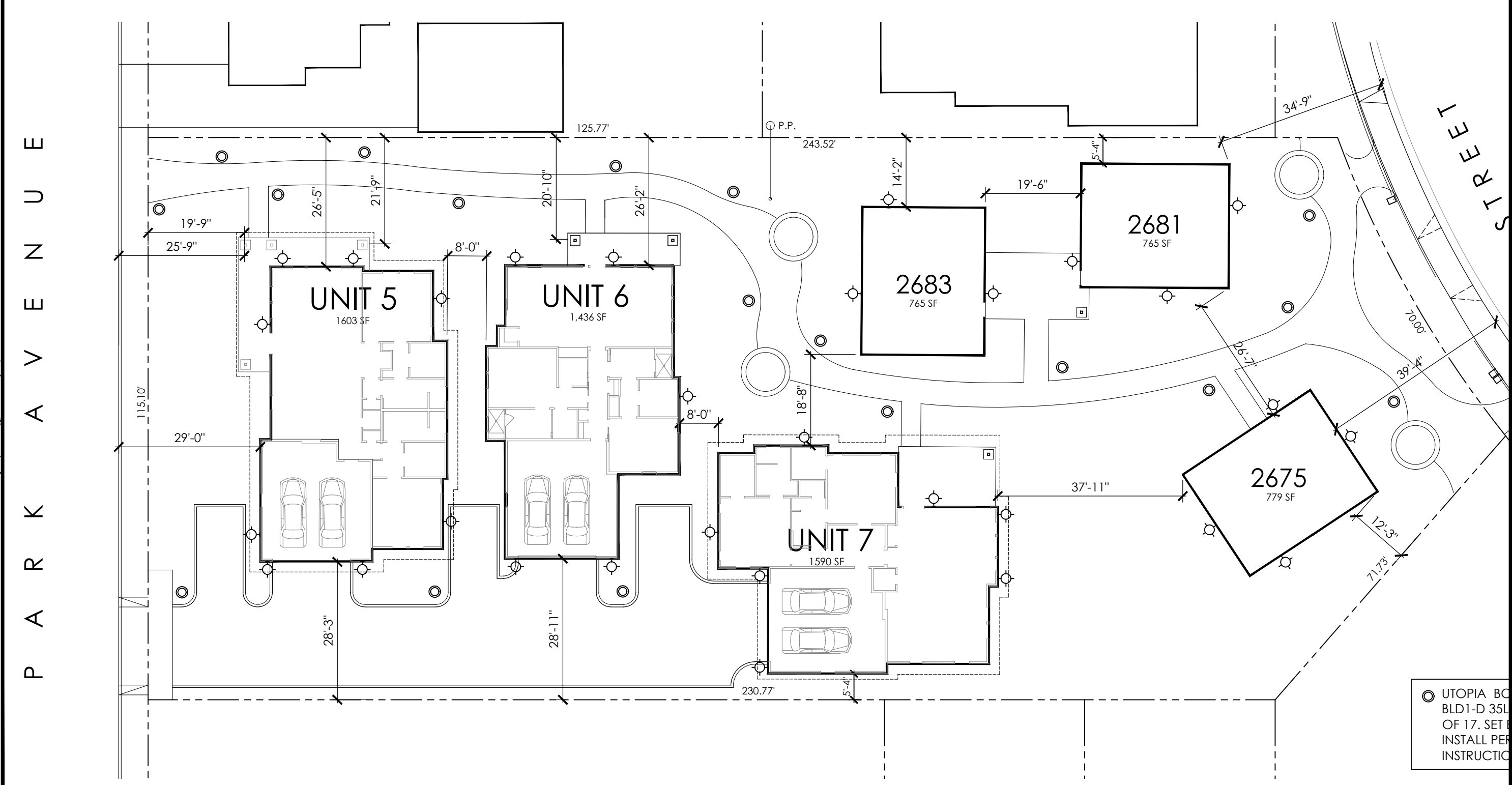
2 SITE UTILITY PLAN - NORTH
1"=20'-0"



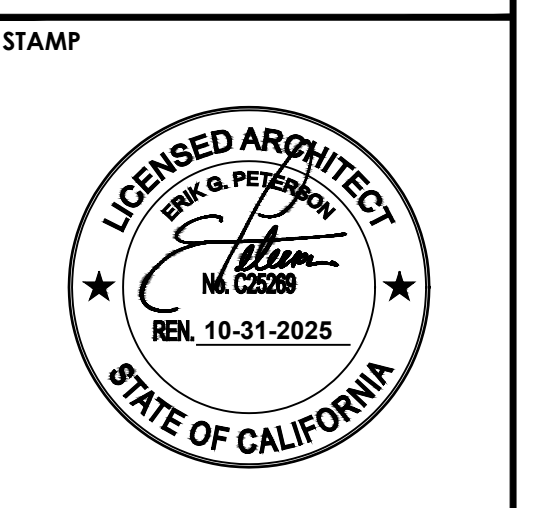
1 SITE LIGHTING PLAN - NORTH
1"=20'-0"



4 UTILITY SITE PLAN - SOUTH
1"=20'-0"



3 SITE LIGHTING PLAN - SOUTH
1"=20'-0"



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LA VERNE, CA 91750

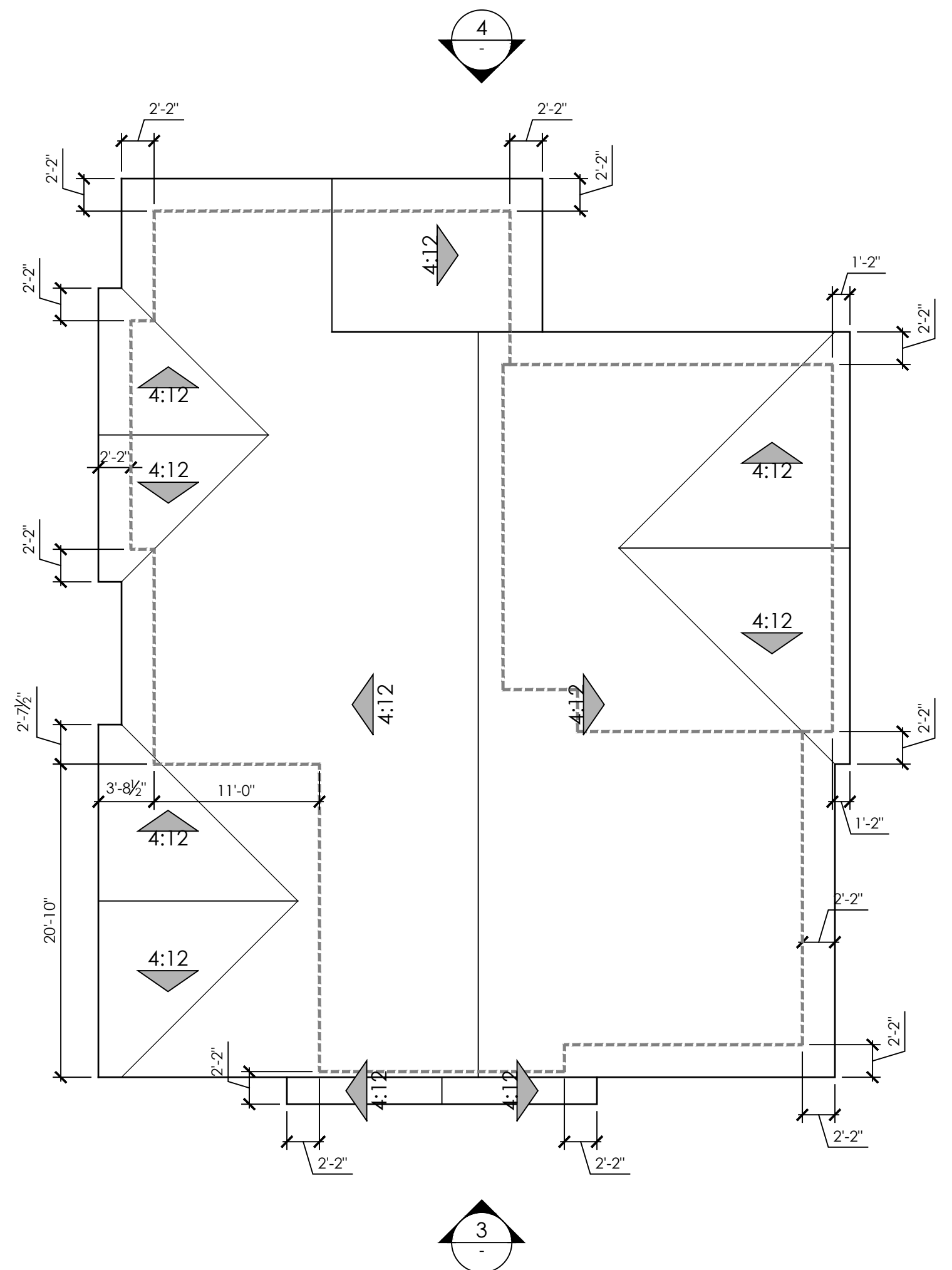
REVISIONS

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3	..	

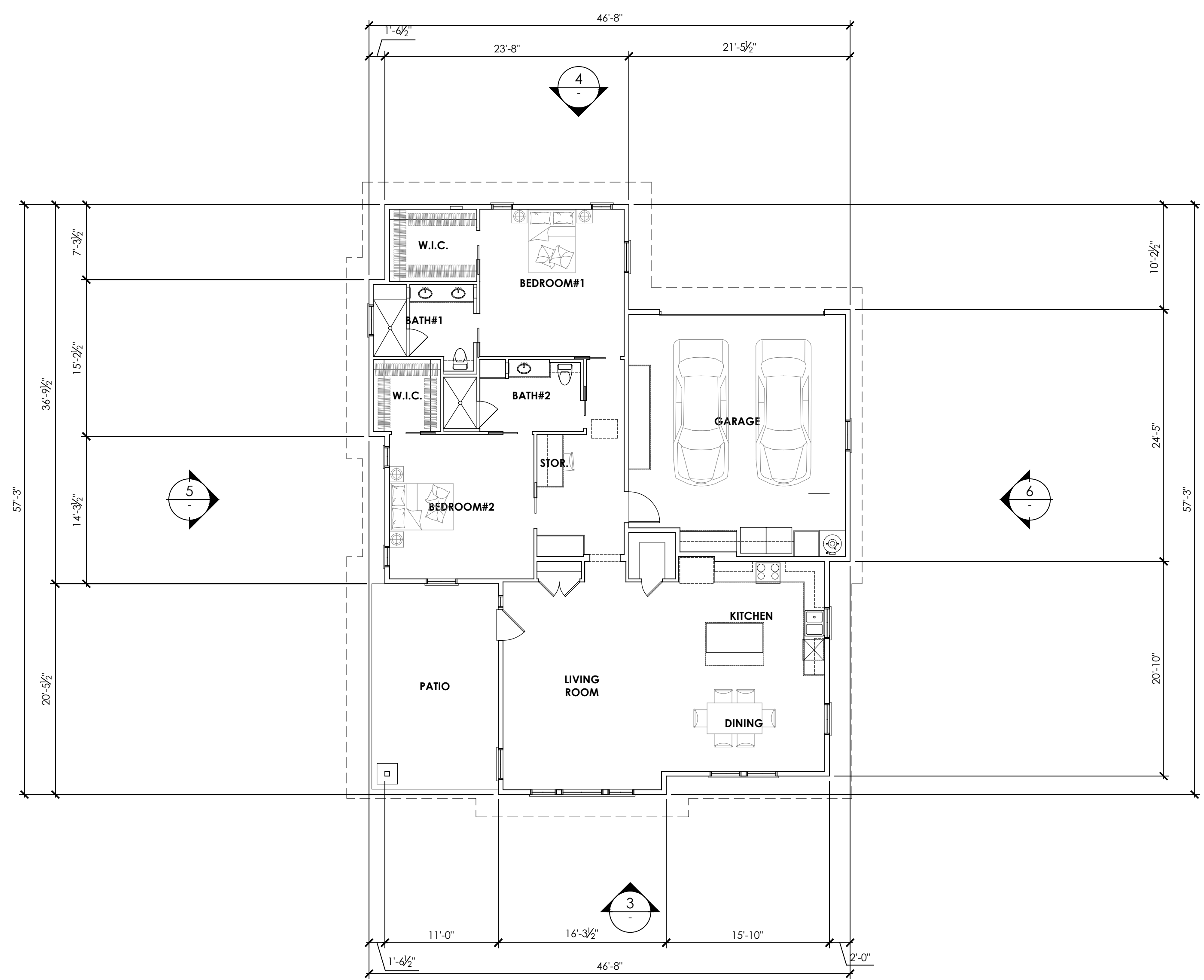
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SITE LIGHTING PLANS AND PARKING PLAN

SHEET NO.



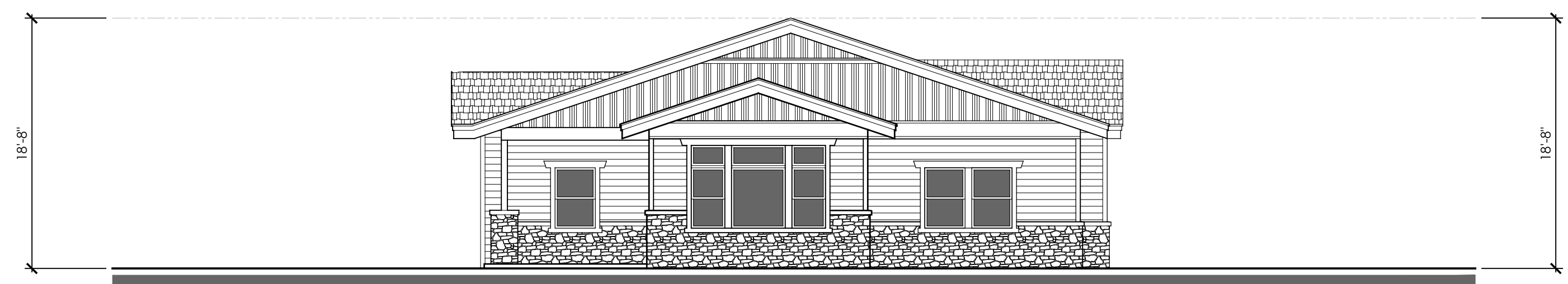
2 BUILDING 1 ROOF PLAN
1/8" = 1'-0"



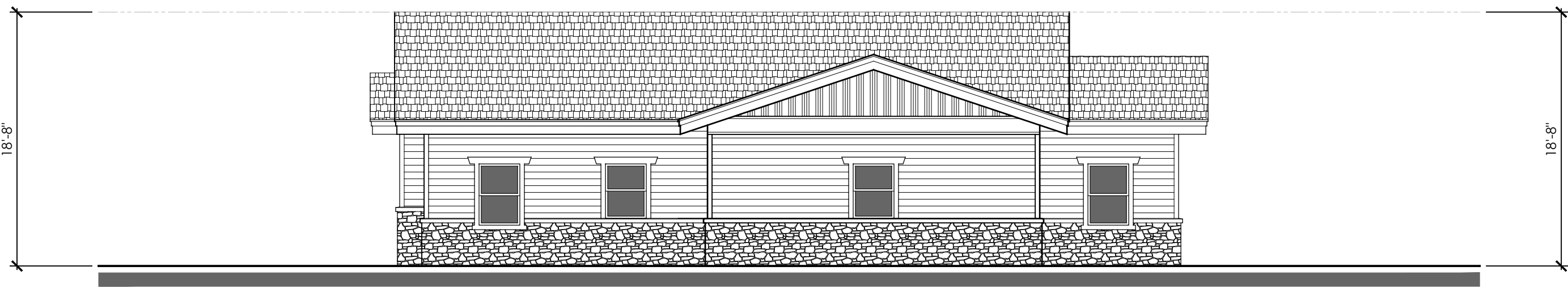
1 BUILDING 1 FLOOR PLAN
1/8" = 1'-0"



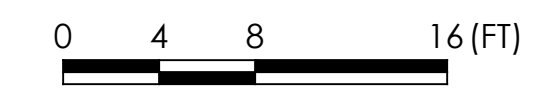
4 BUILDING 1 NORTH ELEVATION
1/8" = 1'-0"



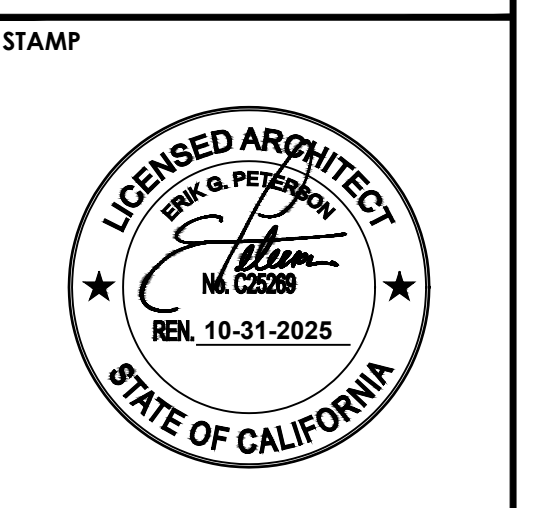
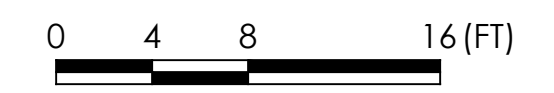
3 BUILDING 1 SOUTH ELEVATION
1/8" = 1'-0"



6 BUILDING 1 EAST ELEVATION
1/8" = 1'-0"



5 BUILDING 1 WEST ELEVATION
1/8" = 1'-0"



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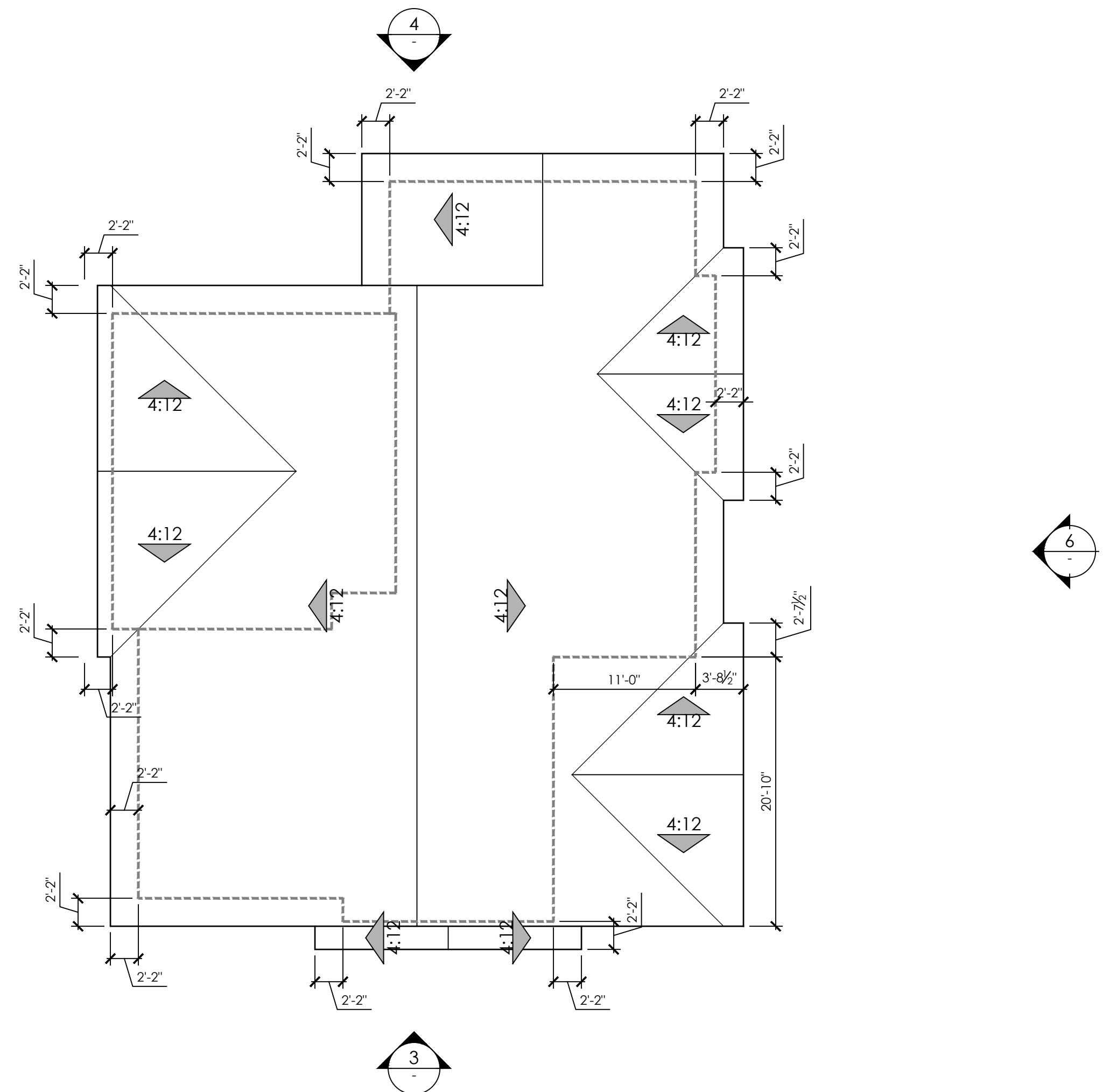
**BUILDING 1
FLOOR PLAN,
ROOF PLAN
AND
ELEVATIONS**

REVISIONS

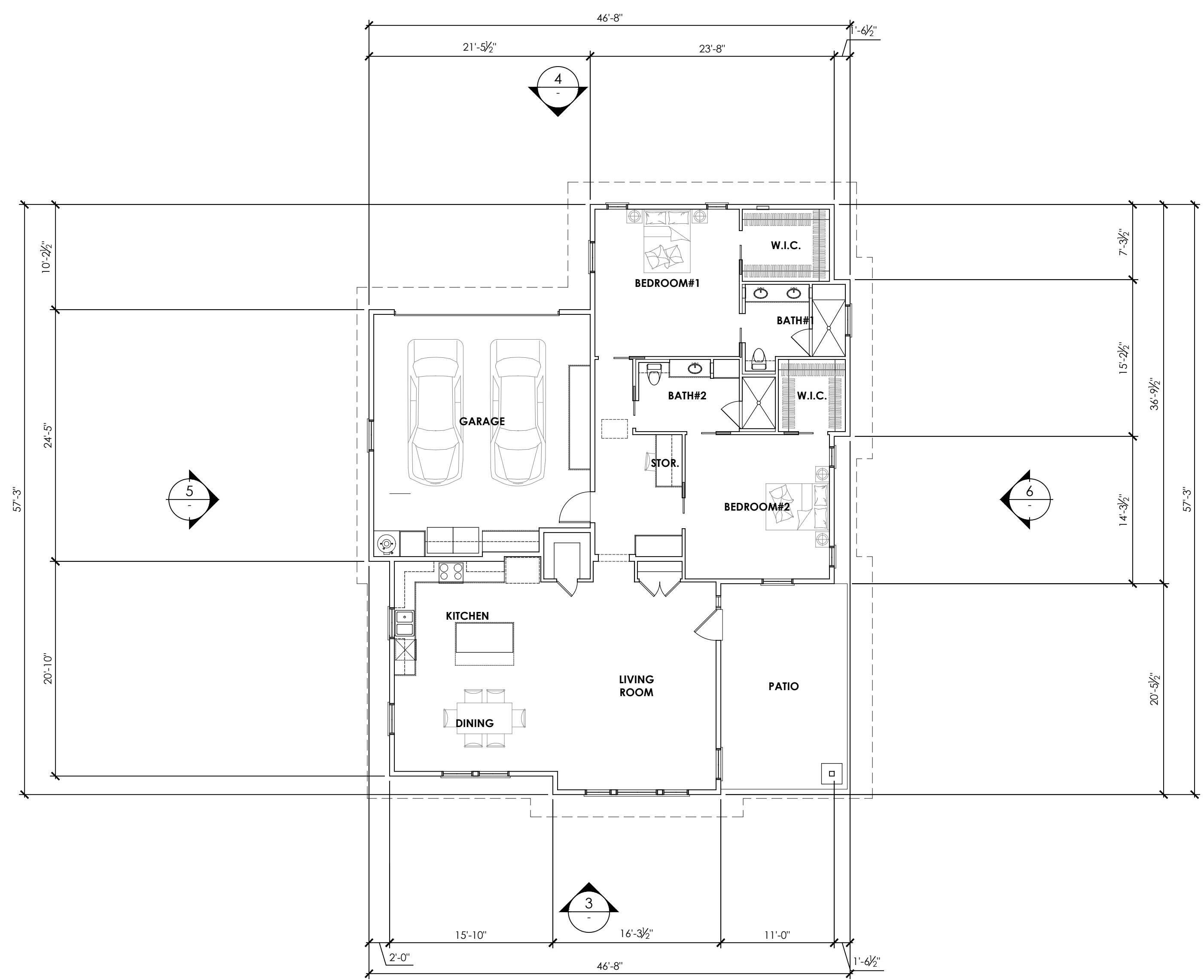
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A1.10



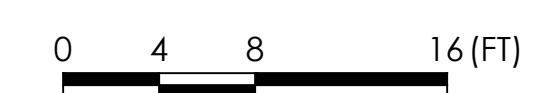
2 BUILDING 2 ROOF PLAN
1/8" = 1'-0"



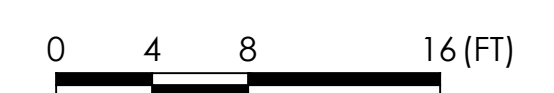
1 BUILDING 2 FLOOR PLAN
1/8" = 1'-0"



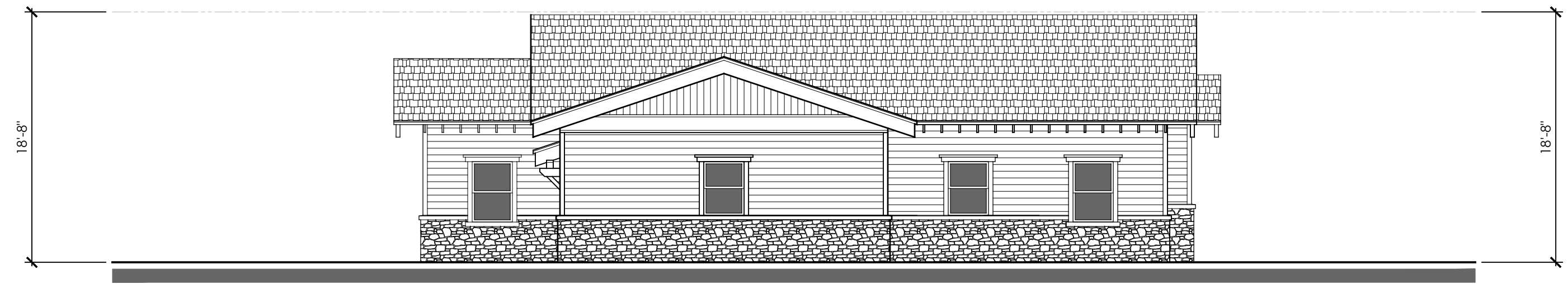
4 BUILDING 2 NORTH ELEVATION
1/8" = 1'-0"



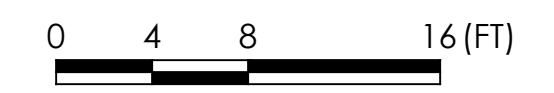
3 BUILDING 2 SOUTH ELEVATION
1/8" = 1'-0"



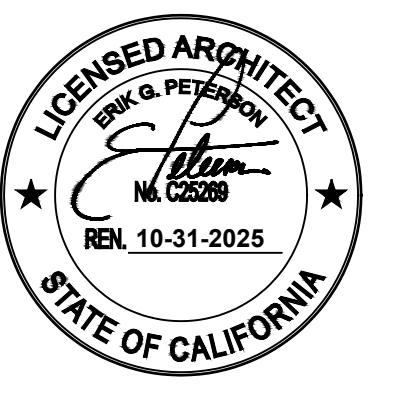
6 BUILDING 2 EAST ELEVATION
1/8" = 1'-0"



5 BUILDING 2 WEST ELEVATION
1/8" = 1'-0"



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**BUILDING 2
FLOOR PLAN,
ROOF PLAN
AND
ELEVATIONS**

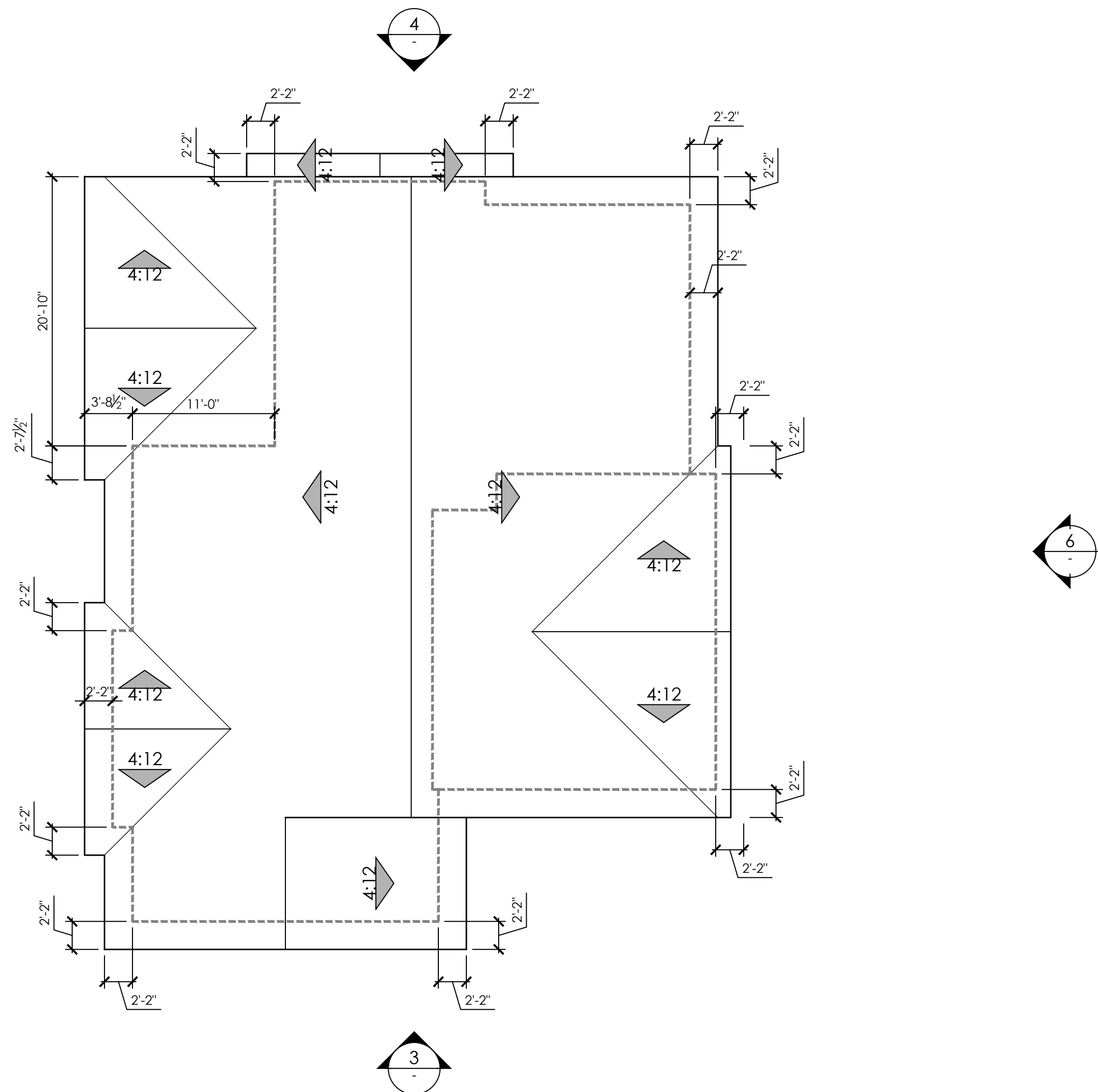
REVISIONS

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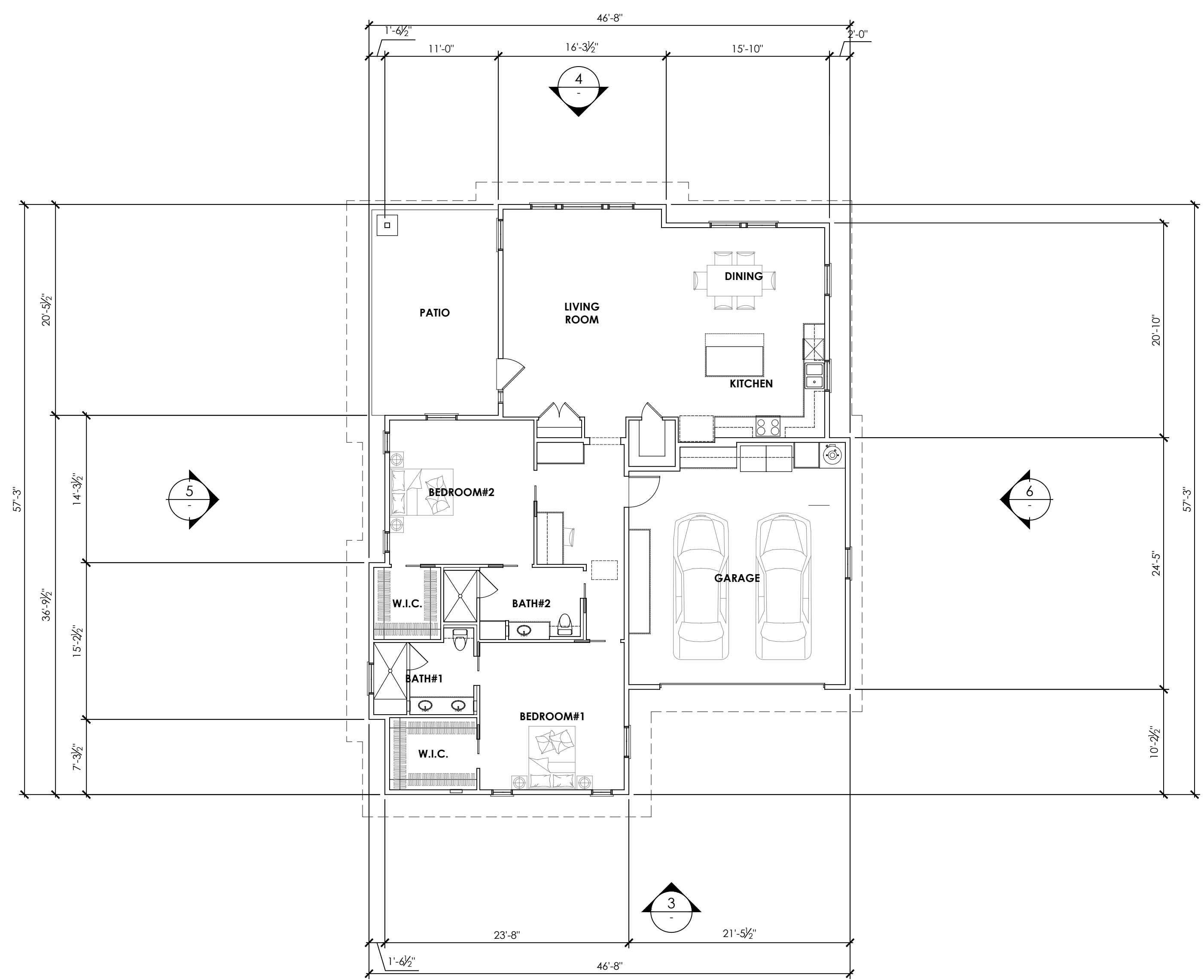
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SHEET NO.

A1.20



2 BUILDING 3 ROOF PLAN
1/8" = 1'-0"



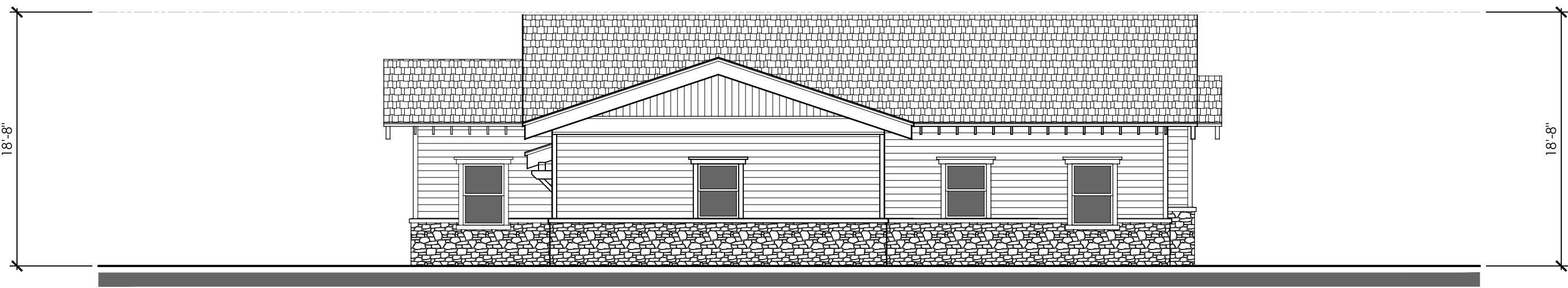
1 BUILDING 3 FLOOR PLAN
1/8" = 1'-0"



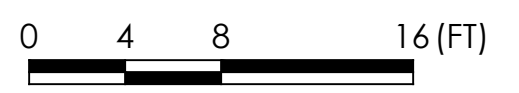
4 BUILDING 3 NORTH ELEVATION
1/8" = 1'-0"



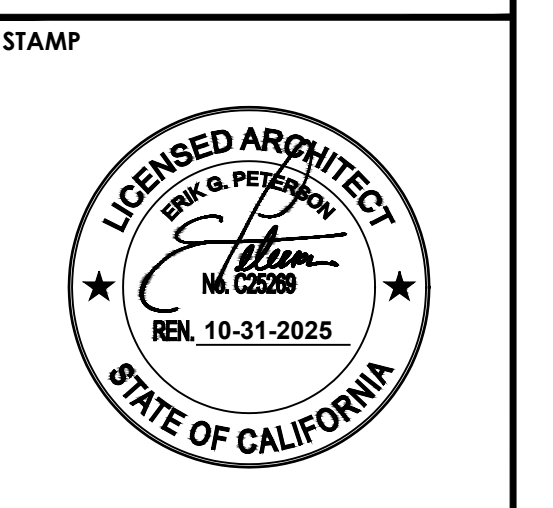
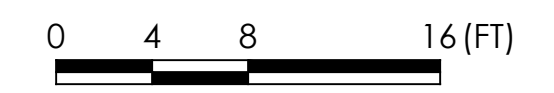
3 BUILDING 3 SOUTH ELEVATION
1/8" = 1'-0"



6 BUILDING 3 EAST ELEVATION
1/8" = 1'-0"



5 BUILDING 3 WEST ELEVATION
1/8" = 1'-0"



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2705 MOUNTAIN VIEW DRIVE
LA VERNE, CA 91750

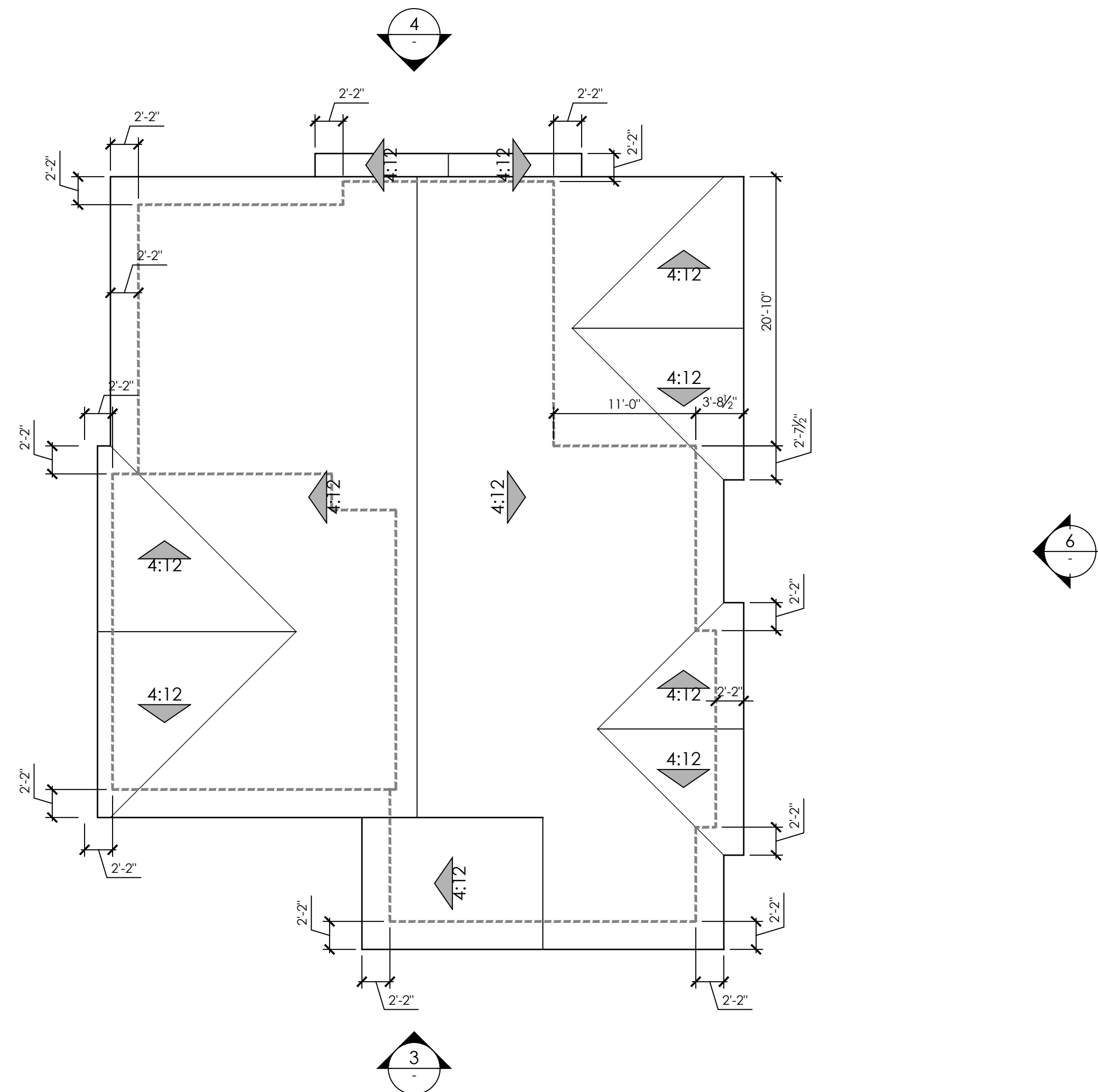
**BUILDING 3
FLOOR PLAN,
ROOF PLAN
AND
ELEVATIONS**

REVISIONS

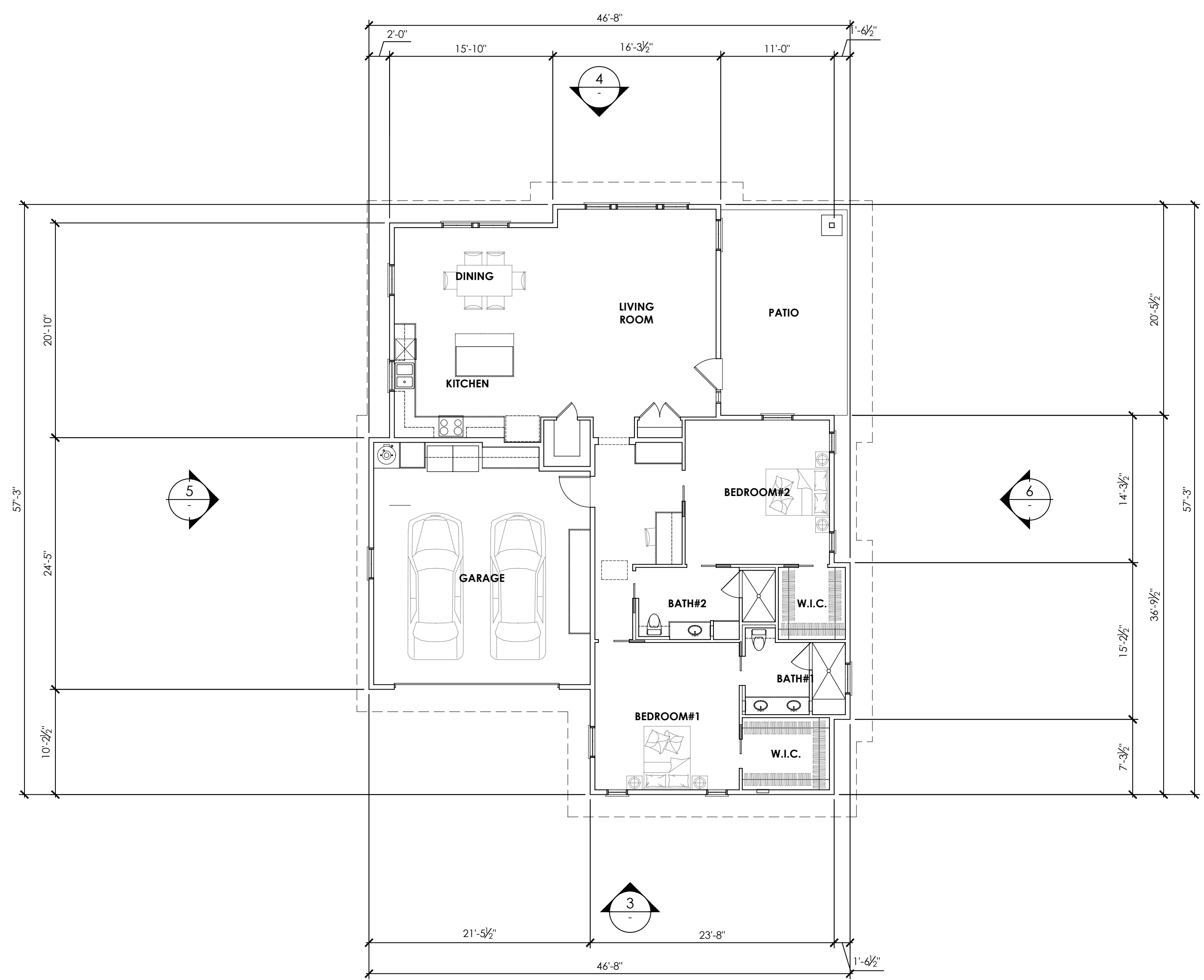
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DATE: XX / XX / 2024
SCALE: AS NOTED
JOB NO: 23109
DWN BY: CCW
CHK BY: EGP

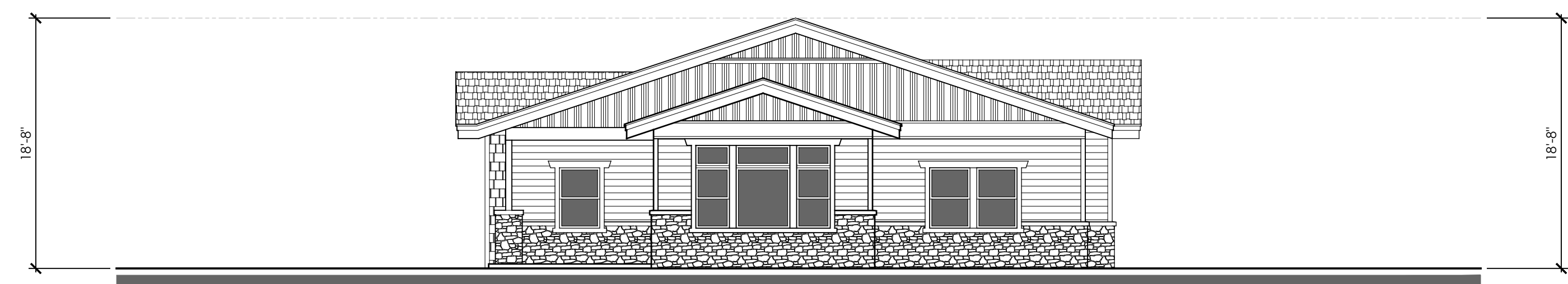
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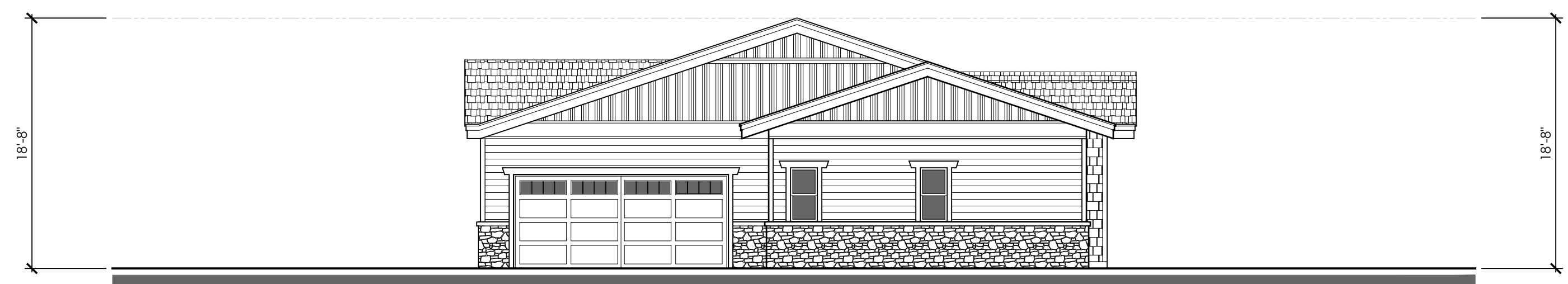
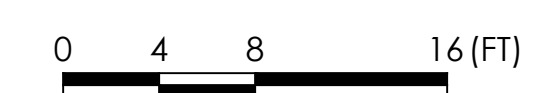
2 BUILDING 4 ROOF PLAN
1/8" = 1'-0"



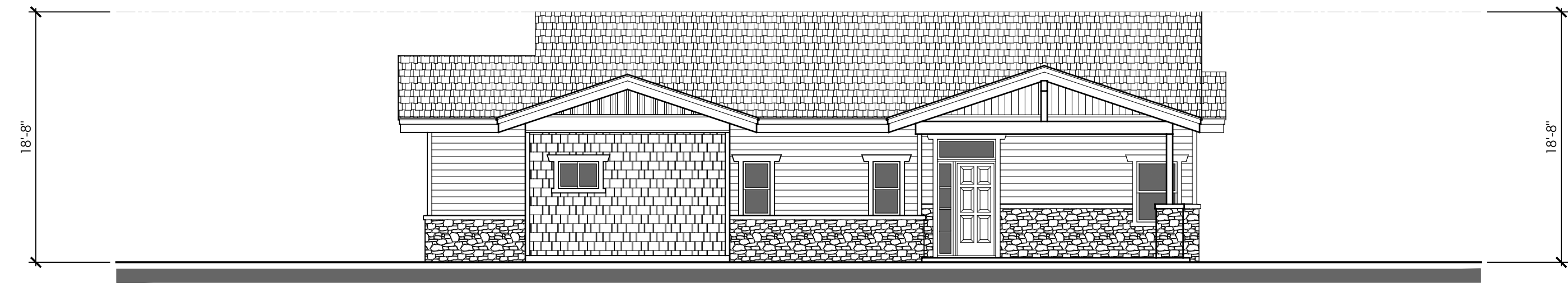
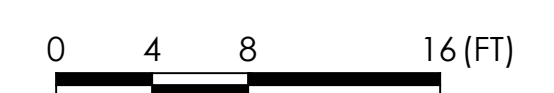
1 BUILDING 4 FLOOR PLAN
1/8" = 1'-0"



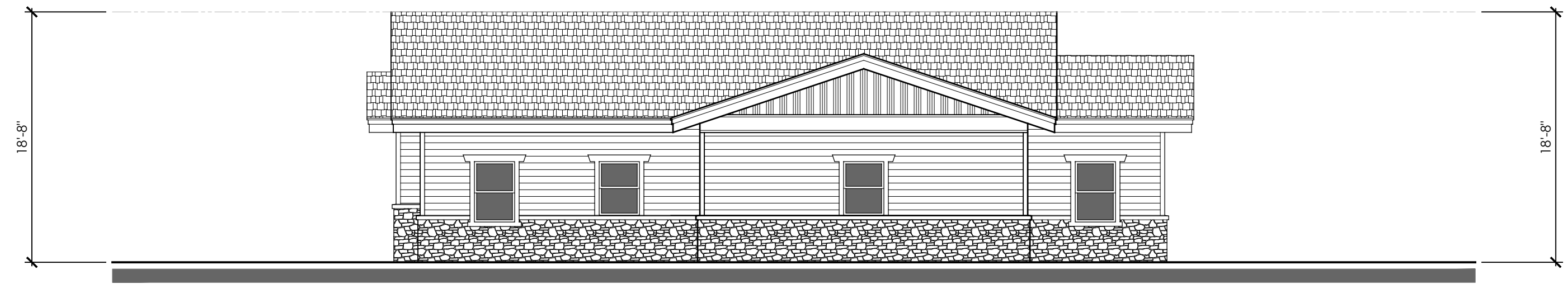
4 BUILDING 4 NORTH ELEVATION
1/8" = 1'-0"



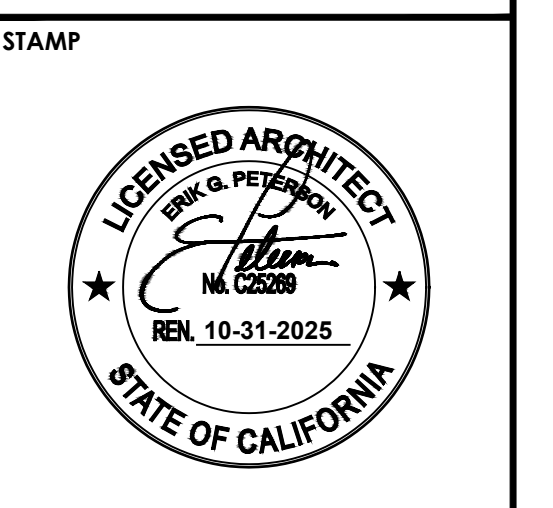
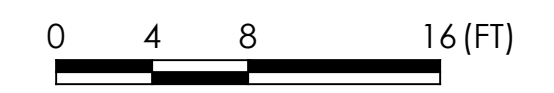
3 BUILDING 4 SOUTH ELEVATION
1/8" = 1'-0"



6 BUILDING 4 EAST ELEVATION
1/8" = 1'-0"



5 BUILDING 4 WEST ELEVATION
1/8" = 1'-0"



CONSULTANTS

PROJECT
HILLCREST GATEWAY PROJECT

APPLICANT
BRETHREN HILLCREST HOMES
2705 MOUNTAIN VIEW DRIVE
LA VERNE, CA 91750

**BUILDING 4
FLOOR PLAN,
ROOF PLAN
AND
ELEVATIONS**

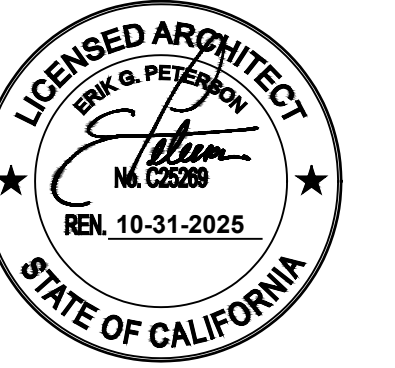
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DATE: XX / XX / 2024
SCALE: AS NOTED
JOB NO: 23109
DWN BY: CCW
CHK BY: EGP

SHEET NO.
A1.40

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CONSULTANTS

PROJECT
HILLCREST GATEWAY PROJECT

APPLICANT
BRETHREN HILLCREST HOMES
 2705 MOUNTAIN VIEW DRIVE
 LA VERNE, CA 91750

**BUILDING 5
 FLOOR PLAN,
 ROOF PLAN
 AND
 ELEVATIONS**

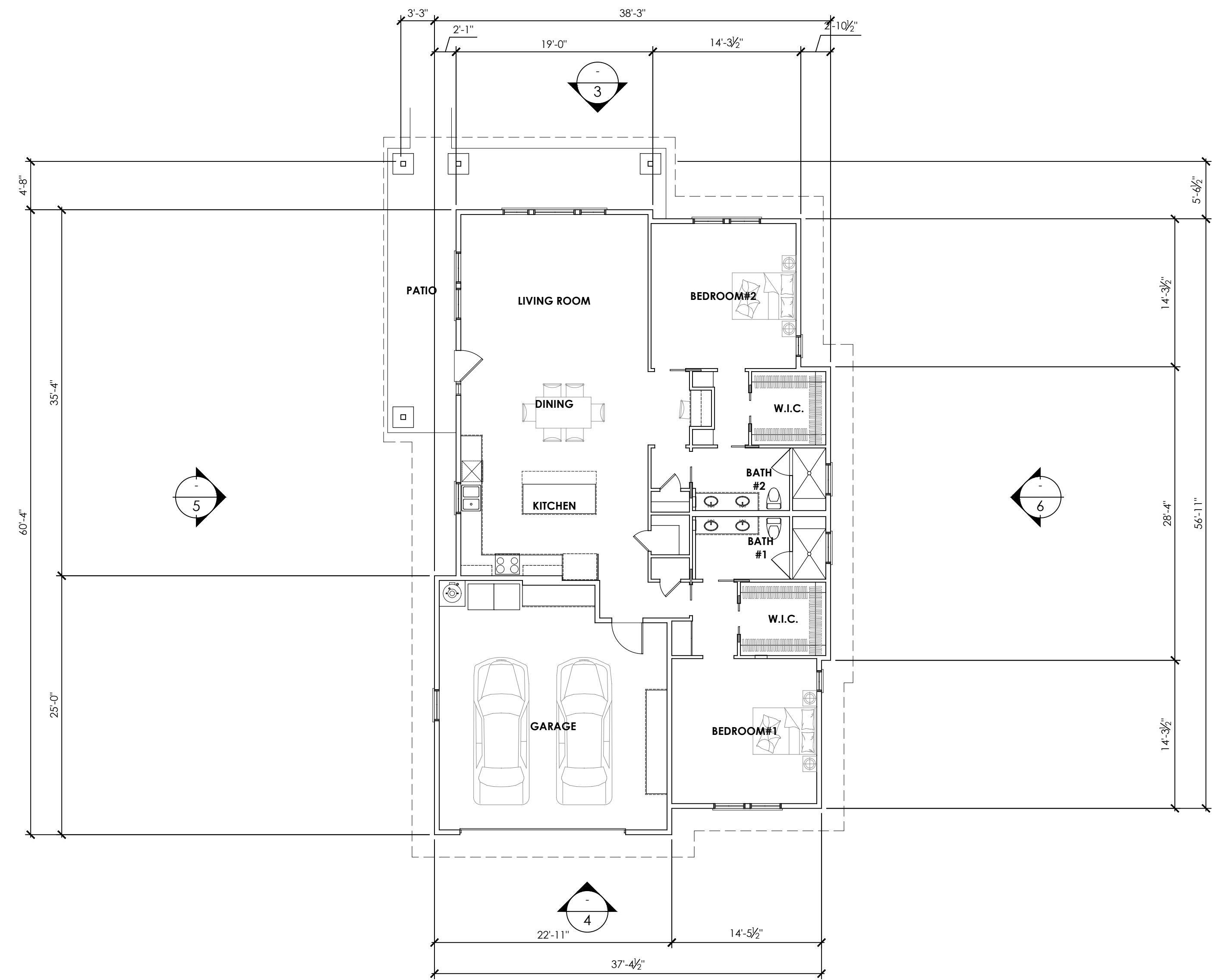
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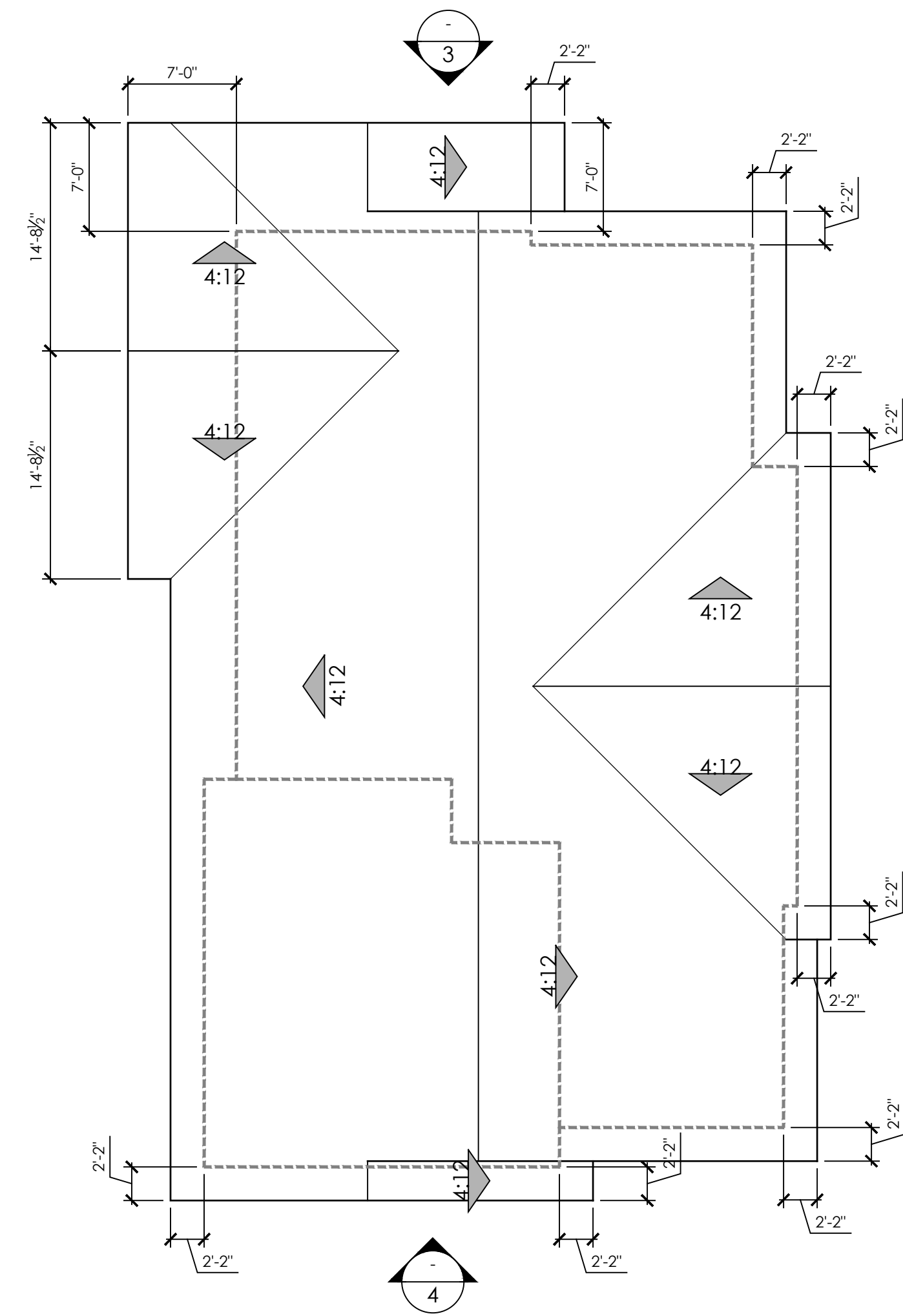
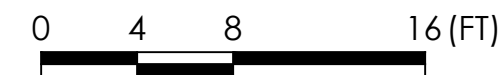
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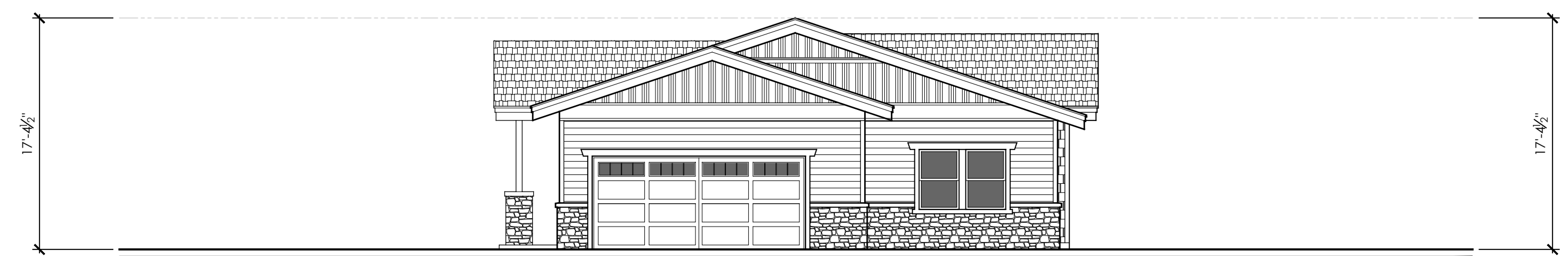
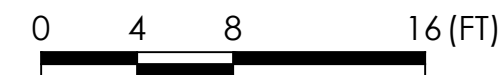
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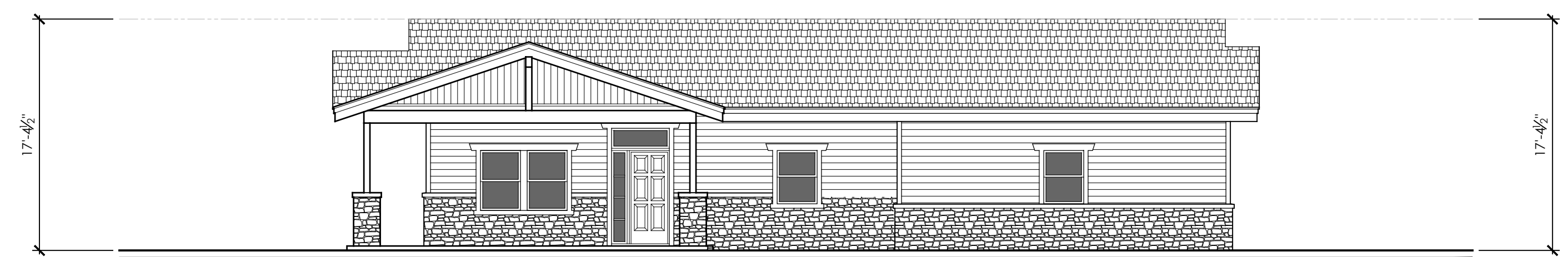
1 BUILDING 5 FLOOR PLAN
 1/8" = 1'-0"



2 BUILDING 5 ROOF PLAN
 1/8" = 1'-0"



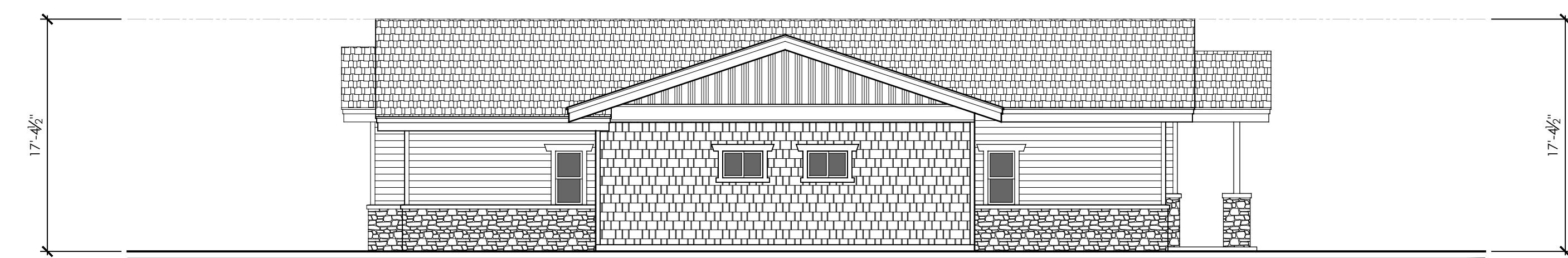
3 BUILDING 5 SOUTH ELEVATION
 1/8" = 1'-0"



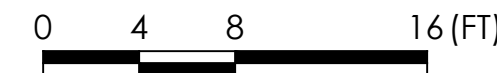
5 BUILDING 5 WEST ELEVATION
 1/8" = 1'-0"

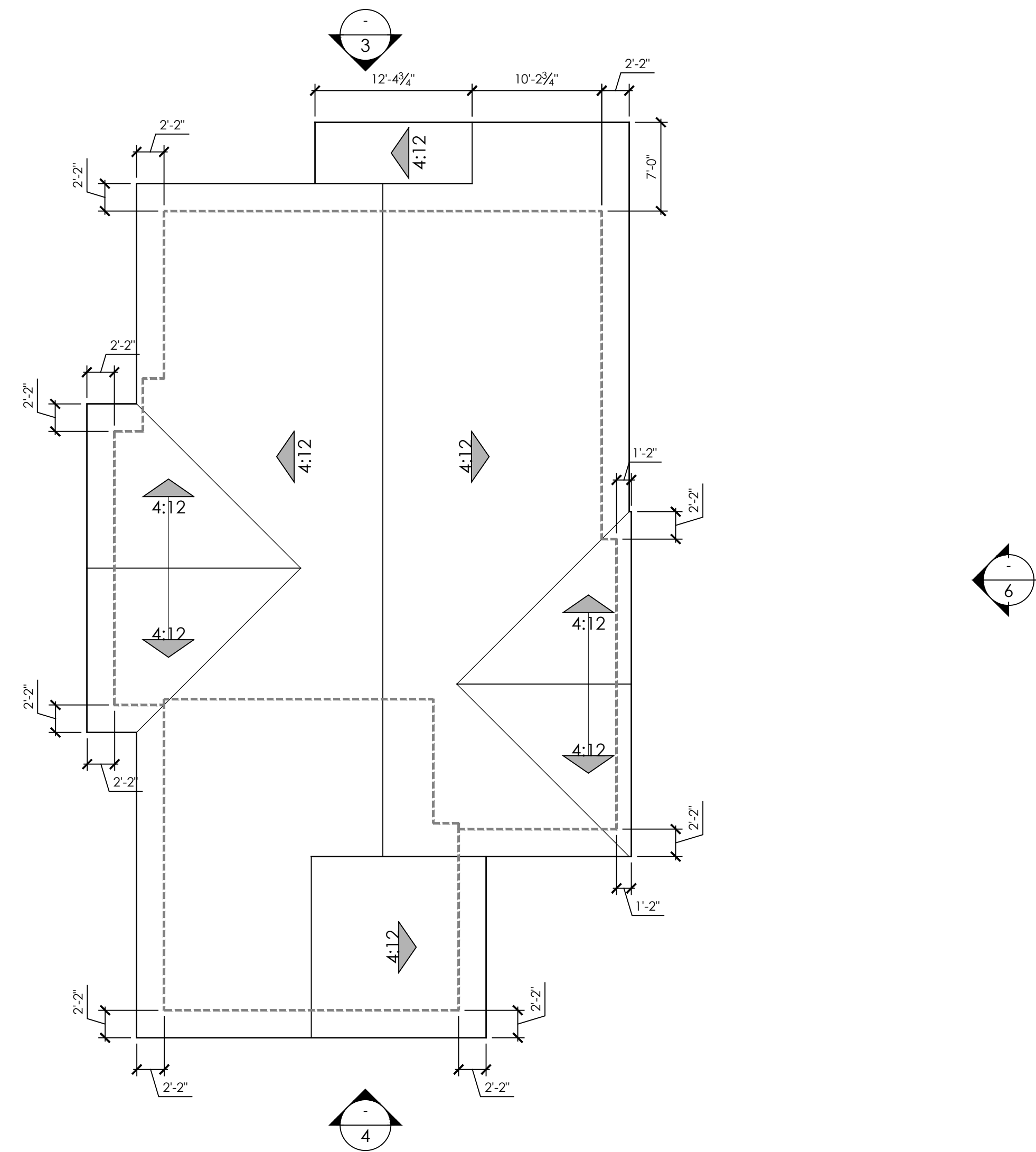


4 BUILDING 5 NORTH ELEVATION
 1/8" = 1'-0"

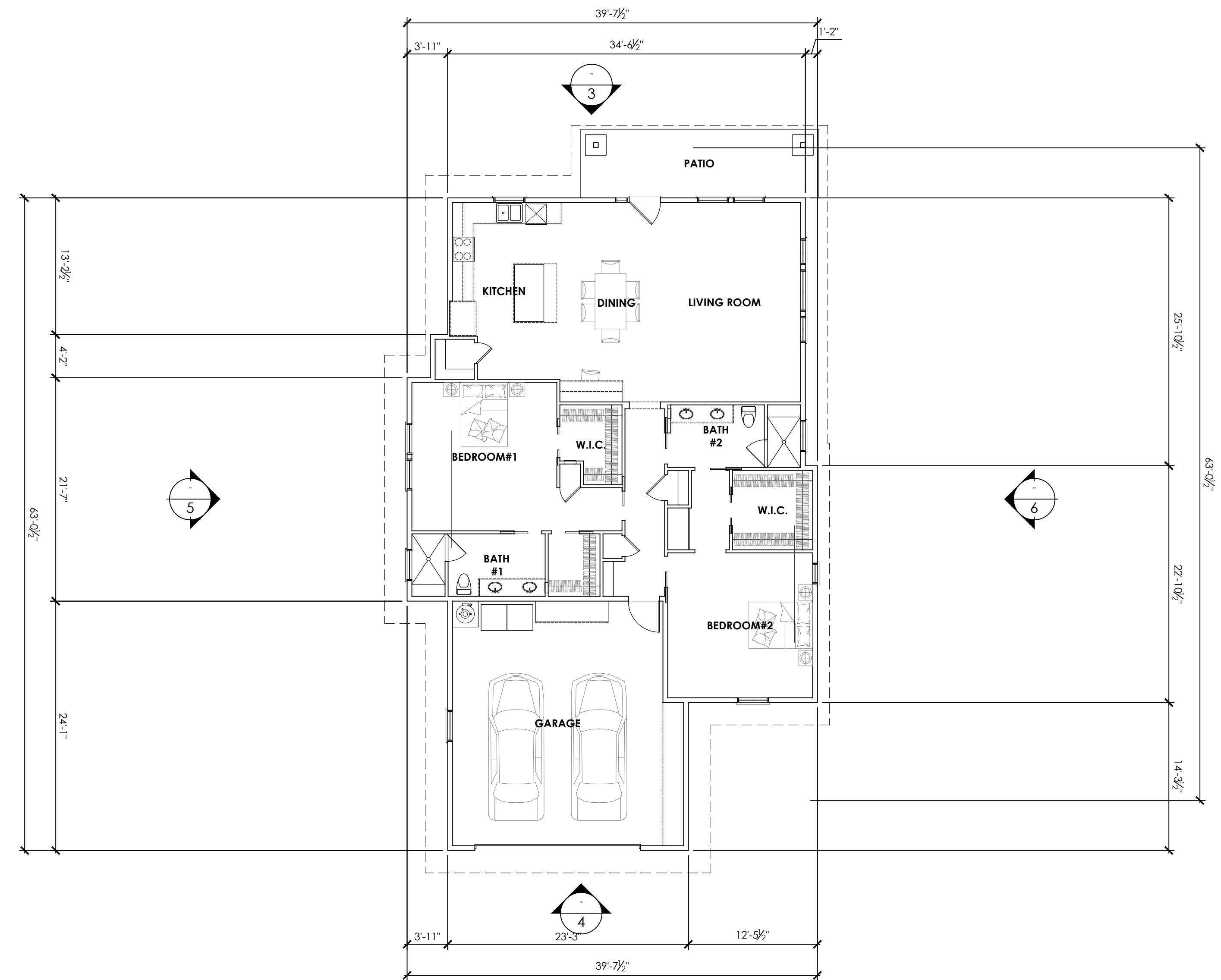
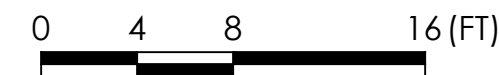


6 BUILDING 5 EAST ELEVATION
 1/8" = 1'-0"

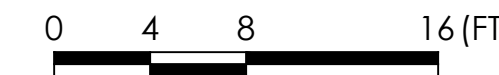




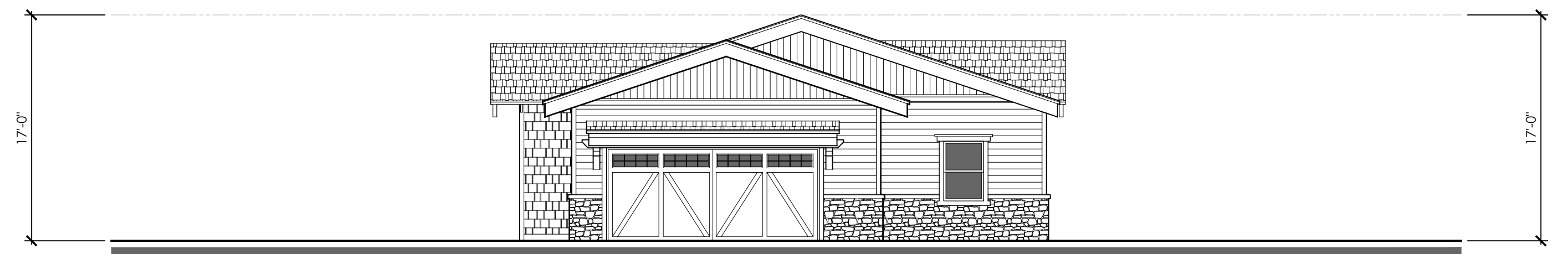
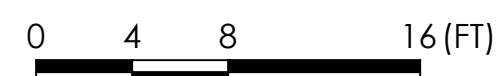
2 BUILDING 6 ROOF PLAN
1/8" = 1'-0"



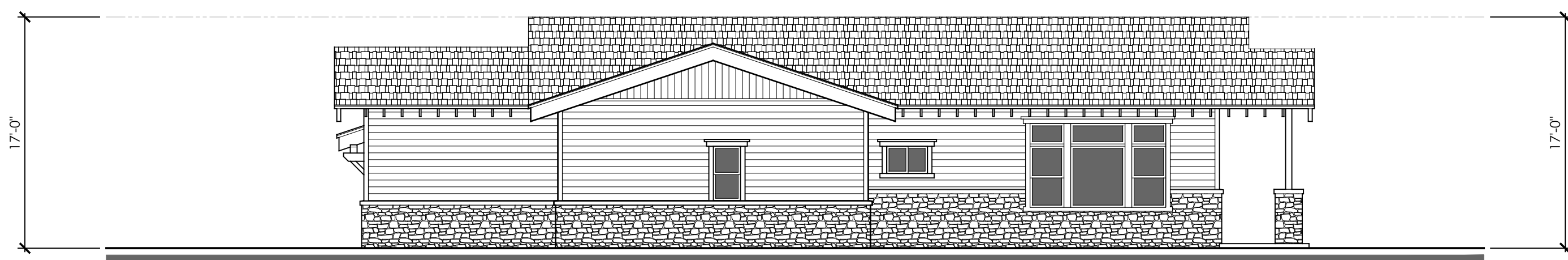
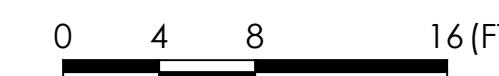
1 BUILDING 6 FLOOR PLAN
1/8" = 1'-0"



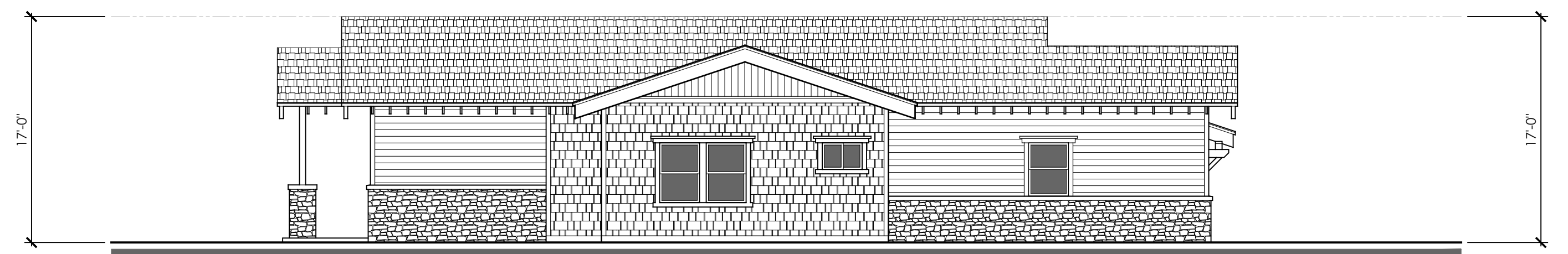
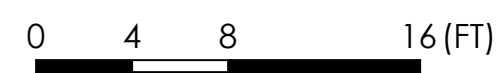
4 BUILDING 6 NORTH ELEVATION
1/8" = 1'-0"



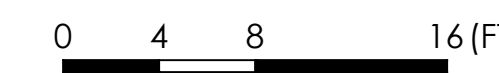
3 BUILDING 6 SOUTH ELEVATION
1/8" = 1'-0"



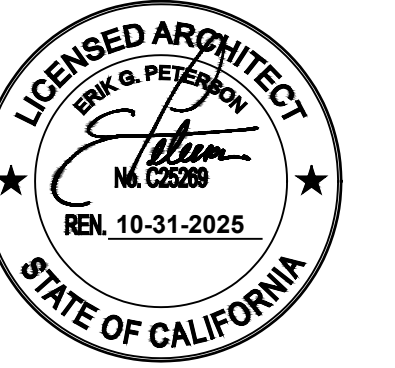
6 BUILDING 6 EAST ELEVATION
1/8" = 1'-0"



5 BUILDING 6 WEST ELEVATION
1/8" = 1'-0"



STAMP



CONSULTANTS

PROJECT
HILLCREST GATEWAY PROJECT

APPLICANT
BRETHREN HILLCREST HOMES
2705 MOUNTAIN VIEW DRIVE
LA VERNE, CA 91750

**BUILDING 6
FLOOR PLAN,
ROOF PLAN
AND
ELEVATIONS**

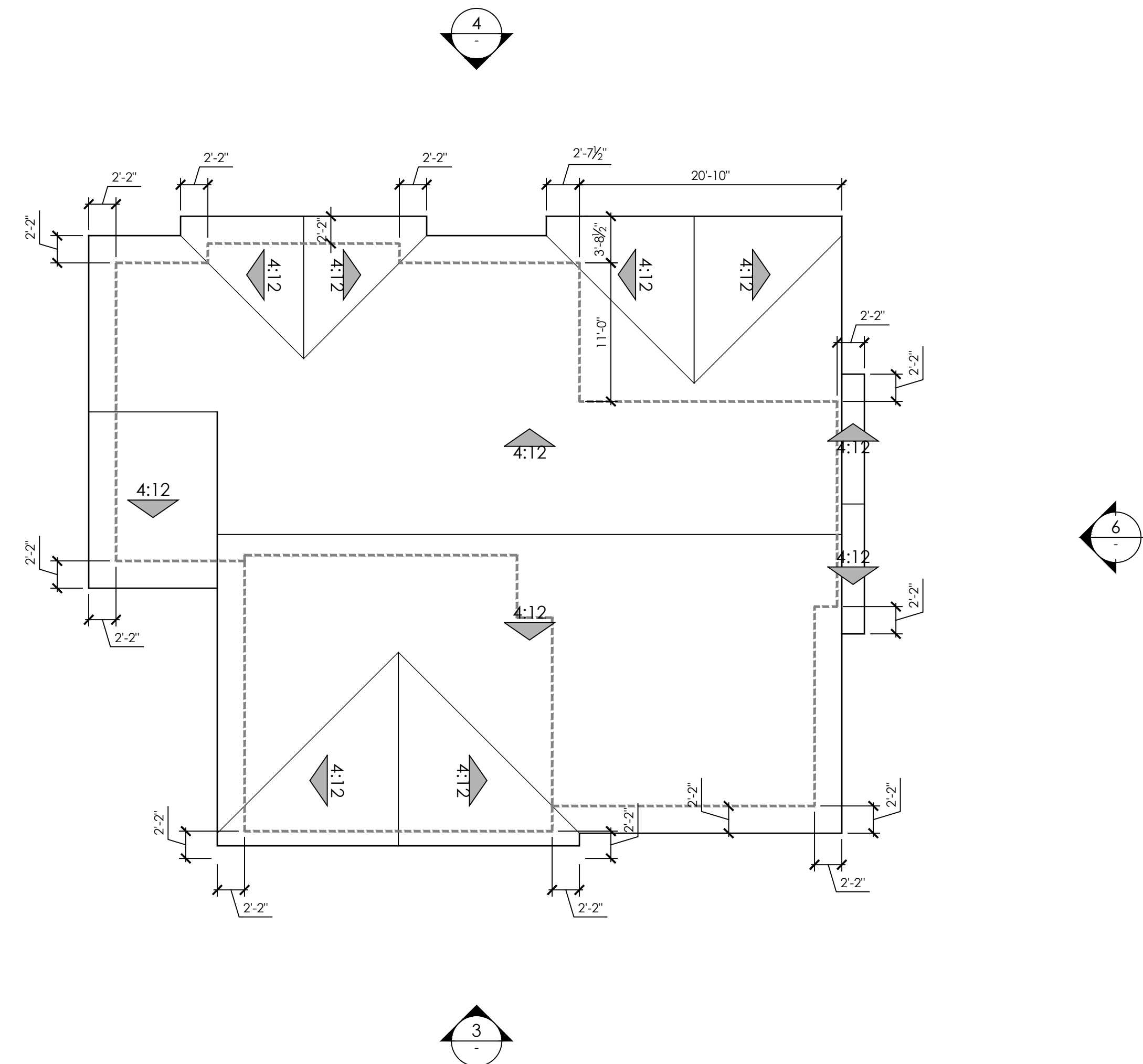
REVISIONS

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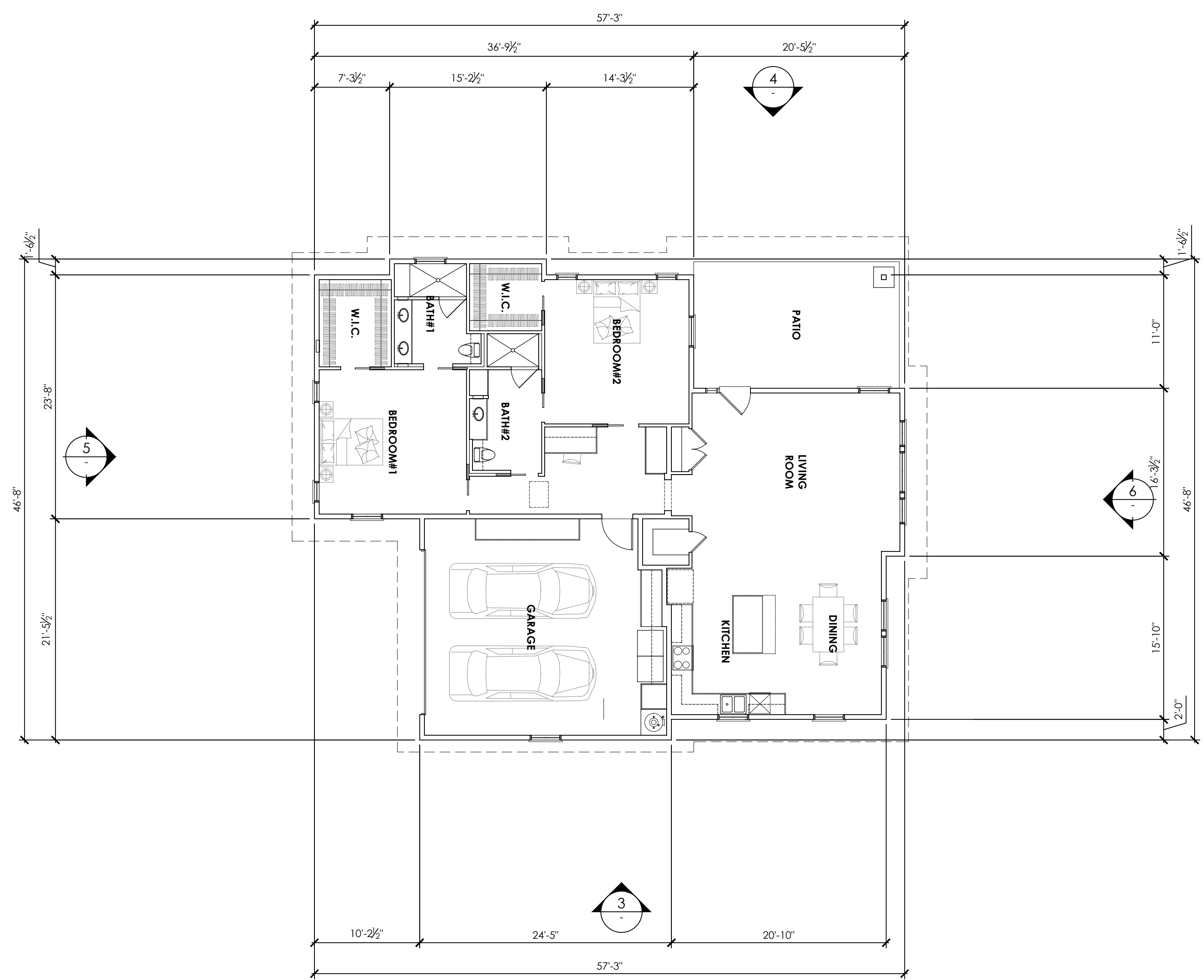
DATE: XX / XX / 2024
SCALE: AS NOTED
JOB NO: 23109
DWN BY: CCW
CHK BY: EGP

SHEET NO.

A1.60



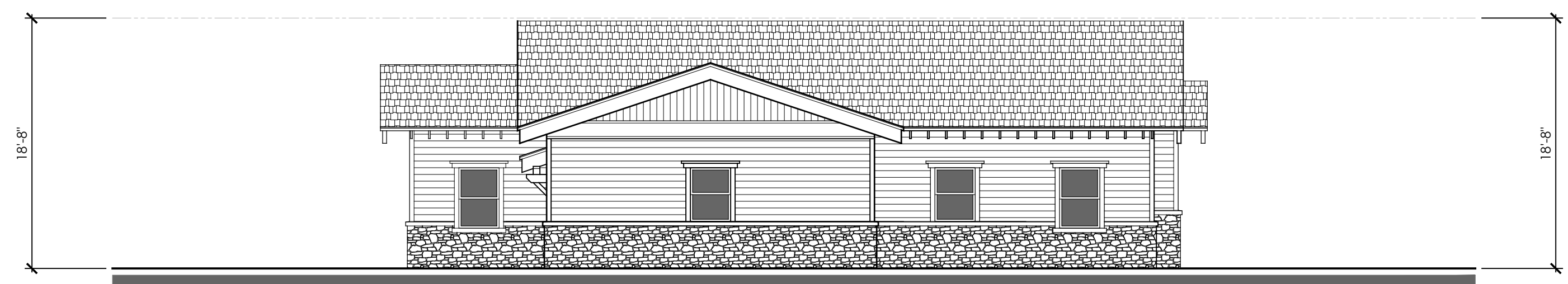
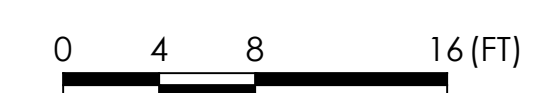
2 BUILDING 7 ROOF PLAN
1/8" = 1'-0"



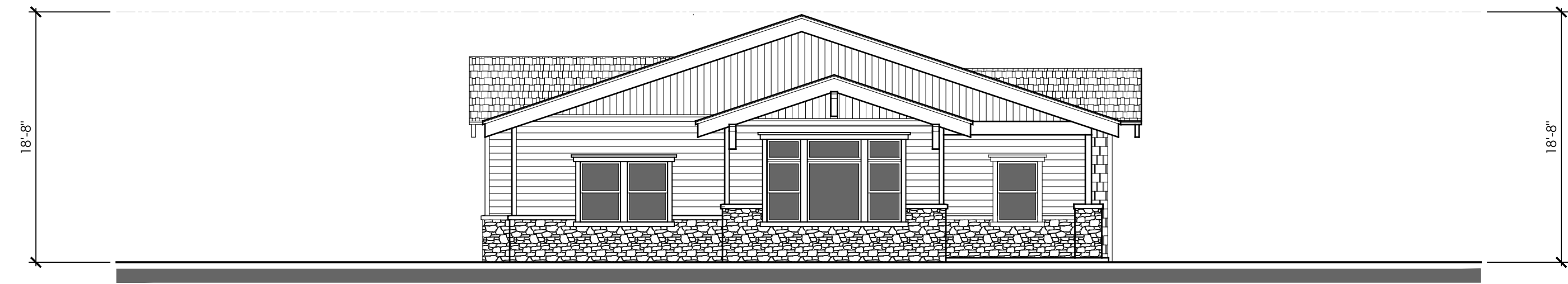
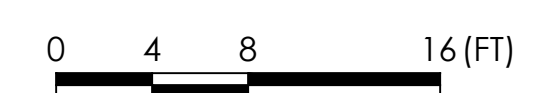
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1/8" = 1'-0"



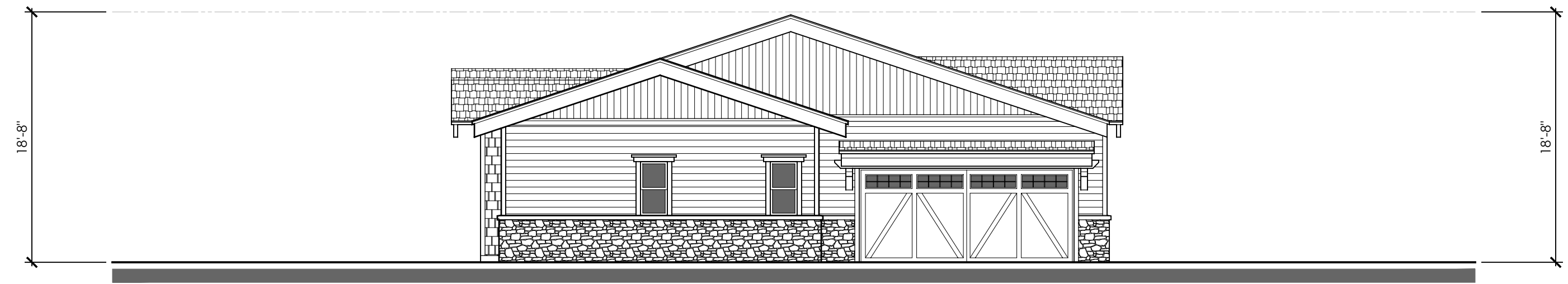
4 BUILDING 7 NORTH ELEVATION
1/8" = 1'-0"



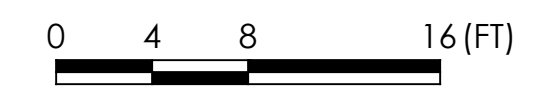
3 BUILDING 7 SOUTH ELEVATION
1/8" = 1'-0"



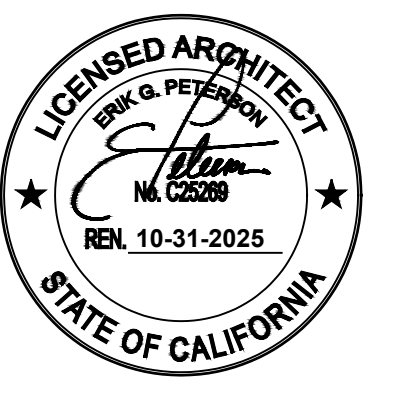
6 BUILDING 7 EAST ELEVATION
1/8" = 1'-0"



5 BUILDING 7 WEST ELEVATION
1/8" = 1'-0"



STAMP



CONSULTANTS

PROJECT
HILLCREST GATEWAY PROJECT

APPLICANT
BRETHREN HILLCREST HOMES
2705 MOUNTAIN VIEW DRIVE
LA VERNE, CA 91750

**BUILDING 7
FLOOR PLAN,
ROOF PLAN
AND
ELEVATIONS**

REVISIONS

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DATE: XX / XX / 2024
SCALE: AS NOTED
JOB NO: 23109
DWN BY: CCW
CHK BY: EGP

SHEET NO.



CITY OF LAVERNE

CITY HALL

3660 "D" Street, LaVerne, California 91750

December 9, 2025

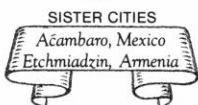
Brethren Hillcrest Homes
Attn: Mike Townsend and Christine Carrasco
2705 Mountain View Drive
La Verne, CA 91750

Subject: Brethren Hillcrest Gateway Project
Approval of Case Numbers 116-25PM, 103-25PM, and 117-25PPR
Recommendation on Case Numbers 113-25GPA, 114-25ZC and 115-25MPA

Dear Mr. Townsend and Ms. Carrasco:

The Development Review Committee (DRC) has reviewed the applications for the Brethren Hillcrest Gateway Project, consisting of:

- **Case No. 113-25GPA** – General Plan Amendment to change the land use designation of North Gateway Site (AIN 8381-010-028, 8381-010-033, 8381-010-043) and South Gateway Site (AIN: 8381-010-006) from Low-Density Residential to Community Facility.
- **Case No. 114-25ZC** – Zone Change to change the zoning of the North Gateway Site, South Gateway Site, and Zone Change Site (AIN: 8381-012-013) from PR4.5D to Institutional.
- **Case No. 115-25MPA** – Master Plan Amendment to add North Gateway Site, South Gateway Site and Zone Change Site into Neighborhood 5 of the Hillcrest Master Plan and to redesignate the Master Plan Site (AIN XXX) from Neighborhood 10 to Neighborhood 5.
- **Case No. 116-25PM** – Parcel Merger, North Gateway Site (AIN 8381-010-028, 8381-010-033, 8381-010-043)
- **Case No. 103-25PM** – Parcel Merger, Zone Change Site (AIN 8381-012-013 and 8381-012-029)
- **Case No. 117-25PPR** – Precise Plan Review, North and South Gateway Sites for the demolition of four units and construction of seven units.



The DRC recommends approval of Case Nos. 113-25GPA, 114-25ZC, and 115-25MPA. In making these recommendations the DRC reviewed the draft approvals that were included as exhibits to the staff report and concurs with all of the findings set forth therein.

The DRC finds that the proposed parcel mergers and precise plan are consistent with the General Plan, zoning, and Hillcrest Master Planas proposed in the pending applications, and other City ordinances. The project has been reviewed for site layout, architecture, circulation, landscaping, and utilities, and meets the design standards established for the Hillcrest continuing care retirement community. The proposed improvements, including the reconstruction of curb, gutter, sidewalks, driveway aprons, and public paseos, as well as the landscape plan, are consistent with City requirements.

The Development Review Committee hereby approves Case Nos. 116-25PM, 103-25PM, and 117-25PPR, contingent on the approval of the related case files and subject to compliance with the Master List of Conditions of Approval (Exhibit A).

This approval of Case No. 117-25PPR is granted based on the following findings in accordance with La Verne Municipal Code § 18.16.100:

1. The project is consistent with the General Plan and complies with all applicable specific plan, zoning, and subdivision requirements.
2. The site plan is safe, functional, and environmentally sensitive, providing adequate grading, circulation, parking, pedestrian/bicycle access, and open space.
3. The proposed architecture maintains community character and standards and is compatible with surrounding development.
4. Landscaping provides visual relief, promotes water efficiency, preserves significant trees, and enhances the public environment.
5. The design incorporates defensible space measures to ensure safety and security for residents and the public.

Case Nos. 103-25PM and 116-25PM are approved in accordance with La Verne Municipal Code § 16.14.040 as the mergers comply with the general plan and all applicable requirements of the zoning code.

The approvals of Case Nos. 117-25PPR, 103-25PM and 116-25PM are all conditioned on compliance with the Mitigation Monitoring and Reporting Program that is proposed to be adopted with the other approvals and attached hereto as Exhibit B.

Please ensure that all required improvements, dedications, and conditions of approval are completed or bonded prior to final plan approval or occupancy, as applicable.

If you have any questions regarding this approval, please contact Principal Planner, Candice Bowcock at the Community Development Department at cbowcock@laverneca.gov or at (909) 596-8706.

Sincerely,

Eric Scherer, AICP
Community Development Director

By:



Candice Bowcock
Principal Planner

C: Building Dept.

Exhibit A: Master List of Conditions of Approval
Exhibit B: Mitigation Monitoring and Reporting Program

DRAFT

CONDITIONS OF APPROVAL

Case Numbers: 113-25GPA, 114-25ZC, 115-25MPA, 116-25PM, 103-25PM, and
117-25PPR

Brethren Hillcrest Gateway Project

The above applications are interdependent and therefore there is a “master” list of conditions for the entire project. They are as follows:

1. Approval is based on updated submitted plans. All improvements shall conform to the approved plans on file with the Community Development Department. Plans not up to date at the time of approval shall be corrected and submitted to the Community Development Department prior to submittal of plans for plan check. All plans shall be consistent with one another. Changes shall be reviewed and subject to approval by the Community Development Department.
2. Applicant, owner, developer, and/or successors in interest are responsible for complying with conditions. “Applicant” in this report and conditions of approval means owner, developer, and successors in interest.
3. The applications are interdependent. Approval of each application is contingent upon approval of all. If any are denied, all are denied. However, changes in architectural details, landscaping, and similar changes to the precise plan that do not alter the basic layout of the subdivision may be made without affecting the group of approvals.
4. Violations of any of the conditions of approval shall be grounds for revocation of this approval.
5. The applicant shall comply with all checked conditions on the attached list entitled “Standard Conditions”.
6. An affidavit acknowledging and agreeing to all conditions stated herein and the standard list of conditions shall be signed and returned to the Community Development Department prior to the issuance of grading permits.
7. The Hillcrest Resident Handbook shall include provisions for maintenance of common open spaces and private streets and the keeping vehicle access areas clear; maintenance of all landscaping; appropriate storage of trash receptacles; prohibition of motion-detector or other bright lights adjacent to single-family properties; provision of automatic, roll-up garage doors; appropriate location of trash receptacles for pickup; and limitations on use of guest parking spaces and RV parking (within a garage only) shall be prepared by the applicant and submitted for review and approval by the City Attorney, City Engineer, and

Community Development Department prior to recordation. A signed and recorded copy shall be provided to the City prior to occupancy.

8. Applicant shall adhere to all mitigation monitoring measures and programs as described in the adopted initial study and mitigated negative declaration for the project.
9. The engineer or surveyor shall set durable monuments to the satisfaction of the City Engineer, in conformance with 66495 of the Subdivision Map Act.
10. Final improvement plans shall be accompanied by adequate plans for drainage improvements prepared by a registered professional engineer, to be reviewed and approved by the City Engineer.
11. Development of the Parcel Merger shall be consistent with the General Plan and the La Verne Municipal Code.
12. The Parcel Merger Map shall comply with all applicable provisions of Title 16 of the La Verne Municipal Code and the subdivision map act.
13. The applicant shall indemnify, protect, defend (with legal counsel acceptable to the City), and hold harmless the City and any agency or instrumentality thereof, and its elected and appointed officials, officers, employees, and agents from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs, and expenses of whatever nature, including reasonable attorney's fees and disbursements (collectively "Claims") arising out of or in any way relating this project, any discretionary approvals granted by the City related to the development of the project, or the environmental review conducted under the California Environmental Quality Act, Public Resources Code Section 21000 et. seq., for the project. If the City Attorney is required to enforce any conditions of approval, all costs, including attorney's fees, shall be paid for by the applicant/developer or successors in interest. The proposed project shall connect to, and where necessary, grant easements for utilities.
14. Comprehensive engineering, geologic and soils reports based on adequate test borings shall be performed pursuant to Section 66490 of the Subdivision Map Act. If there are subsequent geologic and soils reports they shall be submitted for approval by the City Engineer. Additional geotechnical investigations shall evaluate the potential hazards posed by shallow groundwater and shall include, if necessary, design and engineering recommendations to mitigate potential safety hazards.
15. Applicant shall provide the City with verification of the approved map(s) with the Recorder's Office of the County of Los Angeles prior to issuance of grading permits.

16. The applicant shall pay required fees to the Los Angeles County Sanitation District associated with the connection to sewer lines as required by the LA County Sanitation District.
17. Easements for all utilities including water, sewer, and storm drains shall be provided to the City as required by the City Engineer and Public Works Director.
18. All proposed on-site facilities for electric, gas, telephone, and cable television shall be placed underground. Cable television conduits shall be installed to the satisfaction of the local cable company.
19. The existing overhead power line to the rear of the properties shall be placed underground to the satisfaction of Southern California Edison and the Public Works Director, unless the applicant demonstrates to the City Engineer and the Public Works Director that the adjacent property owners do not support this request.
20. Telephone, gas, electric, and cable companies shall be consulted for planning, construction and proper placement of service facilities prior to installation of those facilities. Transformer vaults shall not block access for emergency and fire vehicles. All vaults, switch boxes and similar equipment shall be screened to the extent possible considering safety and access. Location and screening of utility vaults shall be reviewed and approved by the Community Development Department prior to issuance of building permits.
21. Improvement plans and necessary letters of credit, cash bonds to secure the construction of all streets, storm drains, water and sewer facilities, grading and landscaping shall be submitted and approved by the City prior to recordation of any final map.
22. Any retaining walls necessitated by grading shall be reviewed by Community Development staff prior to issuance of grading permits.
23. Wall plans shall be reviewed and approved by the Community Development Department prior to issuance of building permits.
24. All walls shall be constructed of a decorative material, such as slump stone or split face, subject to final approval by the Community Development Department.
25. Interior fence design, location, materials and colors shall be reviewed and approved by the Community Development Department and the Fire Department prior to issuance of building permits.
26. Any encroachment permit shall be obtained from the Public Works Department prior to any work in the existing public right-of-way.

27. Soils treatment shall comply with all recommendations in the soils report reviewed and approved by the City Engineer.
28. All additional requirements of the City Engineer, City Traffic Engineer, and Public Works Department shall be met prior to issuance of building permits.
29. The applicant shall comply with all National Pollutant Discharge Elimination System requirements and Low Impact Development Standards. The applicant must comply with the Stormwater Pollution Prevention Plan (SWPPP). There shall be a street maintenance program, including continual cleaning of surrounding public streets, and a program to control displaced earth from grading and soil eroded by rains during construction using temporary control measures such as sandbagging, perimeter berming and temporary sediment basins.
30. The applicant shall comply with all South Coast Air Quality Management District requirements. During grading, a watering program shall be established to adequately reduce on and off-site dust. Grading is prohibited during high wind conditions.
31. The applicant shall comply with the City's noise ordinance during the construction period. Hours of operation shall be 7 a.m. to 8 p.m. or dusk, whichever is earlier, Monday through Saturday. No construction-related disturbances to the neighborhood shall occur outside allowable hours without prior approval by the City Manager.
32. The applicant shall provide a safe method of adequate vector control prior to clearance and grading. All refuse and debris shall be removed from the property, and the property shall be kept clean and litter free.
33. Guest parking shall be marked and reserved for temporary use by guests and not used as adjunct parking by residents. Parking in undesignated areas shall be prohibited.
34. Garage doors shall be automatic roll-up types.
35. The Hillcrest Resident Handbook shall require the retention of a landscape service that includes removal of green waste from the property.
36. Waste Management shall review and approve plans to ensure access by refuse trucks to pick up trash and recycling receptacles. There shall be a designated area of sufficient size on the individual properties for trash and recycling receptacles. Receptacles shall be moved to designated pick-up spots for pick up on trash days and otherwise be kept out of sight.

37. The storage of any motor home, recreational vehicle, trailer, dismantled camper unit or boat shall be permitted only within a garage.
38. Style, material, height, and illumination levels of on-site light fixtures shall be reviewed, approved and installed prior to occupancy of any unit. The lighting plan shall be submitted to the City Engineer for review and approval. Lighting shall be directed to the project site and not spill out onto adjacent properties. No bright lights or bright motion detection lights shall be installed adjacent to single-family properties.
39. Final landscaping and irrigation plans shall be submitted to the City Landscape Architect for approval prior to issuance of building permits.
40. The applicant shall install a dedicated irrigation meters to the satisfaction of the Public Works Department.
41. A landscape maintenance plan shall be submitted to the City Landscape Architect for approval and upon approval shall be incorporated fully or by reference into The Hillcrest Resident Handbook.
42. Mailbox design and location shall be reviewed and approved by the Community Development Department and the U.S.P.S.
43. The homes shall contain the details, windows, garages, walls, gates, trim, and all other features shown on the elevations unless the City approves revised elevations. Construction drawings shall include the same quality and design as shown on the approved elevations. Any changes shall specifically be subject to the review and advance approval by the Community Development Department.
44. The required fire flow shall be installed and made serviceable before and during the time of construction involving combustible materials.
45. Before construction begins involving combustible materials, the site shall be accessible to the Fire Department by way of access roadways with an adequate surface of not less than twenty feet and capable of supporting imposed loads of equipment and other requirements of the Fire Department, with adequate roadway turning radius. Access shall be maintained in serviceable condition during construction.
46. Fire hydrants shall be installed as directed by the Fire Department.
47. Fire sprinklers shall be installed in each structure to the satisfaction of the Fire Department.
48. All Fire Code requirements shall be met.

49. The applicant will be responsible to make any improvements necessary to public utilities based on the proposed project's impact to those utilities.
50. The applicant shall comply with all tree protection and mitigation conditions outlined in the City's Municipal Code, Chapter 18.78.
51. A Certified Arborist shall be present during construction activities that are within the driplines of any significant trees; the Certified Arborist should be notified a minimum of 48 hours prior to any work within the driplines.
52. The Certified Arborist shall inspect the significant trees and condition of protective measures every 14 days during construction.
53. All refuse removal, vegetation removal and site cleanup done under the tree drip line shall be done using hand equipment only.
54. Monitoring shall be conducted by a Certified Arborist, approved by the City Community Development Director, for a minimum of five years and shall be reported at least annually to the City for any significant trees.
55. Preserved and planted "heritage" trees (oaks) shall be maintained by The Hillcrest Resident Handbook, may not be removed without City approval, and any replacement shall be subject to the Heritage Tree Ordinance (LVMC 18.78).
56. Mitigation measures listed in the Mitigated Negative Declaration shall be followed.

MITIGATION MONITORING AND REPORTING PROGRAM

BRETHREN HILLCREST GATEWAY PROJECT

This Mitigation Monitoring and Reporting Program has been prepared for use in implementing mitigation for the:

Brethren Hillcrest Gateway Project **Case Nos. 88-25GPA, 27-25ZC, 26-25MPA, 25-25PM, 103-25PM, and 24-25PPR**

The program has been prepared in compliance with State law and the Mitigated Negative Declaration (MND) prepared for the project by the City of La Verne (City).

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid significant effects on the environment (Public Resource Code Section 21081.6). The law states the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

- 1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- 2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- 3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes mitigation identified in the MND.

MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the City is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project site. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

REGULATORY COMPLIANCE MEASURES

Regulatory Compliance Measures are presented in instances where the proposed project would not create a significant impact but would be required to adhere to regulatory requirements in order to ensure impacts do not become significant. Regulatory Compliance Measures outline compliance with various federal, State, and/or local acts, laws, rules, regulations, municipal codes, etc.

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

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MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes

Date: November 1, 2025

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Biological Resources					
<p>MITIGATION MEASURE BIO-1: Vegetation removal shall be conducted outside of the nesting season (February 1, or January 1 for raptors, through September 15). If avoidance of the nesting season is not feasible, then a qualified biologist hired by the project Applicant and approved by the City of La Verne's Community Development Director or designee shall conduct a nesting bird survey within three days prior to any disturbance of the site, including demolition activities, tree removal, and/or grading.</p> <p>If a special-status species is located during the survey, consultation with the local California Department of Fish and Wildlife (CDFW) representative shall occur to determine what avoidance actions are required. The qualified biologist shall instruct construction personnel on the sensitivity of the area. If an active avian nest is identified, the biologist shall be present to delineate the boundaries of a 100-foot exclusionary buffer area and monitor the active nest to ensure that nesting behavior is not adversely affected by construction activities. Construction activities must occur outside of the exclusionary buffer around the active nest. For listed and raptor species, this buffer may be expanded to up to 500 feet from the active nest at the discretion of the qualified biologist in consultation with the City Community Development Director or designee and CDFW.</p>	Community Development Director or designee	Prior to the issuance of demolition and grading permits; during demolition and grading activities; upon completion of construction monitoring	<p>Evidence to the City:</p> <p>1) the required pre-construction surveys have been completed</p> <p>2) consultation (as applicable) with the California Department of Fish and Wildlife has occurred</p> <p>3) the establishment and maintenance (as applicable) of appropriate buffer(s)</p> <p>4) final report of findings submitted to the Community Development Director or designee</p>		Withhold demolition and/or grading permit, and/or issuance of a stop work order

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>The biologist shall have the authority to temporarily halt construction if it occurs within an established avian buffer or if new nesting activity occurs and a new buffer is required. Encroachment into buffers around active nests shall be conducted only at the discretion of the biologist. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area may occur or resume. Upon completion of construction monitoring, the biologist shall prepare a report of findings documenting the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of nesting birds. This measure shall be implemented to the satisfaction of the City Community Development Director or designee.</p>					
CULTURAL RESOURCES					
<p>MITIGATION MEASURE CUL-1: Prior to the issuance of a demolition permit for the structures located at 2712 Park Avenue, the project Applicant shall submit to the City for review and approval, information related to the provision of a commemorative plaque to be constructed at this address for this property. This information shall describe the type, style, location, and content of the plaque. The plaque shall be mounted permanently near the sidewalk or other location on the property where it is easy for the public to see and read and shall include a depiction of the residence and a summary about Ollie Riley inventing and manufacturing the Chrondek timer in the kitchen and garage of the property in 1953-1954. The plaque shall also indicate that additional information can be</p>	<p>Community Development Director or designee</p>	<p>Prior to the issuance of demolition permit and building permit</p>	<p>Evidence to the City: information describing the type, style, location, and content of the commemorative plaque is included on all construction plans, pages, and sheets</p>		<p>Withhold demolition permit or building permit</p>

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>found at the City Clerk's office.</p> <p>Prior to the issuance of building permits, the project Applicant shall submit evidence to the City that the commemorative plaque, as reviewed and approved by the City, has been incorporated into the project design.</p> <p>This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.</p>					
<p>MITIGATION MEASURE CUL-2: Prior to the issuance of a demolition permit for the structures located at 2712 Park Avenue, the project Applicant shall submit evidence to the City that the California Department of Parks and Recreation (DPR) forms 523A (Primary Record), 523B (Building, Structure, and Object Record), 523L (Continuation Sheet), and 523J (Location Map) for 2712 Park Avenue have been offered and/or provided to the La Verne Public Library (local history collection). In addition, this documentation shall be offered to the La Verne Historical Society, Pomona Public Library, Pomona Historical Society, the National Hot Rod Association (NHRA) Motorsports Museum, and/or similar groups and institutions identified by the City.</p> <p>This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.</p>	Community Development Director or designee	Prior to the issuance of demolition permit	Evidence to the City: California Department of Parks and Recreation 523 Forms 523A (Primary Record), 523B (Building, Structure, and Object Record), 523L (Continuation Sheet), and 523J (Location Map) have been offered to the La Verne Public Library and similar institutions/groups by the City		Withhold demolition permit
<p>MITIGATION MEASURE CUL-3: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior</p>	Community Development Director or designee	During grading and construction activities	Evidence to the City: a qualified archaeologist has been retained to assess discovery, and		Issuance of a stop work order

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within MM TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. This measure shall be implemented to the satisfaction of the City of La Verne's Community Development Director or designee.			coordination with the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) regarding the nature of the find		
MITIGATION MEASURE CUL-4: If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within MM TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. This measure shall be implemented to the satisfaction of the City of La Verne's Community Development Director or designee.	Community Development Director or designee	During grading and construction activities	Evidence to the City: 1) preparation of a Monitoring and Treatment Plan, provided to YSMN for review and comment 2) a qualified archaeologist has been retained to monitor the remainder of the project		Issuance of stop work order
MITIGATION MEASURE CUL-5: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. This measure shall be implemented to	Community Development Director or designee	During grading and construction activities	Evidence to the City: Coordination with the County Coroner as necessary		Issuance of stop work order

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
the satisfaction of the City of La Verne's Community Development Director or designee.					
GEOLOGY AND SOILS					
<p>MITIGATION MEASURE GEO-1: Prior to issuance of grading permits, the City shall verify that the following note is included on all grading plans:</p> <p>"If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor shall halt work within a 60-foot radius around the find and establish an exclusionary buffer. Construction personnel shall not collect or move any suspected paleontological materials or further disturb any soils within the exclusionary buffer, but construction activity may continue unimpeded on other portions of the project sites. Construction activity shall not resume within the exclusionary buffer until a qualified paleontologist (defined as an individual with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least one year) can assess the significance of the find. If the paleontologist determines the find is not a paleontological resource, no further evaluation shall be required within the exclusionary buffer, and construction activity shall be allowed to resume therein. However, if the paleontologist determines the find is a paleontological resource, construction activity shall not resume within the exclusionary buffer, and Mitigation Measure GEO-2 shall apply."</p> <p>This measure shall be implemented to the</p>	Community Development Director or designee	Prior to issuance of grading permits	Evidence to the City: grading plans include instructions in the event a paleontological resource is detected		Withhold grading permit

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
satisfaction of the City of La Verne's Community Development Director or designee.					
<p>MITIGATION MEASURE GEO-2: If the qualified paleontologist determines paleontological resources are encountered on the project sites, the paleontologist shall prepare a Paleontological Resource Impact Mitigation Plan to be implemented during the balance of ground-disturbing activities. Implementation of the Paleontological Resource Impact Mitigation Plan shall include (but not be limited to) the following:</p> <ul style="list-style-type: none"> • Review of project-specific geotechnical report data, with particular regard to location and depth of earthmoving and the rock unit(s) encountered; • Development of a formal agreement between the project proponent and the San Bernardino County Museum, Natural History Museum of Los Angeles County, Western Science Center, San Diego Natural History Museum, or Riverside Municipal Museum for the final disposition and permanent storage and maintenance of any fossil collections and associated data. Should any of these facilities choose not to accept the fossil collections and associated data, the project Applicant shall consult with the Bonita Unified School District or other educational institution to offer the fossil collections and associated data for donation; • The construction schedule, term/schedule of on-site paleontological monitor(s) and the extent of areas and activities to be monitored; 	Community Development Director or designee	During construction	<p>Evidence to the City:</p> <ol style="list-style-type: none"> 1) preparation of a Paleontological Resource Impact Mitigation Plan 2) appropriate buffer areas have been established 3) formal agreement between the project proponent and appropriate repository for fossils 4) submittal of required evaluation and report by a qualified paleontologist to the City. 		Issuance of a stop work order

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<ul style="list-style-type: none"> • Authority of paleontological monitor(s) to temporarily redirect construction activity in the vicinity of any paleontological discovery; • Procedures for the evaluation and option to recover large fossil specimens and for the evaluation, recovery, and processing of small fossil specimens; • Fossil specimen preparation, identification to the lowest taxonomic level possible, curation, and cataloging; and • A report of findings. <p>The paleontologist shall monitor remaining ground-disturbing activities in native soils at the project sites and shall be equipped to record and salvage fossil resources that may be unearthed during construction. The paleontologist shall temporarily halt or divert construction equipment to allow recording and removal of the unearthed resources. Any fossils found shall be offered for curation at a curation facility approved by the City. A report of findings, including, when appropriate, an itemized inventory of recovered specimens and a discussion of their significance, shall be prepared upon completion of the steps outlined above. The report and inventory, when submitted to and approved by the appropriate lead agency, will signify completion of the program to mitigate impacts on paleontological resources. This measure shall be implemented to the satisfaction of the City of La Verne's Community Development Director or designee.</p>					

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

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Date: November 1, 2025

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
NOISE					
<p>MITIGATION MEASURE NOI-1: During construction, the following measures shall be implemented to reduce construction noise to within the standards established in Section 8.20.050 of the City's Municipal Code.</p> <ul style="list-style-type: none"> • Temporary Construction Barriers for Mobile Construction Equipment. The construction contractor shall erect a minimum 10-foot-high temporary construction barrier at the project construction boundary of the North Gateway site on all sides and South Gateway site on the north, southeast, and south side. The barriers shall be continuous with no gaps or holes and may be any material that has a minimum Sound Transmission Class (STC) rating of 28. • Smart back-up alarms. The construction contractor shall ensure construction vehicles are equipped with smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels or, alternatively, employ human spotters to ensure safety when mobile construction equipment is moving in reverse in lieu of back-up alarms. <p>This measure shall be implemented to the satisfaction of the City of La Verne Building Official and City Community Development Director, or designee.</p>	City Building Official and Community Development Director, or designee	During demolition, grading, and construction	Evidence to the City: 1) temporary construction barrier is properly staged 2) construction equipment is in proper working order		Issuance of stop work order

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

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Date: November 1, 2025

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>MITIGATION MEASURE NOI-2: Prior to issuance of an occupancy permit, the City Director of Development Services, or designee, shall verify that the proposed project has obtained from an acoustical engineer a memorandum confirming that the heating, ventilation, and air conditioning (HVAC) equipment would comply with Item No. 2 under PS-7 Action in the City's General Plan Update Public Safety Element and Section 8.20.20 of the City Noise Ordinance. Pursuant to Item No. 2 under PS-7 Action in the City's General Plan Update Public Safety Element and Section 8.20.20 of the City Noise Ordinance, noise generated from HVAC equipment shall not exceed 55 A-weighted decibels (dBA) during daytime hours and 50 dBA during nighttime hours at the neighboring residential property. This measure shall be implemented to the satisfaction of the City Community Development Director, or designee.</p>	<p>City Building Official and Community Development Director, or designee</p>	<p>Prior to issuance of an occupancy permit</p>	<p>Evidence to the City: heating, ventilation, and air conditioning (HVAC) equipment would comply with Section 12.08.530 of the Los Angeles County Noise Ordinance</p>		<p>Withhold occupancy permit</p>
<p>MITIGATION MEASURE NOI-3: The construction contractor shall prohibit large bulldozers and loaded trucks, or require the use of light construction equipment (e.g., small bulldozers and trucks), within 12 feet of any existing residential structure. Additionally, the construction contractor shall prohibit the use of jackhammers or require the use of hand tools within six feet of an existing residential structure. This measure shall be implemented to the satisfaction of the City of La Verne Building Official and City Community Development Director, or designee.</p>	<p>City Building Official and Community Development Director, or designee</p>	<p>During demolition, grading, and construction</p>	<p>Evidence to City: light construction equipment and hand tools are used in proximity to existing residential structures</p>		<p>Issuance of stop work order</p>

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
TRIBAL CULTURAL RESOURCES					
<p>MITIGATION MEASURE TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in MM CUL-1, of any pre-contact cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.</p>	Community Development Director or designee	During ground-disturbing activities	<p>Evidence to the City:</p> <p>1) YSMN has been provided information of any pre-contact cultural resources discovered during ground-disturbing activities</p> <p>2) preparation of a Cultural Resources Monitoring and Treatment Plan</p> <p>3) a YSMN monitor has been retained to be present during remaining ground-disturbing activities</p>		Issuance of a stop work order
<p>MITIGATION MEASURE TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency (i.e., City of La Verne) for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.</p>	Community Development Director or designee	During ground-disturbing activities	<p>Evidence to the City:</p> <p>archaeological/cultural documents prepared for the project would be supplied to the project applicant and City for dissemination to YSMN</p>		Issuance of a stop work order

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

REGULATORY COMPLIANCE MEASURES

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes

Date: November 1, 2025

Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
GEOLOGY AND SOILS					
<p>REGULATORY COMPLIANCE MEASURE GEO-1: Prior to issuance of grading and/or building permits, the project Applicant shall provide evidence to the City for review and approval that proposed structures, features, and facilities have been designed and will be constructed in conformance with applicable provisions of the 2022 edition of the California Building Code (CBC) or the most current edition of the CBC in effect at the time the project Applicant's development application is deemed complete by the City.</p> <p>Additionally, the project Applicant shall provide evidence to the City that the recommendations cited in the project-specific Geotechnical Investigation are incorporated into project plans and/or implemented as deemed appropriate by the City. Geotechnical recommendations include, but are not limited to, removal of existing vegetation, structural foundations, floor slabs, utilities, septic systems, and any other surface and subsurface improvements that would not remain in place for use with the new development. Remedial earthwork, overexcavation, and ground improvement shall occur to depths specified in the Geotechnical Investigation to provide a sufficient layer of engineered fill or densified soil beneath the structural footings/foundations, as well as proper surface drainage devices and erosion control. Expansion index and plasticity index testing will be required at the completion of rough grading to verify the properties of the near-surface soils. Fill</p>	Community Development Director or designee	Prior to the issuance of grading and/or building permits	<p>Evidence to the City:</p> <p>1) design-level plans comply with California Building Code in effect at the time of development application submittal</p> <p>2) design-level geotechnical/soils/geologic report has been prepared and recommendations are incorporated as applicable</p> <p>3) verification testing has been conducted by a California-licensed structural engineer</p>		Withhold grading and/or building permits

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

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Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
<p>soils shall consist of very low expansive soils. Construction of concrete structures in contact with subgrade soils determined to be corrosive shall include measures to protect concrete, steel, and other metals.</p> <p>A California-licensed structural engineer must conduct verification testing upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified. Additionally, the structural engineer must determine the ultimate thickness and reinforcement of the building floor slabs based on the imposed slab loading and verify seismic design parameters in accordance with American Society of Civil Engineers (ASCE) 7-16 Section 11.4.8. This measure shall be implemented to the satisfaction of the City Director of Building and Safety or designee.</p>					
HAZARDS AND HAZARDOUS MATERIALS					
<p>REGULATORY COMPLIANCE MEASURE HAZ-1: A comprehensive asbestos-containing materials (ACM) survey and lead-based materials (LBM) survey shall be completed prior to demolition or renovation of 2692 Park Avenue, 2675 A Street, 2677 A Street, 2681 A Street, and 2683 A Street within the South Gateway Site. If the ACM survey reveals any manufactured construction material that contains less than one percent asbestos by weight pursuant to Title 8, CCR Section 1529: Asbestos and if the LBM survey reveals lead levels below 0.7 milligram per square centimeter pursuant to Los Angeles County Code Title 11, Chapter 11.28, Section 11.28.010(c), no further survey or remedial work is required. However, if ACM greater than one percent asbestos by weight are identified within</p>	<p>Community Development Director or designee, and/or Building and Safety Division, or designee.</p>	<p>Prior to demolition or renovation</p>	<p>Evidence to the City: asbestos report/disposal plan, a lead-based materials report/disposal plan, and SCAQMD-approved disposal tickets to the City</p>		<p>Withhold demolition or renovation permit</p>

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
structures proposed for renovation or demolition, Regulatory Compliance Measure HAZ-2 shall apply. Furthermore, if lead levels at or above 0.7 milligram per square centimeter are identified, Regulatory Compliance Measure HAZ-3 shall apply. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director or designee, and/or Building and Safety Division, or designee.					
REGULATORY COMPLIANCE MEASURE HAZ-2: Prior to the demolition of 2730 Park Avenue and 2712 Park Avenue within the North Gateway Site, as well as demolition or renovation of any of the properties within the South Gateway Site determined under Regulatory Compliance Measure HAZ-1 to contain ACM, all ACM shall be abated from the demolition sites. An Asbestos Notification shall be prepared and submitted to the South Coast Air Quality Management District (SCAQMD) for approval before any asbestos abatement may commence. The contractor shall provide a construction and demolition plan with disposal tickets from an SCAQMD-approved disposal facility and air clearances prior to final inspection, and an asbestos report shall be provided to the City prior to the issuance of a demolition or renovation permit. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director or designee, and/or Building and Safety Division, or designee.	Community Development Director or designee, and/or Building and Safety Division, or designee.	Prior to demolition or renovation	Evidence to the City: 1) asbestos notification submitted to SCAQMD 2) construction/demolition plan with disposal tickets from SCAQMD-approved disposal facility and air clearances 3) asbestos report provided to the City		Withhold demolition or renovation permit
REGULATORY COMPLIANCE MEASURE HAZ-3: Prior to the demolition of 2730 Park Avenue and 2712 Park Avenue within the North Gateway Site, as well as demolition or renovation of any of the properties within the South Gateway Site	Community Development Director or designee, and/or Building	Prior to demolition or renovation	Evidence to the City: 1) construction/demolition plan with disposal tickets from SCAQMD-approved		Withhold demolition permit

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
determined under Regulatory Compliance Measure HAZ-1 to contain LBP, all LBM shall be abated from the demolition site with lead levels at or above 0.7 milligram per square centimeter shall be abated from the demolition site. Furthermore, California Department of Health lead certified staff would be required for all abatement work. The contractor shall provide a construction and demolition plan with disposal tickets from a South Coast Air Quality Management District-approved disposal facility and air clearances prior to final inspection, and a lead report shall be provided to the City prior to the issuance of a demolition or renovation permit. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director or designee, and/or Building and Safety Division, or designee.	and Safety Division, or designee.		disposal facility and air clearances 2) lead report provided to the City		
HYDROLOGY AND WATER QUALITY					
REGULATORY COMPLIANCE MEASURE HYD-1: Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS). The Applicant shall provide the Waste Discharge Identification Number (WDID) to the	Public Works Department and/or the Community Development Director, or designee	Prior to the issuance of demolition and grading permits and during construction	Evidence to the City: 1) submission of Permit Registration Documents (PRDs) 2) filing of the Notice of Intent with the Regional Water Quality Control Board via submittal of a copy of the Waste		Withhold demolition and/or grading permit and/or issuance of a stop work order

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
<p>Director of the City of La Verne Public Works Department and the Community Development Director or designee, to demonstrate proof of coverage under the Construction General Permit. Project construction shall not be initiated until a WDID is received from the SWRCB and is provided to the City, or designee. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify Construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in storm water runoff as a result of construction activities. Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTS.</p>			<p>Discharger's Identification Number to the City</p> <p>3) preparation of a Stormwater Pollution Prevention Plan, identifying Construction Best Management Practices (BMPs)</p> <p>4) submission of a Notice of Termination via SMARTS</p>		
<p>REGULATORY COMPLIANCE MEASURE HYD-2: Prior to issuance of a grading permit, the Applicant shall submit Standard Urban Stormwater Mitigation Plan (SUSMP) to the City of La Verne for review and approval. The SUSMP shall demonstrate that the proposed development plan includes BMPs for source control, pollution prevention, site design, low impact development (LID) implementation, and structural treatment control. Best Management Practices (BMPs) shall be designed and implemented consistent with the requirements outlined in the project-specific LID Studies and Los Angeles County's LID Standards Manual. Periodic maintenance of any required bioretention basin and landscaped areas during project occupancy and operation shall be in accordance with the schedule outlined in the SUSMP. This condition shall be</p>	<p>Public Works Department and/or the Community Development Director, or designee</p>	<p>Prior to the issuance of grading permits</p>	<p>Evidence to the City: Submission of a Standard Urban Stormwater Mitigation Plan (SUSMP) to the City</p>		<p>Withhold grading permit</p>

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
implemented to the satisfaction of the Director of the City of La Verne Public Works Department and the Community Development Director or designee, as appropriate.					
NOISE					
<p>REGULATORY COMPLIANCE MEASURE NOI-1: Prior to and during construction, the following measures shall be implemented to reduce construction noise to within the standards established in Section 8.20.050 of the City's Municipal Code.</p> <ul style="list-style-type: none"> <p>Construction Noise Management Plan. The project Applicant in consultation with the construction contractor shall prepare and submit to the City of La Verne Community Development Department a construction noise management plan that details the proper posting of construction schedules, appointment of a noise disturbance coordinator, and methods for assisting in noise reduction measures pursuant to Section 8.20.050 of the City's Municipal Code because noise-sensitive receptors are located 200 feet or less from the project sites.</p> <p>Construction Hours. The construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays pursuant to Section 8.20.050 of the City's Municipal Code. Construction activities are prohibited outside of these hours and any time</p> 	Community Development Director, or designee	Prior to and during construction	<p>Evidence to the City:</p> <p>1) preparation of a construction noise management plan</p> <p>2) construction is prohibited outside of permissible hours, Sundays, and holidays</p> <p>3) noise control techniques shall be used wherever feasible</p>		Withhold grading permit and/or issuance of a stop work order

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
<p>on Sundays and legal holidays.</p> <ul style="list-style-type: none"> • Best Available Noise Control Techniques. The construction contractor shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) for all construction equipment and trucks wherever feasible. • Temporary power poles. The construction contractor shall use temporary power poles instead of generators where feasible. • Electrically Powered Tools. To the extent practicable, electrical power shall be used to run air compressors and similar power tools, which shall be equipped with external jackets on the tools themselves whenever feasible. <p>This measure shall be implemented to the satisfaction of the City of La Verne Building Official and City Community Development Director, or designee.</p>					

RESOLUTION NO. 1349

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LA VERNE, CALIFORNIA, ADOPTING AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR PORTIONS OF THE BRETHERN HILLCREST GATEWAY PROJECT AND RECOMMENDING THAT THE CITY COUNCIL ADOPT THE SAME FOR THE GENERAL PLAN AMENDMENT (113-25GPA) AND ZONE CHANGE (114-25ZC) PORTIONS OF THE BRETHERN HILLCREST GATEWAY PROJECT

WHEREAS, Brethren Hillcrest Homes has submitted an application to make changes to the Brethren Hillcrest community by incorporating new properties into the Master Plan community, merging parcels, and also demolishing and rebuilding residential units (the “Brethren Hillcrest Gateway Project” or “Project”); and

WHEREAS, the overall Project involves four separate sites which need different approvals; and

WHEREAS, these sites are referred to as the North Gateway Site, the South Gateway Site, the Zone Change Site, and the Master Plan Site; and

WHEREAS, the North and South Gateway Sites which has seven residential units on site will be incorporated into the Master Plan, four of these units will be demolished and seven new units will be constructed;

WHEREAS, the approvals required for the North and South Gateway Sites are: a General Plan Amendment from Low Density Residential to Community Facility; a zone change from Planned Residential to Institutional; a conditional use permit for the Master Plan Amendment to incorporate this into Neighborhood 5 of the Master Plan; a parcel merger for two parcels on the North Gateway Site into one parcel; and a precise plan review to facilitate the proposed development on the North and South Gateway Sites; and

WHEREAS, the Zone Change Site involves three existing dwelling units which will be added to Neighborhood 5 of the Hillcrest Master Plan; and

WHEREAS, the approvals required for the Zone Change Site are: a zone change from Planned Residential to Institutional; a conditional use permit for the Master Plan Amendment to incorporate this into Neighborhood 5 of the Master Plan; a parcel merger for two parcels into one parcel; and

WHEREAS, the Master Plan Change Site will redesignate approximately 0.95 acres of Neighborhood 10 of the Master Plan to Neighborhood 5; and

WHEREAS, on December 9, 2025, the Development Review Committee held a noticed, public hearing after which it approved the precise plan of design for the seven

new homes and the parcels mergers subject to all of the other approvals becoming effective, including adoption of the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program; and

WHEREAS, Sections 2.48.020 through 2.48.165 of the La Verne Municipal Code empower the Planning Commission to recommend appropriate legislation to the City Council regarding the orderly growth, development, and environmental character of the community; and

WHEREAS, on January 14, 2026, the Planning Commission held a noticed, public hearing on the General Plan Amendment; Zone Change, Conditional Use Permit for the Master Plan Amendment as well as the Mitigated Negative Declaration for the Project and Mitigation Monitoring and Reporting Program; and

NOW, THEREFORE, the Planning Commission of the City of La Verne, California does hereby resolve as follows:

Section 1. WHEREAS Clauses. The Planning Commission hereby finds each of the WHEREAS clauses stated above to be true and correct and incorporates them as findings of fact.

Section 2. CEQA Procedure. The Planning Commission of the City of La Verne does hereby find as follows:

A. In September 2024, the City Council approved a consultant agreement with LSA to prepare the environmental review document required for the Project.

B. LSA prepared a draft Initial Study and Mitigated Negative Declaration (hereafter “MND”) which was subject to a public review period of November 3, 2025 through November 24, 2025.

C. Prior to the release of the MND, and in accordance with SB 18 and AB 52, the City sent notices to the list of Native American Tribes provided by the Native American Heritage Council. Mitigation measures were recommended and added as a result of consultation.

D. Prior to the close of the public review period, the City received one comment letter from the Los Angeles County Sanitation Districts which required minor, technical changes to be made to the MND. Additionally, minor clerical errors relating to the existing general plan designation for the Zone Change Site, the number of parcels to be merged and the case numbers were corrected. The changes did not require any new mitigation measures or recirculation of the MND. These changes are reflected in the Final MND dated December, 2026.

E. The applicant has agreed to all mitigation measures.

Section 3. Adoption of Final MND and Mitigation Monitoring and Reporting Program. The Planning Commission hereby adopts the Final MND, attached hereto as Exhibit A, and the Mitigation Monitoring and Reporting Program, attached hereto as Exhibit B for the purposes of the Master Plan Amendment as well as for the Precise Plan of Review and Parcel Mergers. The Final MND reflects technical changes made as a result of comments and the correction of technical errors discovered by staff. The Planning Commission also recommends that the City Council adopt the Final MND and Mitigation Monitoring and Reporting Program as it applies to the General Plan Amendment and Zone Change portions of the Project. In adopting these documents and making this recommendation, the Planning Commission makes the following findings and determinations:

A. The City has complied with all procedural requirements relating to CEQA and other requirements of law. The Final MND is adequate and complete and complies with all CEQA requirements.

B. In adopting the Final MND and the Mitigation Monitoring and Reporting Program, the Planning Commission has exercised its independent judgement and analysis. The Planning Commission has reviewed and considered the Final MND, agenda reports, written reports, public testimony, and other information in the record.

C. The Project has the potential to create impacts in the following areas: geology as to areas other than paleontological; hazards; and hydrology. Impacts in the noted areas will be reduced below a level of significance due to regulatory compliance measures.

D. The Project has the potential to create significant impacts in the following areas: biology with regard to raptors and other migratory birds; cultural resources with regard to one of the homes being demolished having been the place where the Chrondek timer use in racing was developed; cultural resources with regard to archaeological resources and possible discovery of human remains; geology and soils with respect to paleontological resources; vibration impacts; tribal cultural resources. The mitigation measures set forth in the Final MND and the Mitigation Monitoring and Reporting Program will reduce these impacts to below a level of significance.

E. The Project has the potential to create significant impacts with relation to noise. These impacts will be reduced below a level of significance based on both mitigation measures and regulatory measures.

F. There is no substantial evidence in the record that the project will have a significant effect on the environment.

Section 4. Recommendation. Based on the above, the Planning Commission further recommends that the City Council adopt the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for the purposes of the General Plan Amendment and Zone Change components of the project.

Section 5. Custodian of Record. Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Project. All summaries of information in the findings which precede this section are based on the entire record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact. The documents and materials that constitute the record of proceedings on which these findings and approval are based are located in the Community Development Department at City Hall, 3660 D Street, La Verne, CA 91750. The custodian of record is Eric Scherer, Community Development Director whose email is escherer@laverneca.gov and phone is 909/596-9706.

Section 6. Effective Date. This resolution shall become effective immediately.

Section 7. Attestation. The Chairman shall sign and the Secretary shall attest to the adoption of Resolution No. 1349.

APPROVED AND ADOPTED this 14th day of January, 2026, by the Planning Commission at La Verne, California.

:

Chairman, Planning Commission

ATTEST:

Secretary, Planning Commission

BRETHREN HILLCREST GATEWAY PROJECT
Case Nos. 113-25GPA, 114-25ZC, 115-25MPA, 116-25PM, 103-25PM,
and 117-25PPR
CITY OF LA VERNE
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

December 2025

Lead Agency:
City of La Verne
3660 "D" Street,
La Verne, California 91750

Prepared by:
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507
(LSA Project No. 20241974)

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INITIAL STUDY

1. **PROJECT TITLE:** Brethren Hillcrest Gateway Project
2. **LEAD AGENCY NAME AND ADDRESS:** City of La Verne
3660 "D" Street
La Verne, California 91750
3. **CONTACT PERSON AND TELEPHONE NUMBER:** Candice Bowcock, Principal Planner
City of La Verne
(909) 596-8706
cbowcock@cityoflaverne.org
4. **PROJECT LOCATION:**

The project consists of four separate sites located adjacent to or within the west campus of the Brethren Hillcrest community which is a continuing care retirement community in the southern portion of La Verne.

 - The North Gateway Site and South Gateway Site include Assessor's Identification Numbers (AINs) 8381-010-006, -028, and -033 These sites are approximately 150 feet apart. The South Gateway includes AIN 8381-010-006 containing 2675, 2677, 2681, 2683 A Street and 2692 Park Avenue, and the North Gateway includes AIN 8381-010-028 containing 2730 Park Avenue and AIN 8381-010-033 containing 2712 Park Avenue. In addition to the demolition, construction and/or renovation of residential units on the South Gateway and North Gateway Sites, there are two other areas which are part of the project, neither of which involve any physical changes.
 - The Zone Change Site (AIN 8381-012-013 which includes 2715, 2717, and 2719 Park Avenue) located just west of the North Gateway site is included in the project for incorporation into the Brethren Hillcrest Master Plan.
 - The Master Plan Change Site (AINs 8381-010-043 which includes 2723 and 2725 A Street and 2745 and 2747 A Street and 8381-010-005 which includes 2691 and 2693 A Street and 2703 A Street) is included in the project for a change of neighborhood designation.

The project sites are located approximately 1 mile south of State Route 210 (SR-210) and approximately 2.2 miles north of Interstate 10 (I-10). The Bracket Field Airport is located approximately 0.9 mile south of the project site, and Puddingstone Reservoir is located approximately 1.5 miles southwest of the

project site. Figures 1 and 2 detail the project location and vicinity and existing setting.

- 5. PROJECT SPONSOR'S NAME AND ADDRESS:** Brethren Hillcrest Homes
2705 Mountain View Drive
La Verne, California 91750

- 6. EXISTING GENERAL PLAN DESIGNATION:** North and South Gateway Sites: LDR - Low Density Residential (0-5 du/ac)
Zone Change Site: Community Facility (CF)
Master Plan Change Site: Community Facility (CF)

- 7. PROPOSED GENERAL PLAN DESIGNATION:** North and South Gateway Sites: Community Facility (CF)
Zone Change Site: No change
Master Plan Change Site: No change

- 8. EXISTING ZONING:** North and South Gateway Sites: Planned Residential 4.5 dwelling units per acre (PR4.5D)
Zone Change Site: Planned Residential 4.5 dwelling units per acre (PR4.5D)
Master Plan Change Site: Institutional (I)

- 9. PROPOSED ZONING:** North and South Gateway Sites: Institutional (I)
Zone Change Site: Institutional (I)
Master Plan Change Site: No change

- 10. DESCRIPTION OF PROJECT:** The proposed project is an update to the Brethren Hillcrest Homes (Hillcrest) Master Plan (Master Plan). Hillcrest consists of 239 residential homes and apartments, 48 assisted living units, 24 dementia beds, and 59 skilled nursing facility beds. Hillcrest is divided into twenty-three neighborhoods on approximately 53 acres. As further described below, the project involves Neighborhoods 5 and 10.

The project consists of the following components:

North Gateway and South Gateway Sites

The proposed project includes demolition of four residential homes which are not currently part of the Hillcrest Master Plan community and construction of seven single-family homes in their place to be added to Neighborhood 5 of the Hillcrest Master Plan community with common area landscaping on 1.19 acres encompassing the North and South Gateway Sites. All of the existing units are vacant.

The four residential units to be demolished include two single family homes (2692 Park Avenue and 2677 A Street) within the South Gateway, and two single family homes (2730 Park Avenue and

2712 Park Avenue) within the North Gateway. A total of 5,831 square feet will be demolished. Three existing residences on the South Gateway Site (2675 A Street, 2681 A Street, and 2683 A Street), each between 765 and 779 square feet in size (2,309 square feet total) would be renovated to blend with the architectural design and style of the seven residential units to be constructed. Figures 3a through 3e provide photographs of the existing environmental conditions of the project sites.

The seven residential units to be constructed include three single-family homes within the South Gateway and four single-family homes within the North Gateway. Each of the seven proposed single-family residential units would be one-story with two bedrooms, two baths, and a two-car garage. A total of 10,989 square feet will be constructed for a net increase of 5,158 square feet. The project also includes reconstruction of portions of the curb, gutter, sidewalk, and driveway aprons along the project frontages of Park Avenue and A Street, as well as reconstruction of public paseos traversing these properties to improve the connection between the east and west campuses of the Hillcrest Community. The project also includes removal of 24 trees and retention of 7 mature trees to be incorporated into the landscape plan of the proposed development. Figures 4a and 4b detail the conceptual site plan of the proposed project.

The required project approvals for the North Gateway and South Gateway Sites are:

- General Plan Amendment from LDR - Low Density Residential (0-5 du/ac) to CF – Community Facility;
- Zone Change from Planned Residential 4.5 dwelling units per acre (PR4.5D) to Institutional (I);
- Conditional Use Permit for Master Plan Amendment to incorporate the North Gateway and South Gateway Sites into Neighborhood 5 of the Master Plan;
- Parcel merger to merge three parcels (AIN 8381-010-028 and AIN 8381-010-033 comprising the North Gateway Site, and AIN 8381-010-043) into one parcel; and
- Precise Plan Review to facilitate the proposed development on the North Gateway and South Gateway Sites as shown in the conceptual site plan shown in Figures 4a and 4b.

As originally submitted, the application included the demolition of three additional units at 2675, 2681 and 2683 A Street and the construction of a total of nine new units. The air quality and noise

analyses evaluate 8,106 square feet of demolition and 13,778 square feet of construction and assume a net increase of 5,672 square feet of residential uses. Accordingly, the discussions below in those respective sections disclose potentially greater environmental effects than would occur under the proposed project.

Zone Change Site

A 0.27-acre parcel, which includes three existing dwelling units (2715, 2717, and 2719 Park Avenue) would be added to Neighborhood 5 of the Hillcrest Master Plan (the “Zone Change Site”). This change does not involve any demolition or construction. The required project approvals for this change are:

- Zone Change from Planned Residential 4.5 dwelling units per acre (PR4.5D) to Institutional (I);
- Conditional Use Permit for Master Plan Amendment to incorporate this site into Neighborhood 5 of the Master Plan; and
- Parcel Merger to merge the Zone Change Site (AIN 8381-012-013) with the property adjacent to the south (AIN 8381-012-029) into one parcel.

Master Plan Change Site

Two parcels composing approximately 0.95 acre of Neighborhood 10 of the Hillcrest Master Plan will be redesignated from Neighborhood 10 to Neighborhood 5, as the existing development within these parcels match the development pattern of Neighborhood 5 which includes independent living units. The properties to be redesignated include three duplex residential structures and one single-family residence from Neighborhood 10 to Neighborhood 5 of the Hillcrest Master Plan (refer to Figures 5 and 7). Except for the properties being redesignated, neighborhood 10 focuses on gathering and activity areas and congregate living and consists of the Hillcrest Administrative Offices (2705 Mountain View Drive) and a 24-unit multi-family residential building (2765 Mountain View Drive). Neighborhood 10 is intended to locate resident activities and administrative services in the center of the Hillcrest campus.¹

The transfer of approximately 0.95 acre of Neighborhood 10 to Neighborhood 5 will require a conditional use permit for a Master

¹ *Ibid.* Page 58.

Plan amendment. This change does not involve any demolition or construction.

Figure 5 details the existing and proposed zoning, Figure 6 details the existing and proposed General Plan land use designations, and Figure 7 details the existing and proposed Neighborhood 5 and Neighborhood 10 of the Brethren Hillcrest Homes Master Plan.

**11. SURROUNDING
LAND USES AND
SETTING:**

The project is located in the southern portion of the city and is surrounded by residential uses on all sides. The residences to be demolished at 2692 Park Avenue and 2712 Park Avenue were developed prior to 1948, and the remaining residences were developed by 1964.²

The South Gateway Site is bounded to the north and south by single-family and multi-family residences, to the west by Park Avenue, and to the east by A Street. The North Gateway Site is bounded to north and south by single-family residences, to the west by Park Avenue, and to the east by single-family and multi-family residences. The Zone Change Site is bounded to the north and south and west by multi-family residences and to the east by Park Avenue. The Master Plan Change Site is bounded by A Street to the east, the South Gateway site to the south, the North Gateway site to the west, and single-family residences to the north. The Brethren Hillcrest continuing care retirement community abuts the project sites to the east and west, and the proposed project would incorporate the subject sites into the Hillcrest Master Plan.

**12. PUBLIC
AGENCIES
WHOSE
APPROVAL IS
REQUIRED:**

The project requires approval by the City of La Verne. The entitlements required from the city include:

- *General Plan Amendment (113-25GPA)*
- *Zone Change (114-25ZC)*
- *Conditional Use Permit/Master Plan Update (115-25 MPA)*
- *Parcel Mergers*
 - *116-25PM for AIN 8381-010-028, AIN 8381-010-033, and AIN 8381-010-043*
 - *103-25PM for AIN 8381-012-013 and AIN 8381-012-029*
- *Precise Plan Review (117-25PPR)*

**13. HAVE
CALIFORNIA
NATIVE
AMERICAN
TRIBES
TRADITIONALLY**

As detailed in Checklist Section 3.21 (Tribal Cultural Resources), the City of La Verne has consulted with interested Native American Tribes pursuant to Assembly Bill 52 (Section 21080.3.1 of the Public Resources Code) and Senate Bill 18 (Sections 65352.3 and 65352.4 of the Government Code). *Note: Conducting consultation early in the CEQA process allows tribal governments, lead*

² Nationwide Environmental Title Research, LLC. *Historic Aerials by NETR Online*. Orthophotography dated 1948 and 1964. Website: <https://historicaerials.com/viewer>. Accessed September 23, 2024.

**AND
CULTURALLY
AFFILIATED WITH
THE PROJECT
AREA
REQUESTED
CONSULTATION
PURSUANT TO
PUBLIC
RESOURCES
CODE SECTION
21080.3.1? IF
SO, HAS
CONSULTATION
BEGUN?**

agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.

Figure 1: Project Location and Vicinity

Figure 2: Existing Setting

Figure 3a: Site Photographs

Figure 3b: Site Photographs

Figure 3c: Site Photographs

Figure 3d: Site Photographs

Figure 3e: Site Photographs

Figure 4a: Proposed Conceptual Site Plan (South Gateway)

Figure 4b: Proposed Conceptual Site Plan (North Gateway)

Figure 5: Existing and Proposed Zoning

Figure 6: Existing and Proposed General Plan Land Use

Figure 7: Existing and Proposed Brethren Hillcrest Master Plan (Neighborhoods 5 & 10)

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" for which mitigation has been prescribed as indicated by the checklist on the following pages.

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

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential 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

Printed Name

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 Environmental Impact Report (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.

Explanatory Note

Because the Zone Change Site and Master Plan Change Site do not involve any physical changes, unless otherwise specified, the analysis is focused on the North Gateway and South Gateway component.

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. Aesthetics				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less than Significant Impact

Discussion of Effects: Scenic views within La Verne consist of the San Gabriel Mountains, foothills, and canyons located in the northern portion of City (i.e., north of the project sites). Views of these features from the project sites are already obstructed by trees, structures, and utility poles (refer to Figure 3b).

The North Gateway Site, South Gateway Site, and Zone Change Site are zoned Planned Residential 4.5 dwelling units per acre (PR4.5D) and will be subject to a zone change from PR4.5D to Institutional (I). The North Gateway Site and South Gateway Site also would be subject to a General Plan Amendment from LDR - Low Density Residential (0-5 du/ac) to CF – Community Facility. The Master Plan Change site would transfer select properties from Neighborhood 10 to Neighborhood 5 of the Hillcrest Master Plan and therefore would not require a zone change or General Plan Amendment. There is no physical development for either the Zone Change Site or Master Plan Site.

Implementation of the proposed project would be subject to compliance with Chapter 18.60 (Institutional Zone) of the City Municipal Code, which includes requirements for setbacks, building height, lot coverage, and landscaping. Furthermore, a precise plan preview would be required and subject to approval by the Development Review Committee pursuant to Chapter 18.16 (Development Review). The process would ensure compliance with all applicable regulations pertaining to building orientation, form, massing, setbacks, height, color palette, building materials, and drought-tolerant landscaping.

The only physical changes will be to the North Gateway and South Gateway Sites. The project includes an amendment to the Master Plan to incorporate three of the project sites, comprised of the South Gateway (AIN 8381-010-006), North Gateway (AIN 8381-010-028 and AIN 8381-010-033), and Zone Change Site (AIN 8381-012-013) into Neighborhood 5 of the Hillcrest Master Plan and a redesignation of a portion of Neighborhood 10 as Neighborhood 5. The existing Master Plan requires all units along the Master Plan perimeter streets (e.g., Park Avenue) to maintain a minimum setback distance of 25 feet from the public right-of-way (curb).³ The proposed project includes reconstruction of portions of the curb, gutter, sidewalk, and driveway aprons within the North Gateway Site and South Gateway Site along the project frontages of Park Avenue; however, Park Avenue would maintain its existing roadway width. As required by the Master Plan, redevelopment of the North Gateway and South Gateway Sites would maintain a minimum setback distance of 25 feet from the curb. One existing property to be transferred from Neighborhood 10 to Neighborhood 5 (2747 A Street/) would maintain the existing 15-foot setback from the public right-of-way and remain as a legal, non-conforming residential use within the Hillcrest Master Plan with regard to setback distance from the public right-of-way. The proposed residential structures within the North Gateway site and South Gateway site would be single-story homes constructed to heights commensurate with the surrounding buildings and well below the maximum building height of 25 feet permitted along Park Avenue and 35 feet in other portions of Neighborhood 5 of the Master Plan.^{4,5}

The proposed project includes construction of 7 single-story residential structures to heights commensurate with the surrounding buildings pursuant to Section 18.10.080 and below the maximum building height permitted in the Master Plan. Additionally, development will maintain the sites' existing flat topography. Views of the City's scenic

³ City of La Verne. *Brethren Hillcrest Homes Master Plan, Design Development Guidelines*. Page 102. Approved November 2, 1992.

⁴ *Ibid*. Page 46.

⁵ In accordance with Section 18.60.110, greater structural heights, more lot coverage, smaller setbacks, and similar adjustments to the standards of Chapter 18.60 (Institutional Zone) may be permitted in the Master Plan Update upon review and approval by the City Planning Commission pursuant to Chapter 18.108 (Conditional Use Permits, Variances, and Minor Exceptions), as well as the City Council. Such adjustments are permitted provided they are necessary in response to the unique qualities of the institution and its site to support efficient and attractive development; impacts are minimized to the surrounding properties and to cultural, historic, and environmental resources; the proposed improvements otherwise meet the requirements and intent of the City Municipal Code, the City General Plan, and CEQA; and the benefits of the proposed development standard change(s) outweigh any potential adverse effects. *Section 18.60.110 (Institutional Zone Development Standard Changes)*. City of La Verne Municipal Code. Title 18 (Zoning). <https://ecode360.com/44524769#44524783>. (Accessed February 27, 2025).

resources from the project sites and vicinity are mostly obscured by residential development in all directions, as well as by mature trees on the sites and along adjacent roadways and by overhead infrastructure (i.e., distribution utility poles). Furthermore, the project sites are immediately north of the Lordsburg Specific Plan, which does not identify any of the roadways adjacent to the project sites as major corridors for viewing the Lordsburg community.⁶ The nearest scenic view corridor is an easterly viewpoint of Bonita Avenue approximately 0.25 mile southwest of the project sites at the intersection of Bonita Avenue and Wheeler Avenue. The proposed residential structures would not obstruct this viewpoint or any other scenic view corridor identified in the Lordsburg Specific Plan, City General Plan, or any other land use plan in the City.

Since the project sites and vicinity are not considered to be part of or within the viewshed of a scenic vista identified by the City, compliance with Chapter 18.60 (Institutional Zone) of the City Municipal Code will ensure impacts to scenic vistas would remain **less than significant**. Mitigation is not required.

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

No Impact

Discussion of Effects: The nearest State-designated scenic highway is State Route 2, located approximately 35 miles north of the project sites. The project sites would not be visible from State Route 2. Locally, Bonita Avenue east of Wheeler Avenue is designated a scenic corridor by the City. Although the project sites are approximately 0.25 mile northeast of the Bonita Avenue scenic view corridor, none of the project facilities (e.g., residential structures and landscaping) would obstruct views of the historic structures or trees along this viewpoint or any other scenic view corridor.

There are 31 trees on the North and South Gateway Sites. The project includes removal of 24 trees and retention of 7 mature trees to be incorporated into the landscape plan of the proposed development. None of the 31 trees inventoried and evaluated on the project sites qualify as “Significant” or “heritage” trees as defined in Chapter 18.78 of the City’s Municipal Code.⁷ The project would not substantially damage scenic resources including, trees, rock outcroppings, and historic buildings within a state scenic highway or locally designated scenic roadway. **No Impact** would occur, and no mitigation is required.

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage

⁶ City of La Verne, Archiplan Urban Design Collaborative, Martin Eli Weil Restoration Architect, and Stevens/Garland Associates. *A Specific Plan for Lordsburg, The City of La Verne*. Figure 3 (Visual Analysis) and Page 20. September 1992, Chapter 5 updated March 2004.

⁷ LSA. *Arborist Report for the Hillcrest Gateway Project in La Verne, Los Angeles County, California (LSA Project No. 20241974)*. December 11, 2024.

point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact

Discussion of Effects: The City's 2023 population is estimated to be 29,898 persons and the City's land area is approximately 8.42 square miles;⁸ therefore, the City meets the definition of *Urbanized Area* under Section 15387 of the *CEQA Guidelines*. The proposed project would include construction and demolition of single-family residential units, reconstruction of portions of the curb, gutter, sidewalk, and driveway aprons along the project frontages of Park Avenue and A Street, as well as reconstruction of public paseos traversing these properties to improve the connection between the east and west campuses of the Hillcrest Community.

It should be noted that the Gateway Sites are currently developed with residential uses that are unoccupied and in various states of disrepair. Through compliance with the City's Municipal Code, the proposed project would redevelop underutilized properties in the City while maintaining consistency with the existing visual character of the surrounding community.

The project proposes demolition of two single family homes (2692 Park Avenue and 2677 A Street) within the South Gateway, and two single family homes (2730 Park Avenue and 2712 Park Avenue) within the North Gateway. The proposed project would construct seven residential units, three single-family homes within the South Gateway and four single-family homes within the North Gateway. The proposed project would be constructed to provide primary Master Plan components, including informal courtyard configurations and a sense of landscape sanctuary.⁹ The seven proposed residential units would be oriented around public paseos that traverse through the properties and serve as courtyards for residents of the Master Plan as well as the surrounding community. The public paseos would feature landscaping consistent with Appendix J of the Master Plan¹⁰ and ultimately improve the connection between the east and west campuses of the Hillcrest Community. Furthermore, the project sites would be thematically landscaped to differentiate them from other neighborhoods of the Master Plan while establishing a unique articulation of space and skyline in the community. As indicated in the Master Plan,¹¹ thematically oriented landscaping facilitates ease of navigation for pedestrians and other residents of the Master Plan.

Other design elements of the proposed project would support cohesive integration with the existing community. For example, Appendix J of the Master Plan¹² identifies recommended specimens including the Brisbane Box, Strawberry Tree, and Crape Myrtle, all of which are incorporated into the landscape plan for the proposed project. The

⁸ United States Census Bureau. *QuickFacts, La Verne City, California*. <https://www.census.gov/quickfacts/fact/table/lavernecitycalifornia/PST045218>. (Accessed October 21, 2024).

⁹ City of La Verne. *Brethren Hillcrest Homes Master Plan, Design Development Guidelines*. Page 11. Approved November 2, 1992.

¹⁰ City of La Verne. *Brethren Hillcrest Homes Master Plan, Appendix J*. Page 113. Approved November 2, 1992.

¹¹ City of La Verne. *Brethren Hillcrest Homes Master Plan, Design Development Guidelines*. Page 3. Approved November 2, 1992.

¹² City of La Verne. *Brethren Hillcrest Homes Master Plan, Appendix J*. Page 113. Approved November 2, 1992.

project-specific tree inventory and evaluation identified 31 trees located on the project sites. Seven trees on the project sites would be retained and incorporated into the landscape plan of the proposed development while 24 trees would be removed and new trees planted. None of the 31 trees inventoried qualify as a “Significant” or “heritage” tree as defined in Section 18.78 of the City’s Municipal Code. Preservation of seven trees and the incorporation of landscaping per Appendix J of the Master Plan would ensure the consistent pattern of landscaping between existing and proposed uses within the community. Furthermore, all landscaping elements would be implemented in accordance with Section 18.60.080 and Chapter 18.118 (Water Efficient Landscapes) of the City Municipal Code.

Three existing residences on the South Gateway Site (2675 A Street, 2681 A Street, and 2683 A Street), each between 765 and 779 square feet in size (2,309 square feet total) would be renovated to blend with the architectural design and style of the seven residential units to be constructed. All residential structures within the North and South Gateway Sites would incorporate 360-degree architecture where all elevations receive equal articulation and design consideration. Perimeter walls and light fixtures would be architecturally compatible with the overall building designs, which incorporate features of both craftsman (e.g., projecting eaves, exposed trusses, and heavily articulated stonework along foundations) and ranch (e.g., single story, low-pitched roof, attached garage) architectural styles. These architectural features are consistent with the architecture of the residential uses within the Lordsburg Specific Plan to the south and Neighborhood 6 of the Hillcrest Master Plan to the north. Structural elements incorporated through architecture, material, and color would achieve an integrated appearance to the building designs while deemphasizing the “box” appearance through the use of multi-form roof combinations, step-backs, varied massing, projecting elements, trim, eaves, material and color massing, and other features. Therefore, it is anticipated that the proposed scale, architectural design, and articulation of the development on the site would complement the surrounding residential uses.

The proposed project includes construction of seven single-story residential structures to heights commensurate with the surrounding buildings pursuant to Section 18.10.080 of the City Municipal Code and below the maximum building height permitted in the Master Plan for Neighborhood 5. Section 18.60.090 of the City Municipal Code requires implementation of master plans in institutional zones to avoid adverse impacts to adjacent properties, including impacts on aesthetics, noise, light, health, privacy, and safety. Compliance with Chapter 18.16 (Development Review), which would require the proposed development plans to be reviewed and approved by the City Development Review Committee pertaining to building orientation, form, massing, setbacks, height, color palette, building materials, and drought-tolerant landscaping, would ensure appropriate placement and design of all facilities proposed through implementation of the proposed project. Through preservation of existing mature landscaping, incorporation of compatible architectural styles, and compliance with Chapter 18.60 (Institutional Zone) and Chapter 18.16 (Development Review) of the City Municipal Code, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be **less than significant**, and mitigation is not required.

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Less than Significant Impact

Discussion of Effects: Existing sources of light and glare in the project vicinity include existing residential buildings and vehicle headlights from motorists driving by the project sites on adjacent roadways. These sources emit light and glare during daytime and nighttime hours. Development of the project sites would introduce new sources of light from typical residential uses as well as from security and safety lighting on the properties.

Sources of glare from the project would include reflective building materials, such as windows, and vehicles parked on the premises. The amount of glare would depend on the location of the reflective surfaces and the direction of the sun. Any glare produced by reflective surfaces would be temporary, as the location of the sun would change throughout the day. Exterior surfaces of the proposed residences would be finished with a combination of architectural coatings and other materials (e.g., brick, wood, or stone). Materials utilized for the proposed residences would not contain large expanses of reflective metal or other material that would generate substantial light or glare. All project site improvements would include additional landscaping elements both internally as well as along the perimeter of the sites in accordance with Section 18.60.080 (Institutional Zone – Landscaping) and Chapter 18.118 (Water Efficient Landscapes) of the City Municipal Code that would minimize glare impacts resulting from any reflective surfaces from buildings and vehicles. Furthermore, the project sites currently include residential structures proposed for demolition. Therefore, the proposed project would not significantly increase the amount of daytime light or glare in the project vicinity.

At night, the project's interior and exterior building lights and landscape lighting would be visible from the nearby residential dwellings and surrounding public streets. However, these light sources would not have a significant impact on the night sky, as they would not exceed existing background light levels already occurring from surrounding residential development.

All development in the City, which includes light generated from institutional uses and parking lots, is required to adhere to lighting requirements contained in the City's Municipal Code. Specifically, Section 18.76.090 requires illumination to be designed so that light is shielded and directed away from adjoining properties and the public right-of-way. Furthermore, Section 18.60.090 would ensure implementation of the proposed project would not result in adverse impact to the surrounding community from the introduction of any new sources of light. A precise plan review approval is required to address building design aspects as generally identified under the proposed project. The precise plan will be reviewed and approved by the City's Development Review Committee pertaining to lighting and glare to ensure appropriate placement and design of all proposed facilities pursuant to Chapter 18.16 (Development Review). As such, adherence to these measures would be mandatory and enforceable through review and action on the project plans.

Since all development in the city is required to comply with the lighting requirements contained in the City's Municipal Code, impacts associated with light or glare would be **less than significant**. Mitigation is not required.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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II. Agriculture and Forest 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 Department 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 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:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to

the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact

Discussion of Effects: The project sites and surrounding areas are currently developed with residential uses. Review of the Farmland Mapping and Monitoring Program (FMMP) maps prepared by the California Department of Conservation confirmed neither the project sites nor adjacent lands have been mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the FMMP.¹³ **No impact** related to the conversion of Prime Farmland, Unique Farmland, and/or Farmland of Statewide Importance would occur with development of the proposed project, Mitigation is not required.

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

No Impact

Discussion of Effects: The project sites are zoned Planned Residential 4.5 dwelling units per acre (PR4.5D) and would be subject to a zone change from PR4.5D to Institutional (I). Therefore, the project sites are not enrolled in a Williamson Act contract or zoned for agricultural and/or timber production. The proposed project would not conflict with any zoning designations designed to promote agriculture. **No impact** related to agricultural zoning or Williamson Act contracts would occur. Mitigation is not required.

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))?

No Impact

Discussion of Effects: As stated above, the project sites are zoned Planned Residential 4.5 dwelling units per acre (PR4.5D) and would be subject to a zone change from PR4.5D to Institutional (I). The proposed project would not conflict with any zoning designations designed to preserve forest land or promote timber production. **No impact** related to forest land or timber production would occur. Mitigation is not required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

Discussion of Effects: Neither the project sites nor surrounding areas comprise forest land. The project is proposed on properties developed with residential uses and therefore would not result in the loss of forest land or convert forest land to non-forest use. **No impact** would occur, and no mitigation is required.

¹³ California Department of Conservation. *Los Angeles County Important Farmland 2018. California Important Farmland Finder*. 2018. <http://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx>. (Accessed October 25, 2024).

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

No Impact

Discussion of Effects: As stated previously, the project sites are currently developed with residential uses. The residences at 2692 Park Avenue and 2712 Park Avenue were developed prior to 1948, and the remaining residences were developed by 1964.¹⁴ Therefore, development of the project would have **no impact** related to the conversion of farmland to non-agricultural use. Mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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III. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

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

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

Discussion of Effects: The project site is located in the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP), which has a 20-year horizon for the Basin. The SCAQMD and SCAG must update the AQMP every three years.

¹⁴ Nationwide Environmental Title Research, LLC. *Historic Aerials by NETR Online*. Orthophotography dated 1948 and 1964. Website: <https://historicaerials.com/viewer> (Accessed September 23, 2024).

The current regional air quality plan is the Final 2022 AQMP adopted by the SCAQMD on December 2, 2022.¹⁵ On October 1, 2015, the U.S. Environmental Protection Agency (EPA) strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb). The Basin is classified as an “extreme” nonattainment area. The 2022 AQMP was developed to address the requirements for meeting this standard. The Basin is currently a federal and State nonattainment area for particulate matter less than 10 microns in size (PM₁₀), particulate matter less than 2.5 microns in size (PM_{2.5}), and ozone (O₃).

Consistency with the AQMP for the Basin means that a project would be consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and State air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD *CEQA Air Quality Handbook*, consistency for project development proposals with the Basin’s 2022 AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below:

1. The project would result in short-term construction and long-term pollutant emissions that are lower than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated in response to Checklist Question III(b); therefore, the project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation.
2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects.¹⁶ The AQMP uses the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Therefore, projects that are deemed consistent with a respective General Plan are generally found to be consistent with the AQMP. The North Gateway, South Gateway, and Zone Change Sites will be added to the west campus of the Brethren Hillcrest Community. The project includes a General Plan Amendment from LDR - Low Density Residential (0-5 du/ac) to CF – Community Facility, a Zone Change from Planned Residential 4.5 dwelling units per acre (PR4.5D) to Institutional (I), an amendment to the Master Plan to incorporate all three of these project sites into the Master Plan, a Parcel Merger, and Precise Plan Review to facilitate the proposed development on the North and South Gateway Sites.

The proposed project includes development of seven single-family homes and renovation of three existing homes. Upon development of the project, the North and South Gateway Sites would contain three more residential units than anticipated for that location in the current General Plan as well as the General Plan upon which the AQMP was based. The projections in the AQMP for achieving air quality goals are based, in

¹⁵ South Coast Air Quality Management District. *2022 Air Quality Management Plan*. December 2, 2022. Website: www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan (accessed November 2024).

¹⁶ Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities.

part, on assumptions in Southern California Association of Governments' (SCAG) demographics and growth forecasts and the City's General Plan that was in effect at the time that the AQMP was adopted regarding population, housing, and growth trends. According to the United States Census Bureau, the average household size in the City is 2.62 persons per dwelling unit,¹⁷ Based on these rates, the proposed project could generate 26 residents in the City,¹⁸ of which 18 were already anticipated under the existing General Plan and 8 of which would be additional residents. It should be noted, however, that because the proposed residential uses would be age-restricted to seniors, the population estimates for the proposed project are conservative and are expected to overestimate the actual population that would occupy the proposed project.

Between 2010 and 2020, the total population of the City increased by 2,250 persons to 33,313 (7.2 percent).¹⁹ Between 2000 and 2020, total number of households in the City increased by 667 units to 11,737 (6.0 percent).²⁰ The proposed project's contribution to the City's population and households is consistent with the City's growth trends and represents an minimal increase (between 0.024 percent and 0.078 percent of the 2020 City population and between 0.026 percent and 0.085 percent of the 2020 City households).²¹ Furthermore, the seven proposed age-restricted residential units and three existing units to be renovated would support the following Goals and Policies of the City's General Plan Housing Element:

- General Plan Housing Element Policy 2.4: Facilitate development of senior and low-income housing through the use of financial and/or regulatory incentives.
- General Plan Housing Element Policy 5.4: Encourage housing construction or alteration to meet the needs of residents with special needs such as the elderly and persons with disabilities.

In addition, approximately 15.2 percent of the City's overall population is aged 65 years or older (seniors), and the senior population in La Verne has increased from 4,729 in 2010 to 6,443 in 2019, an increase of 36.2 percent.²² Because of limited mobility, the elderly typically depend on convenient access to alternative modes of transportation and transit facilities, which the Master Plan facilitates through an on-call pick-up service that transports residents to the Brethren Hillcrest dining hall and other amenities via electric motorized cart. Additionally, the Master Plan community provides a private bus

¹⁷ United States Census Bureau. *QuickFacts, La Verne City, California*. <https://www.census.gov/quickfacts/fact/table/lavernecitycalifornia/HSD310223>. Accessed March 28, 2025.

¹⁸ 2.62 persons per household × 10 dwelling units = 26.2 persons.

¹⁹ City of La Verne, 2021-2029 Housing Element. *La Verne Housing Element Background Report*. Page BR-22. Adopted November 21, 2022.

²⁰ Southern California Association of Governments. *2021 Local Profiles Dataset*. Website: scag.ca.gov/data-tools-local-profiles (Accessed November 2024).

²¹ These calculations identify the project's contribution to the City compared to the anticipated population and households under the General Plan Housing Element (e.g., 8 additional residents not anticipated ÷ 33,313 persons = 0.024 percent) (3 additional households not anticipated ÷ 11,737 households = 0.026 percent), as well as the overall project contribution to the City (e.g., 26 project residents ÷ 33,313 persons = 0.078 percent) (10 project households ÷ 11,737 households = 0.085 percent).

²² City of La Verne, 2021-2029 Housing Element. *La Verne Housing Element Background Report*. Page BR-40. Adopted November 21, 2022.

service that transports residents to essential amenities such as banks, doctors' offices, pharmacies, grocery/retail, churches, the Metro Gold Line and Metrolink station respectively 1 mile and 1.75 miles to the southeast, regional bus stations, etc. Finally, the proposed project is located approximately 850 feet from Foothill Transit Bus Route 492 serving the Cities of Montclair, Irwindale, El Monte, and points in between. Accordingly, the proposed project addresses several key issues and implements policies of the AQMP that reduce vehicle miles traveled and associated air pollution emissions without generating a substantial unanticipated increase in population.

As detailed in response to Checklist Question III(b), the proposed project would not exceed any SCAQMD daily emissions threshold or cause a significant impact on air quality. Additionally, implementation of the proposed project would support the City's General Plan Goals to provide additional housing for elderly populations without generating a substantial unanticipated increase in population and would also provide access to alternative modes of transportation and transit facilities in accordance with the AQMP. Therefore, the proposed project would not conflict with the 2022 AQMP. Impacts would be **less than significant**, and mitigation is not required.

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

Less than Significant Impact

Discussion of Effects: The SCAQMD's *CEQA Air Quality Handbook* establishes suggested significance thresholds based on the volume of pollution emitted. According to the *Handbook*, any project in the Basin with daily emissions that exceed any of the following thresholds generally is considered as having individually and cumulatively significant air quality impacts:

- 55 lbs. per day of VOC (volatile organic compounds) (75 lbs./day during construction);
- 55 lbs. per day of NOx (oxides of nitrogen) (100 lbs./day during construction);
- 550 lbs. per day of CO (carbon monoxide) (550 lbs./day during construction);
- 150 lbs. per day of PM₁₀ (particulate matter with a diameter of 10 microns or smaller) (150 lbs./day during construction)
- 55 lbs. per day of PM_{2.5} (particulate matter with a diameter of 2.5 microns or smaller) (55 lbs./day during construction); and
- 150 lbs. per day of SOx (oxides of sulfur) (150 lbs./day during construction).

The following analysis is based on the California Emissions Estimator Model (CalEEMod) modeling prepared for the project (Appendix A).²³

²³ As originally submitted, the application included the demolition of three additional units at 2675, 2681 and 2683 A Street and the construction of a total of nine new units. The air quality, noise, and transportation analyses evaluate 8,106 square feet of demolition and 13,778 square feet of construction and assume a net increase of 5,672 square feet of residential uses. Accordingly, the CalEEMod modeling discloses potentially greater environmental effects than would occur under the proposed project.

Construction Emissions. Impacts to air quality could occur during demolition, site preparation, and construction. Major sources of emissions include exhaust emissions from construction vehicles and equipment and fugitive dust generated by demolition activities, construction vehicles and equipment traveling over earthen surfaces, and soil disturbances from grading and filling. Demolition, grading, and construction activities would cause combustion emissions from utility engines, heavy-duty construction vehicles, haul trucks, and vehicles transporting the construction crew.

Emissions during demolition, grading, and construction activities would vary as construction activity levels change. Air pollutant emission sources during project construction would include:

- Exhaust gas and particulate emissions generated by construction equipment engines;
- Fugitive dust from soil disturbance during site preparation, grading, and excavation activities; and
- Volatile organic compounds that evaporate during site paving and architectural coating (e.g., painting of new structures).

The construction analysis includes estimating the construction equipment that would be used during each construction phase, the hours of use for that construction equipment, the quantities of earth and debris to be moved, and on-road vehicle trips (worker, soil hauling, and vendor trips). The proposed earthwork for the project assumes that 220 cubic yards of compacted fill would be imported for filling an existing pool.

The duration of construction activity and associated construction equipment was based on the CalEEMod (version 2022.1.1.29) defaults for phasing. Construction is expected to start in 2026 and conclude in 2028. Table A identifies the maximum daily emissions associated with construction activities and indicates no criteria pollutant emission thresholds would be exceeded from construction of the proposed project.

Table A: Short-Term Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions, lbs/day							
	VOC	NOx	CO	SOx	Fugitive PM ₁₀	Exhaust PM ₁₀	Fugitive PM _{2.5}	Exhaust PM _{2.5}
Demolition	2	23	21	<1	1	<1	<1	<1
Site Preparation	3	32	31	<1	5	1	3	1
Grading	2	17	19	<1	2	<1	1.0	<1
Building Construction	1	10	13	<1	<1	<1	<1	<1
Architectural Coating	1	1	1	<1	0	<1	<1	<1
Paving	1	6	10	<1	<1	<1	<1	<1
Peak Daily	3	32	31	<1	6		4	
SCAQMD Thresholds	75	100	550	150	150		55	
Emissions Exceed Threshold?	No	No	No	No	No		No	

Source: California Emissions Estimator Model (CalEEMod). Compiled by LSA. November 2024 (Appendix A).
Note: These estimates reflect control of fugitive dust required by SCAQMD Rule 403. The values shown are the maximum summer or winter daily emissions results from the California Emissions Estimator Model.

CO = carbon monoxide
lbs/day = pounds per day

NO_x = nitrogen oxides

PM₁₀ = particulate matter less than 10 microns in size

PM_{2.5} = particulate matter less than 2.5 microns in size

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

VOC = volatile organic compounds

The construction calculations prepared for the project assume that dust control measures (e.g., watering a minimum of three times daily) would be employed to reduce emissions of fugitive dust during soil disturbances, which is required during construction in accordance with SCAQMD Rule 403 regarding the emission of fugitive dust. Adherence to Rule 403, including the implementation of Best Available Control Measures (BACMs), is a standard requirement for any construction activity occurring within the Basin. Among the requirements under this rule, fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. These measures include, but are not limited to:

- Water active sites at least three times daily (locations where grading is to occur will be thoroughly watered prior to earthmoving).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.

SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003 and updated it in July 2008,²⁴ recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. Localized significance thresholds (LSTs) represent the maximum emissions from a project site of up to 5 acres that are not expected to result in an exceedance of the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) for CO, NO₂, PM₁₀ and PM_{2.5}. LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality.

The LST screening table lookup methodology was created for projects up to 5 acres in size. The proposed project would not include any large-scale grading or other mass ground-disturbing activities. The South Gateway 0.67-acre site is bounded to the north and south by single-family and multi-family residences, to the west by Park Avenue, and to the east by A Street. The North Gateway 0.52-acre site is bounded to north and south by single-family residences, to the west by Park Avenue, and to the east by single-family and multi-family residences. Since construction of the two sites would occur simultaneously and they are very close to each other, for this LST analysis the two sites have been treated as one site. Therefore, as the combination of the North Gateway and

²⁴ South Coast Air Quality Management District. *Final Localized Significance Thresholds Methodology*. South Coast Air Quality Management District. June 2003, Revised July 2008.

South Gateway Sites is 1.19 acre, the LSTs for a 2-acre site were used. As the nearest sensitive receptors are adjacent to the project sites, the SCAQMD LST methodology specifies that, when the receptor distance is less than 25 meters (82 feet) that thresholds for 25 meters should be used.²⁵ For this project, the appropriate SRA is the Pomona Walnut Valley area (SRA 10).

Table B lists the LST emissions thresholds that apply during project construction and operation.

Table B: SCAQMD Localized Significance Thresholds (lbs/day)

Emissions Source Category	NOx	CO	PM ₁₀	PM _{2.5}
Construction (2-acre, 25-meter distance)	149	885	6	4
Operations (2-acre, 25-meter distance)	149	885	2	1

Source: South Coast Air Quality Management District. *Final Localized Significance Thresholds Methodology*. South Coast Air Quality Management District. June 2003, Revised July 2008.

Note: Based on Source Receptor Area (SRA) 10 - Pomona Walnut Valley.

CO = carbon monoxide

PM₁₀ = particulate matter less than 10 microns in size

lbs/day = pounds per day

PM_{2.5} = particulate matter less than 2.5 microns in size

NOx = nitrogen oxides

Table C shows that the on-site construction emissions would not exceed the LSTs for the adjacent residences. Therefore, construction of the project would not result in a locally significant air quality impact.

Table C: Construction Localized Impact Analysis

Emissions Sources	Pollutant Emissions (lbs/day)			
	NOx	CO	PM ₁₀	PM _{2.5}
On-Site Emissions	32	30	6	4
LST	149	885	6	4
Emissions Exceed Threshold?	No	No	No	No

Source: California Emissions Estimator Model (CalEEMod). Compiled by LSA. November 2024 (Appendix A).

Note: Source Receptor Area: Pomona Walnut Valley, 2 acres, 25 meters (82 feet) distance

CO = carbon monoxide

NOx = nitrogen oxides

lbs/day = pounds per day

PM_{2.5} = particulate matter less than 2.5 microns in size

LST = local significance threshold

PM₁₀ = particulate matter less than 10 microns in size

As detailed in Tables A and C, emissions generated during project construction would not exceed SCAQMD thresholds for regional construction emissions or LSTs for the existing sensitive receptors adjacent to the project site.

Operational Emissions. Long-term (operational) air pollutant emissions are those associated with area sources, stationary sources, and mobile sources involving any project-related changes. Area sources include architectural coatings, consumer products, hearths, and landscaping. Energy sources include natural gas consumption for heating and cooking. Mobile-source emissions usually result from vehicle trips associated with a project.

The Trip Generation Analysis that was originally prepared for the project treated the new homes as single-family and based on the ITE trip generation rate for that land use (Code

²⁵ *Ibid.* Page 3-3.

210). It was determined that there would be 85 trips without any credit for the demolition of the existing units. Upon further review, it was determined that the appropriate land use ITE trip generation rate should be that for a continuing care retirement community (Code 255), which resulted in only 25 total trips, without credit for the existing units.²⁶ The CalEEMod modeling was completed prior to the ITE Code correction and emissions were evaluated based on trip generation of nine standard single-family homes, (85 vehicle trips per day). CalEEMod defaults were used for all the other operational parameters, including energy consumption, water use, waste generation, and area sources. Table D shows the results of the CalEEMod analysis.

As shown in Table D, emissions from operation of the originally proposed nine residences would not exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutant, even using the ITE Code for single-family use. Therefore, there was no need to rerun the CalEEMod with the lower, continuing care retirement community rate, which would have reflected even fewer emissions of criteria pollutants.

Table D: Opening Year Regional Operational Emissions

Source	Pollutant Emissions, lbs/day					
	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	<1	<1	3	<1	<1	<1
Total Project Emissions	<1	<1	3	<1	<1	<1
SCAQMD Threshold	55	55	550	150	150	55
Emissions Exceed Threshold?	No	No	No	No	No	No

Source: California Emissions Estimator Model (CalEEMod). Compiled by LSA. November 2024 (Appendix A).

CO = carbon monoxide

lbs/day = pounds per day

NOx = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SOx = sulfur oxides

VOC = volatile organic compounds

By design, the localized impacts analysis includes only on-site sources; however, the CalEEMod output does not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions detailed in Table E assume all area source emissions would occur on site, all of the energy source emissions would occur off site at the utility power stations, and a portion of the mobile sources would occur on site. Table E shows that the localized operational emissions would not exceed the LSTs for the nearby residences. Therefore, operation of the proposed project would not result in a locally significant air quality impact.

²⁶ LSA. *Hillcrest Gateway Residential Project Trip Generation and Vehicle Miles Traveled Analysis Memorandum*. October 29, 2025.

Table E: Long-Term Operational Localized Impacts Analysis

Emissions Sources	Pollutant Emissions (lbs/day)			
	NOx	CO	PM ₁₀	PM _{2.5}
On-Site Emissions	<1	3	<1	<1
LST	149	885	2	1
Emissions Exceed Threshold?	No	No	No	No

Source: California Emissions Estimator Model (CalEEMod). Compiled by LSA. November 2024 (Appendix A).

Note: Source Receptor Area: Pomona Walnut Valley, 2 acres, 25 meter (82-foot) distance, on-site traffic 5 percent of total.

CO = carbon monoxide

lbs/day = pounds per day

LST = localized significance threshold

NOx = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

Vehicle trips associated with the proposed project may contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts could occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is carbon monoxide (CO), a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the Pomona Monitoring Station showed a highest recorded 1-hour concentration of 1.6 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 1.3 ppm (the State standard is 9 ppm) between 2021 and 2023. The highest CO concentrations would normally occur during peak traffic hours since reduced speeds and vehicular congestion at intersections result in increased CO emissions. Therefore, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As detailed in Appendix H, the proposed project is anticipated to add only 25 vehicle trips per day spread out over a 24-hour period (including 2 trips during the A.M. peak hour and 2 trips during the P.M. peak hour),²⁷ the proposed project's contribution to roadway traffic, and therefore to air emissions, is considered minimal. Accordingly, the project would be implemented as an infill development within a built-out setting with no significant peak-hour intersection impacts. Given the extremely low level of CO concentrations in the project area and the lack of traffic impacts at any surrounding intersections, and the minimal number of trips to be added by the seven new homes, project-related vehicles

²⁷ LSA. *Hillcrest Gateway Residential Project Trip Generation and Vehicle Miles Traveled Analysis Memorandum*. October 29, 2025. (Appendix H).

are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards. Because no CO hot-spot would occur, there would be no project-related impacts on CO concentrations.

The cumulative impacts analysis is based on projections in the regional AQMP. As detailed in response to Checklist Question III(a), the proposed project is generally consistent with growth projections of the General Plan and would not conflict with or obstruct implementation of the regional AQMP.

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions would contribute to existing cumulatively significant impacts to air quality. The SCAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

Due to the nonattainment status of the Basin, the primary air pollutants of concern would be NO_x and VOCs, which are ozone precursors, and PM₁₀ and PM_{2.5}. As detailed in Table D, long-term emissions were calculated for NO_x, VOC, CO, SO_x, PM₁₀, and PM_{2.5} expected to be generated through operation of the proposed project and indicate project-related emissions would not exceed the established SCAQMD daily emission thresholds for any criteria pollutants.

Without any exceedance in air quality emissions thresholds, the proposed project would not result in a cumulatively considerable contribution to significant air quality impacts. Long-term cumulative air quality impacts would be **less than significant**. Mitigation is not required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact

Discussion of Effects: The SCAQMD recommends the evaluation of localized CO, NO_x, PM₁₀, and PM_{2.5} construction- and operation-related impacts to sensitive receptors²⁸ in the immediate vicinity of the project sites. The appropriate SRA is the Pomona Walnut Valley area (SRA 10). The nearest sensitive receptors are the residences adjacent to the project site boundaries. As stated above, SCAQMD LST methodology dictates that, when the receptor distance is less than 25 meters (82 feet), thresholds for 25 meters should be used.

Tables C and E identify the on-site construction and operational emissions of CO, NO_x, PM₁₀, and PM_{2.5}, respectively, and demonstrate that all emissions of pollutants would not exceed the SCAQMD thresholds of significance for construction and operation of the

²⁸ According to the SCAQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (May 6, 2005), sensitive receptors (individuals) are those segments of a population such as children, athletes, elderly, and sick that are more susceptible to the effects of air pollution than the population at large. Land uses where sensitive receptors are most likely to spend time include schools and schoolyards, parks and playgrounds, day care centers, nursing homes, hospitals, and residential communities (Pp. G-6).

project. Therefore, both short-term (i.e., construction) and long-term (i.e., operational) LST air quality impacts would be **less than significant**. Mitigation is not required.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact

Discussion of Effects: Project construction would generate limited odors over the short term, mainly from fumes emanating from gasoline- and diesel-powered construction equipment and temporary asphalt laying and paving activities. These odors would be temporary and are expected to be isolated to the immediate vicinity of the construction site.

SCAQMD Rule 402 regarding nuisances states: “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” Pursuant to SCAQMD Rule 403, fugitive dust must be controlled so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Additionally, Title 13, Section 2449(d)(D) of the California Code of Regulations requires operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) to limit vehicle idling to five minutes or less.

SCAQMD Rules 402 and 403, and Title 13, Section 2449(d)(D) of the California Code of Regulations require the project proponent to implement standard control measures to limit fugitive dust and construction equipment emissions. These temporary emissions are expected to be isolated to the immediate vicinity of the construction site.

The painting of buildings or the installation of asphalt surfaces may also create odors. SCAQMD Rule 1113 outlines standards for paint applications, while Rule 1108 identifies standards regarding the application of asphalt. Adherence to the standards identified in these SCAQMD rules is required for all construction projects in the City to minimize emissions and objectionable odors.

Land uses generally associated with long-term objectionable odors include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The project is a proposed residential development that does not include uses that would generate long-term objectionable odors. Because the project would not involve substantial short-term or long-term emissions or sources of odors, impacts would be **less than significant**. Mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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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 the U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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?

Potentially Significant Unless Mitigation Incorporated

Discussion of Effects: The residences at 2692 Park Avenue and 2712 Park Avenue were developed prior to 1948, and the remaining residences were developed by 1964.²⁹ Collector streets and residential structures border the South and North Gateway Sites on all sides. The sites are dominated by non-native and ornamental vegetation and do not harbor or provide potential to contain sensitive plant species. According to the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system, no critical habitats occur on the project site.³⁰ Due to the previous and existing residential development, there is no natural open space on site or in the surrounding area.

Raptors and species of small songbirds have potential to occur on the project sites or be present in the surrounding area due to their migratory nature. Even with the urbanization of the region and the project sites, bird species listed in the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB)³¹ and the IPaC system for this area that are protected under the Migratory Bird Treaty Act (MBTA) could be present, and mitigation is required to ensure there would be no significant impacts to these species. Mitigation for raptors and other migratory nesting birds is provided through implementation of **Mitigation Measure BIO-1**:

Mitigation Measure

MM BIO-1 Vegetation removal shall be conducted outside of the nesting season (February 1, or January 1 for raptors, through September 15). If avoidance of the nesting season is not feasible, then a qualified biologist hired by the project Applicant and approved by the City of La Verne's Community Development Director or designee shall conduct a nesting bird survey within three days prior to any disturbance of the site, including demolition activities, tree removal, and/or grading.

If a special-status species is located during the survey, consultation with the local California Department of Fish and Wildlife (CDFW) representative shall occur to determine what avoidance actions are required. The qualified biologist shall instruct construction personnel on the sensitivity of the area. If an active avian nest is identified, the biologist shall be present to delineate the boundaries of a 100-foot exclusionary buffer area and monitor the active nest to ensure that nesting behavior is not adversely affected by construction activities. Construction activities must occur outside of the exclusionary buffer around the active nest. For listed and raptor species,

²⁹ Nationwide Environmental Title Research, LLC. *Historic Aerials by NETR Online*. Orthophotography dated 1948 and 1964. Website: <https://historicaerials.com/viewer>. Accessed September 23, 2024.

³⁰ United States Fish and Wildlife Service. *Information for Planning and Consultation (IPaC)*. <https://ecos.fws.gov/ipac/location/65JKSNVQKFDZJNQVJPIBVKYABM/resources>. (Accessed December 26, 2024).

³¹ California Department of Fish and Wildlife. *California Natural Diversity Database (CNDDDB)*. San Dimas, Glendora, Ontario, Yorba Linda, Baldwin Park United States Geological Survey 7.5' Quadrangles. Report Printed on December 26, 2024.

this buffer may be expanded to up to 500 feet from the active nest at the discretion of the qualified biologist in consultation with the City Community Development Director or designee and CDFW.

The biologist shall have the authority to temporarily halt construction if it occurs within an established avian buffer or if new nesting activity occurs and a new buffer is required. Encroachment into buffers around active nests shall be conducted only at the discretion of the biologist. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area may occur or resume. Upon completion of construction monitoring, the biologist shall prepare a report of findings documenting the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of nesting birds. This measure shall be implemented to the satisfaction of the City Community Development Director or designee.

Implementation of **Mitigation Measure BIO-1** would reduce impacts to candidate, sensitive, or special-status species with the potential to occur on-site to **less than significant with mitigation incorporated**.

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 U.S. Fish and Wildlife Service?

No Impact

Discussion of Effects: The project sites are developed with residential uses and are dominated by non-native and ornamental landscape material. The project sites do not contain any riparian habitat, sensitive natural community, critical habitat, or land under the jurisdiction of State or federal resource agencies (i.e., USFWS, U.S. Army Corps of Engineers [USACE], or the CDFW). Therefore, there would be **no impact** to riparian or other sensitive habitat. Mitigation is not required.

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

No Impact

Discussion of Effects: All wetland areas, wetland buffer areas, and non-wetland waters of the U.S. are considered sensitive. Jurisdictional waters of the U.S. and State of California, including wetlands, are regulated by the USACE and Regional Water Quality Control Board (RWQCB) pursuant to Sections 404 and 401 of the Federal Clean Water Act, respectively. Jurisdictional waters that also qualify as streams, lakes, or riparian habitat are regulated by the CDFW pursuant to Section 1602 of the California Fish and Game Code. Isolated waters, including wetlands that do not have a “significant nexus” to a traditional navigable water are typically not subject to USACE jurisdiction; however, they are still regulated by the RWQCB (under the Porter-Cologne Water Quality Control Act)

and also regulated by the CDFW for those features that qualify as streams, lakes or riparian habitat.

The project sites and adjacent areas are developed with residential uses, roadways, and utility infrastructure. The project sites do not contain any natural drainages, riparian resources, or wetlands that would be subject to the jurisdiction of these Federal or State agencies. Therefore, there would be **no impact** to any wetland or related areas. Mitigation is not required.

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?

Potentially Significant Unless Mitigation Incorporated

Discussion of Effects: As stated previously, the project sites are developed with residential uses and are dominated by habitats that have been altered by the development of structures, hardscape, and ornamental vegetation. Additionally, the project sites are surrounded by other residential uses and roadways. Development of the proposed project would result in the demolition of four existing residential dwelling units and associated improvements, as well as removal of existing vegetation, including 24 of the 31 trees located on the project sites. These trees could support nesting activities and provide periodic roosting or perching opportunities for migratory birds, including raptors. Protection for raptors and other migratory nesting birds is provided through implementation of **Mitigation Measure BIO-1**.

In addition to supporting nesting activities and periodic roosting or perching opportunities for migratory birds, the uninhabited structures on the project sites may contain potentially suitable bat roosting habitat. Day roosts serve to protect bats from predators and the elements during the day while resting and/or rearing their young. In human-made structures, these roosts are usually in small cavities or crevices.

Bat species that commonly use anthropogenic structures for roosting include the Mexican free-tailed bat (*Tadarida brasiliensis mexicana*), big brown bat (*Eptesicus fuscus*), pallid bat (*Antrozous pallidus*), and Yuma myotis (*Myotis yumanensis*). Bat species that are known to commonly utilize crevices and cavities in trees include pallid bat, big brown bat, California myotis, Yuma myotis, long-legged myotis (*Myotis volans*), western long-eared myotis (*Myotis evotis*), and fringed myotis (*Myotis thysanodes*). With the exception of Mexican free-tailed bat, big brown bat, and California myotis, all of these bat species are designated as a “Species of Special Concern” or “Special Animal” by the CDFW.

Various regulations afford protections to bats, which are classified as indigenous nongame mammal species, regardless of their status under the California or Federal Endangered Species Acts. These regulations include Title 14, Section 251.1 of the California Code of Regulations, which prohibits harassment (defined in that section as an intentional act that disrupts an animal’s normal behavior patterns, including breeding, feeding, or sheltering) of nongame mammals (e.g., bats), and California Fish and Game Code Section 4150, which prohibits “take” or possession of all nongame mammals or

parts thereof.³² Any activities resulting in bat mortality (e.g., the destruction of an occupied bat roost that results in the death of bats), disturbance that causes the loss of a maternity colony of bats (resulting in the death of young), or various modes of nonlethal pursuit or capture may be considered “take” as defined in Section 86 of the California Fish and Game Code. In addition, impacts to bat maternity colonies, which are considered native wildlife nursery sites, would be potentially significant under the CEQA.

A habitat assessment was performed on June 17, 2025, during the daytime portion of the survey.³³ All trees and structures in the study area were inspected for roosting potential. The roosting suitability of each tree and structure was classified based on the following characteristics:

- Structure/Tree Type 1 – Most Suitable. Trees: the presence of loose bark and abundant cavities within the trunk and limbs. Tree is most likely a hollow snag but can also be alive but with significant amount of decay. Tree is typically large in diameter with good sun exposure (i.e., exposed on the southeastern aspect, or taller than the surrounding canopy). Colonial roosting would be possible in a tree with such features. Structures: Several potential crevices that provide entrances to the attic, chimney or home. Lack of potential entrances to potential predators such as rats. Colonial roosting would be possible.
- Structure/Tree Type 2 – Moderately Suitable. Trees: tree with loose bark and large cavities within the trunk and limbs. Tree is typically still alive. Trunk is typically not hollow. Tree is typically large in diameter. Available features may be present but are less likely to support colonial roosting. Solitary roosting in a tree with such features could be possible. Tree has potential for use by foliage-roosting bats. Structure: There are potential crevices and entrances to the attic. Lack of entrances for potential predators such as rats. Less likely to support colonial roosting due to lower number or crevices.
- Structure/Tree Type 3 – Least Suitable. Trees: Minor amounts of loose bark and small trunk and limb cavities are present. Tree is typically smaller in diameter. Available features are unlikely to support cavity or colonial roosting. Solitary roosting (particularly by foliage-roosting species) in a tree with such features would still be possible. Structure: No crevices or entrances to the structure’s attic, chimney or home or predators such as rats are present within the home.

CDFW approved bat biologists visually examined the external physical features of trees and structures located within the study area for evidence of bat use. This included any potential crevices or entrances to the structure’s roof, attics, chimneys and garage; presence of guano, culled insect parts, urine staining, odors associated with bats. Biologists used binoculars to assist with the visual assessment. Biologists also listened for chatter indicative of roosting bats at each tree and structure. During the habitat assessment, trees and structures within the study area were examined for the presence

³² Take is defined in Section 86 of the Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.”

³³ Novaterra Biological Consultants. *Preconstruction Bat Survey Report*. Pages 7 and 8. July 6, 2025.

of roosts and classified for their potential as roosting habitat. The survey was conducted within the maternity roosting period (June-August) to identify maternity roosts, if present.

All structures and trees throughout the entire study area were evaluated for bat roosting potential.³⁴ All seven of the structures within the North and South Gateway Sites ranked as Type 3 – Least Suitable. All of the buildings in this area had been previously treated by a pest management company due to a rat infestation. All gaps around doors, windows, and seams were sealed with foam. Vents and chimneys all had exclusionary metal netting. One maple tree in the study area received a ranking of Type 2 – Moderately suitable within the study area, the rest identified were not suitable. The maple measured 42 inches diameter at breast height and had a large cavity on top of a dead branch on the southeast-facing side of the tree.

Evidence of bat presence such as guano, culled insect parts, urine staining or odors were not detected on or in the vicinity of any of the structures or trees inspected for roost suitability.

Approximately 30 minutes before sunset, two handheld acoustic bat monitoring systems (Anabat™ Express passive bat detectors) were set up with a tripod within the study area. One was set up at the North Gateway Site and the second one was set up at South Gateway Site (refer to Appendix B1). Three biologists conducted emergence surveys. Two were located at the South Gateway Site, one monitored the main house and maple tree while the other biologist monitored the four remaining residences. The third biologist monitored the two homes at the North Gateway Site. The visual surveys were conducted from 30 minutes before sunset to approximately 120 minutes after sunset. Visual surveys were assisted by the use of night-vision goggles and thermal imaging. During the surveys, each observer was positioned so that they could observe and count bats as the bats exited the potential structures and roost tree assigned. Any bats observed emerging from the vicinity of the survey area would be tallied immediately.³⁵

No bats were observed emerging from any of the seven structures or the maple tree identified as a potential roost sites during emergence surveys. Analysis of the echolocation recordings found no species were confirmed to be present during the nighttime surveys.³⁶

The study area was not occupied by bats during the survey period, and bats were not observed making out-flights from the vicinity of the structures and trees within the study area. This was likely due to the urban setting. The project sites are in a residential neighborhood with bright lights, moderate insect presence in between two major highways and far from less developed areas such as city parks or golf courses. The structures, while older, did not have any potential crevices or access to the inside of the house due to the exclusionary foam and netting previously placed. Additionally, a great horned owl (*Bubo virginianus*) was heard and striped skunks (*Mephitis mephitis*) were seen during the survey which may pose a perceived predation risk to foraging bats.

³⁴ *Ibid.* Page 11.

³⁵ *Ibid.* Page 8.

³⁶ *Ibid.* Page 11.

No bat species were identified during the surveys and are considered absent from the project sites.³⁷

Due to their previously developed nature and the absence of natural or open spaces adjacent to the project sites, there is no potential for connectivity between blocks of natural habitat; therefore, little or no local wildlife movement is expected to occur to or through the project sites. However, nesting or foraging birds may utilize the project sites. Through implementation of **Mitigation Measure BIO-1**, impacts to movement of any native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors or nursery sites would be reduced to **less than significant with mitigation incorporated**.

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

No Impact.

Discussion of Effects: As described above, the project site does not contain wildlife corridors, riparian habitat, or sensitive natural communities. Therefore, the proposed project would not conflict with policies and/or implementation measures identified in the City's General Plan Resource Management Element for the purposes of protecting biological resources including wildlife corridors and native plant communities and habitats.

The City has adopted Ordinance No. 999 Preservation, Protection, and Removal of Trees (Municipal Code Chapter 18.78), which establishes regulations regarding tree preservation, protection and the removal of trees. The purpose of this ordinance is to “protect certain trees in order to preserve cultural heritage, maintain and enhance the scenic beauty of the city, improve air quality, abate soil and slope erosion, preserve and enhance property values, and thereby promote public health, safety and welfare.” The tree ordinance applies to “Significant”³⁸ trees and “Heritage”³⁹ trees.

A tree inventory⁴⁰ (see Appendix B2) of the project sites was conducted in December 2024. Inventory included an evaluation of all ornamental, fruit, nut, and native trees with

³⁷ *Ibid.* Page 15.

³⁸ “Significant tree” means any tree that is identified or protected in a specific plan or is protected as a condition of approval of a precise plan, subdivision map, conditional use permit or variance and; any tree located on a parcel of private or public property that has a caliper of eight inches or more and is of the following species: *Cedrus deodara*—Deodar Cedar; *Cinnamomum camphor*—Camphor Tree; All *Quercus* species of Oak—Oak Trees; *Platanus racemosa*—California Sycamore; and *Juglans californica*—Southern California Black Walnut.

³⁹ “Heritage tree” means any tree or group of trees identified as such by city council resolution upon the city council finding that the tree or group of trees (1) is of historical value because of its association with a place, building, natural feature, or event of local, regional, or national historic significance, (2) is identified on any historic or cultural resources survey as a significant feature of a landmark, historic site or historic district, (3) is representative of a significant period of the city's growth or development, (4) is designated for protection or conservation in a specific plan, conditional use permit, precise plan of design or similar development approval, or (5) is of significant size, age or rareness to warrant protection.

⁴⁰ LSA. *Arborist Report for the Hillcrest Gateway Project in La Verne, Los Angeles County, California* (LSA Project No. 20241974), December 11, 2024.

a single-stem trunk caliper of at least 4 inches at 4 feet above ground level. The tree inventory and evaluation mapped 31 trees, representing 19 species, as follows:

- Silver maple (*Acer saccharinum*)
- Bougainvillea (*Bougainvillea sp.*)
- Orange (*Citrus sinensis*)
- Carrotwood (*Cupaniopsis anacardioides*)
- Weeping fig (*Ficus benjamina*) (2)
- Ash (*Fraxinus sp.*) (4)
- Maidenhair tree (*Ginkgo biloba*)
- Cypress (*Hesperocyparis sp.*)
- English holly (*Ilex aquifolium*)
- Crape myrtle (*Lagerstroemia indica*) (2)
- Glossy privet (*Ligustrum lucidum*) (7)
- Sweetgum (*Liquidambar styraciflua*) (2)
- Saucer magnolia (*Magnolia soulangiana*)
- White mulberry (*Morus alba*)
- Olive (*Olea europaea*)
- Canary Island pine (*Pinus canariensis*)
- Aleppo pine (*Pinus halepensis*)
- London planetree (*Platanus x hispanica*)
- Queen palm (*Syagrus romanzoffiana*)

None of the inventoried trees are native to the area, and none qualify as Significant Trees or Heritage Trees under the City's tree ordinance. Seven of the 31 trees on the project sites would be retained and incorporated into the landscape plan of the proposed development. Although development of the project sites would require the removal of 24 existing trees on-site, because these trees have not been identified as significant or heritage trees, no conflict with Municipal Code Chapter 18.78 would occur and no tree removal permit is required. In the absence of any conflict, **no impact** would occur; therefore, no mitigation is required.

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?

No Impact

Discussion of Effects: The project site is not within any adopted habitat conservation plans, natural community conservation plans, or any other regional planning areas identified by the USFWS, CDFW, or the City.^{41,42} Therefore, implementation of the proposed Master Plan Update would not conflict with the provisions of any adopted local

⁴¹ United States Fish and Wildlife Service. *Information for Planning and Consultation (IPaC)*. <https://ecos.fws.gov/ipac/location/65JKSNVQKFDZJNQVJPIBVKYABM/resources>. (Accessed December 26, 2024).

⁴² California Department of Fish and Wildlife. *Biographic Information and Observation System (BIOS)*. <https://apps.wildlife.ca.gov/bios/>. (Accessed December 26, 2024).

or regional conservation plans. **No impact** to adopted habitat conservation plans would occur. No mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. Cultural Resources				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Cultural resources are broadly defined as any physical manifestations of human activity that are at least 50 years of age and may include archaeological resources as well as historic-era buildings and structures. Archaeological resources include both precontact remains and remains dating to the historical period. Precontact (or Native American) archaeological resources are physical manifestations of human activities that predate written records and may include village sites, temporary camps, lithic (stone tool) scatters, rock art, roasting pits/hearths, milling features, rock features, and burials. Historic archaeological resources can include refuse heaps, bottle dumps, ceramic scatters, privies, foundations, and burials and are generally associated in California with the Spanish Mission Period (1769 through 1833) through the mid-late 20th century (1970). Archaeological resources that are eligible for listing in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), or a local register are considered historical resources pursuant to CEQA Guidelines Section 15064.5. CEQA Guidelines Section 15064.5 defines the term “historical resource” as:

1. A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, Section 5024.1, Title 14 CCR, Section 4852) including the following:
 - a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage (Criterion 1).
 - b. Is associated with the lives of persons important in our past (Criterion 2).
 - c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values (Criterion 3).
 - d. Has yielded, or may be likely to yield, information important in prehistory or history (Criterion 4).

A "substantial adverse change" to a historical resource, according to Public Resources Code (PRC) Section 5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The information and analysis in this section is based in part on Historical Significance Evaluations for the Hillcrest Gateway Project, La Verne, Los Angeles County, California (LSA Project No. 20241974), LSA Associates, Inc., December 10, 2024, which is provided in Appendix C.

a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Potentially Significant Unless Mitigation Incorporated

Discussion of Effects: The South and North Gateway Sites contain seven existing single-family residential structures, of which four would be demolished and three would be renovated. The seven structures that currently exist on the South and North Gateway Sites are 50 years of age or older. Due to the age of the buildings, each was evaluated for significance and eligibility for the California Register pursuant to CEQA Guidelines Section 15064.5. A historical significance evaluation of the residences, comprising archival research and a field survey, was conducted in November 2024 (Appendix C).

The archival research was conducted to determine the dates of original construction and later alterations and to identify historically important events and people that may be associated with each property, as well as any distinctive characteristics of a type, period, region, or method of construction. Research methods focused on the review of a variety of primary and secondary source materials relating to the history and development of the project area. Sources included, but were not limited to, online sources, published literature in local and regional history, news articles, historic aerial photographs, and

historic maps. As a result of this research, histories of La Verne and the seven structures were developed.

An intensive-level field survey of each property was conducted in November 2024 by architectural historian, Casey Tibbet, M.A., and field photographer Dennis Lechner. During the survey, Mr. Lechner took numerous photographs of the exteriors of the buildings proposed for demolition. Ms. Tibbet made detailed notations regarding the structural and architectural characteristics and current conditions of the buildings and associated features. She then conducted a brief reconnaissance survey of the vicinity. In compliance with CEQA, each property was evaluated for historical significance using the California Register criteria. The evaluations were documented on Department of Parks and Recreation (DPR) 523A (Primary Record), 523B (Building, Structure, and Object Record), 523L (Continuation Sheet), and 523J (Location Map) forms (refer to the DPR forms included in Appendix C for details).

The results of the historic significance evaluation are provided below:

North Gateway Site

The North Gateway Site contains two single-family residential properties (2712 Park Avenue and 2730 Park Avenue) and is situated on the east side of Park Avenue. The properties are separated by a landscaped paseo. The structures located on the North Gateway Site include:

2712 Park Avenue. Built in 1950, this one-story, Minimal Ranch residence is situated on the east side of Park Avenue in a residential neighborhood with a mix of modern and historic-period (50 years of age or older) homes. The residence is L-shaped in plan and rests on a raised foundation. It has a moderately pitched, hipped roof sheathed with composition shingles that has narrow eaves. The exterior walls are covered with stucco and all fenestration is modern. The west-facing, asymmetrical façade has a raised, partial-width porch sheltered beneath the eave that is supported by wood posts spanned by a wood balustrade. Along the porch are a pair of vinyl-framed windows flanked by shutters and a north-facing modern door. The remainder of the façade has a pair of vinyl-framed windows flanked by shutters, a bay window, and a single vinyl-framed window. The balustrades flanking the concrete steps to the front porch appear to be a later addition. The south (side) elevation has three vinyl-framed windows. There is a detached garage with a modern door located southeast of the house. The property appears to be in good condition, but the architectural integrity has been compromised by the modern windows, front door, and balustrade.

This property is eligible for listing in the California Register under Criteria 1 and 2 as follows:

Criterion 1: It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

This residence is associated with the post-World War 2 residential boom that made a significant contribution to the broad patterns of local, regional, and even national history.

These homes were typically modest in size and style and constructed in a short time as part of large tracts marketed to the working class. Tract housing developments characterize postwar housing trends; therefore, a single home typically would not be individually significant in this context. As with most homes associated with this historic context, individually this residence is unimportant and insignificant.

The residence and garage are also associated with the theme of postwar recreation and the sub-theme of drag racing. This residence is the location where the Chrondek electronic timer was invented and first manufactured by engineer, Ollie V. Riley. The first timer was developed at his kitchen table after work hours and on weekends, and the first timers for sale were manufactured in his garage. The Chrondek timer provided a reliable, accurate, consistent, and exact way to time drag racers; it legitimized the sport of drag racing and was a major factor in its early success. Therefore, the residence and garage are significant under this criterion.

Criterion 2: It is associated with the lives of persons important to local, California, or national history.

This residence is associated with Ollie V. Riley, an engineer who invented the timing mechanisms for drag racing in 1953. Known as the Chrondek, the electronic timer provided a reliable and accurate way to time races and gave legitimacy to the fledgling sport. The first orders for the Chrondek were manufactured in Ollie V. Riley's garage at 2712 Park Avenue. The manufacturing process was later moved out of his garage to a location at 2nd Street and D Street in La Verne where the Chrondek Company was established. However, the building that housed the Chrondek Company does not appear to be extant. Without these timers, the sport may never have achieved the stature it has now. The residence is significant under this criterion.

The residence is not significant under either Criterion 3 or 4.

The residence at 2712 Park Avenue is eligible for listing in the California Register under Criteria 1 and 2 as the location where Oliver (Ollie) V. Riley invented the original Chrondek electronic timers used in the sport of drag racing. The period of significance is 1953 to 1954. This encompasses the timeframe when Ollie invented and manufactured the Chrondek timers in his home. Based on this evaluation, this property is a "historical resource" for purposes of CEQA.

As previously stated, according to Section 5020.1(q) of the Public Resources Code, a substantial adverse change" to a historical resource, "...means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired." The CEQA Guidelines Section 15064.5(b)(2)(A-C) state significance of an historical resource is materially impaired when a project:

- (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

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

As such, the demolition of this structure would result in a significant impact under CEQA, and mitigation is required. **Mitigation Measures CUL-1** and **CUL-2** have been identified to address this impact.

Mitigation Measures

MM CUL-1 Prior to the issuance of a demolition permit for the structures located at 2712 Park Avenue, the project Applicant shall submit to the City for review and approval, information related to the provision of a commemorative plaque to be constructed at this address for this property. This information shall describe the type, style, location, and content of the plaque. The plaque shall be mounted permanently near the sidewalk or other location on the property where it is easy for the public to see and read and shall include a depiction of the residence and a summary about Ollie Riley inventing and manufacturing the Chrondek timer in the kitchen and garage of the property in 1953-1954. The plaque shall also indicate that additional information can be found at the City Clerk's office.

Prior to the issuance of building permits, the project Applicant shall submit evidence to the City that the commemorative plaque, as reviewed and approved by the City, has been incorporated into the project design.

This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.

MM CUL-2 Prior to the issuance of a demolition permit for the structures located at 2712 Park Avenue, the project Applicant shall submit evidence to the City that the California Department of Parks and Recreation (DPR) forms 523A (Primary Record), 523B (Building, Structure, and Object Record), 523L (Continuation Sheet), and 523J (Location Map) for 2712 Park Avenue have been offered and/or provided to the La Verne Public Library (local history collection). In addition, this documentation shall be offered to the La Verne Historical Society, Pomona Public Library, Pomona Historical Society, the National Hot Rod Association (NHRA) Motorsports Museum, and/or similar groups and institutions identified by the City.

This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.

None of the physical characteristics of the residence, in combination, would cause a historical contemporary to associate it with significant events or persons due to its vernacular ranch style architecture in a tract of similar homes. Therefore, **Mitigation Measures CUL-1** and **CUL-2** are prescribed to display the physical characteristics that convey the residence's historical significance, account for its inclusion in a local register, and account for its identification in an historical resources survey pursuant to CEQA Guidelines Section 15064.5(b)(2)(A-C).

Upon implementation of the actions detailed in **Mitigation Measures CUL-1** and **CUL-2**, potential impacts related to the demolition of the structures located at 2712 Park Avenue are reduced to **less than significant with mitigation incorporated**.

2730 Park Avenue. Built in 1952, this one-story Minimal Ranch residence is situated on the east side of Park Avenue in a residential neighborhood that includes modern and historic-period (50 years of age or older) single- and multi-family homes. The wood-framed residence is irregular in plan and rests on a raised foundation. It has a moderately pitched, cross-hipped roof sheathed with composition shingles that has a brick chimney and narrow eaves. An attached garage is located on the west face of the residence. The backyard has large, freestanding bird cages and a brick fireplace, grill, countertops, and a shed all sheltered beneath a freestanding canopy. The property includes mature trees and appears to be in at least fair condition. Integrity has been compromised by non-original fenestration.

Using the California Register criteria, this residence appears ineligible for listing individually in the California Register at any level of significance under Criteria 1 through 4, and it appears ineligible for designation as a contributor to a local historic district. Therefore, it is not a "historical resource" for purposes of CEQA. **No impact** associated with the demolition of this structure would occur, and no mitigation is warranted.

South Gateway Site

The South Gateway Site is situated on the east side of Park Avenue and extends to the west side of A Street. It includes five residences, one oriented toward Park Avenue and four oriented toward A Street, and a garage oriented toward A Street. The A Street residences and freestanding garage are generally arranged in a semi-circle around a central driveway. The garage is at the west end. The structures located on this parcel include:

2692 Park Avenue. This residence was built in 1946 and is a one-story, Ranch style residence, irregular in plan, resting on a raised foundation. It is surmounted by a moderately-pitched, side-gable, hip, and gable-on-hip roof sheathed with composition shingles and has narrow eaves and a brick chimney. The back yard includes an empty swimming pool and a freestanding, covered patio. The residence is in poor condition, and the integrity has been compromised by alterations.

2675 A Street. This one-story, Minimal Traditional style residence is irregular in plan and rests on a concrete slab foundation. It has a low-pitched, side-gable roof sheathed with

composition sheets and has moderate eaves. The residence was built in the mid-1960s, is in fair condition, and has minor alterations (modern doors and windows).

2677 A Street. This one-story, Minimal Traditional style residence is roughly rectangular in plan and rests on a concrete slab foundation. The side-gable roof is low-pitched, sheathed with composition sheets, and has moderate eaves. The residence was built in the mid-1960s, is in fair condition, and has sustained alterations (windows and doors).

2681 A Street. This one-story, Minimal Traditional style residence is roughly L-shaped in plan and rests on a concrete slab foundation. It has a low-pitched, side-gable and flat roof with moderate eaves and is sheathed with composition sheets. The exterior walls are covered with stucco. The south-facing façade has a recessed, attached carport, attached to the carport for the 2683 A Street residence. The residence was built in the mid-1960s, is in fair condition, and has sustained alterations (door and window).

2683 A Street. This one-story, Minimal Traditional style residence is irregular in plan and rests on a concrete slab foundation. It has a low-pitched, side-gable roof with moderate eaves and is sheathed with composition sheets. The exterior walls are covered with stucco and one small section of brick skirting (east elevation). The asymmetrical, south-facing façade had two metal-framed, sliding windows, a wood and glass door, and a carport. The residence was built in the mid-1960s, is in fair condition, and has sustained alterations (window and narrow shade structure). The detached, two-car garage is located southwest of the 2683 A Street residence. It has a low-pitched, front-gable roof, stucco walls, and what appears to be the original, wooden door. It is in poor condition but retains integrity.

Using the California Register criteria, these five residences appear ineligible for listing in the California Register under Criteria 1 through 4, and they appear ineligible for designation as a contributor to a local historic district. Therefore, these structures are not historical resources for purposes of CEQA. **No impact** associated with the demolition of these five properties would occur. Mitigation is not required.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Unless Mitigation Incorporated

Discussion of Effects: Analysis of potential impacts to archaeological resources included a records search conducted at the South Central Coastal Information Center (SCCIC). The records search, conducted on October 3, 2024, included a review of all recorded cultural resources (historic and prehistoric resources 50 years of age or older) and known cultural resources survey and excavation reports within one mile of the project sites. In addition, the California State Historic Property Data File was reviewed, which includes a search of the National Register of Historic Places (National Register), California Register, California Historical Landmarks, California Points of Historical Interest, various local historic registers, and historic maps.

The records search indicates 26 historic and/or prehistoric era resources located within a one-mile radius of the project sites. None of these resources are located on or adjacent to the project sites. Previous development on and adjacent to the project sites, including

residential structures, roadways, and utility infrastructure, as well as past and current occupation of the project sites have extensively disturbed on-site soils, rendering the sites unlikely to yield subsurface cultural resources during construction of the proposed project. Nevertheless, the city engaged the Native American Heritage Commission (NAHC) for a Sacred Lands File Search and contact list of Tribes pursuant to California Government Code 65352.3 (SB 18) on September 20, 2024. The NAHC responded on October 9, 2024, and indicated the results of the Sacred Lands File Search are positive and recommended the City contact the Gabrieleño Band of Mission Indians-Kizh Nation in addition to the Tribes listed in the NAHC Tribal Consultation List for the region. The City sent letters to listed Native American Tribes for consultation under AB52 and SB 18 on October 24, 2024.

Three Native American Tribes, the Ft. Yuma Quechan Indian Tribe, Gabrielino Tongva Indians of California, and Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians) provided input on the project,⁴³ of which the Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians) requested the following mitigation measures be made a part of the project/permit/plan conditions to reduce impacts to Cultural Resources:

Mitigation Measures

MM CUL-3 In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within **MM TCR-1**, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. This measure shall be implemented to the satisfaction of the City of La Verne's Community Development Director or designee.

MM CUL-4 If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within **MM TCR-1**. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. This measure shall be implemented to the satisfaction of the City of La Verne's Community Development Director or designee.

With implementation of **Mitigation Measures CUL-3** and **CUL-4** any unanticipated encounters with cultural resources would be managed in accordance with regulatory requirements. Therefore, cultural resources pursuant to CEQA Guidelines Section

⁴³ For a detailed discussion of Native American Consultation for the project, refer to response to Checklist Questions XVIII (a) and (b).

15064.5 would be protected during project construction, and impacts associated with a substantial change in the significance of an archaeological resource pursuant to Section 15064.5 would be **less than significant with mitigation incorporated**.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Potentially Significant Unless Mitigation Incorporated

Discussion of Effects: Considering the extensive ground disturbances that have occurred on the project sites, the likelihood of encountering human remains is minimal. In the event that human remains (or remains that may be human) are discovered at the project sites during grading or earthmoving activities, no further disturbance shall occur within 100 feet of the find until the project Applicant has notified the Los Angeles County Coroner and the City of La Verne Community Development Director or designee immediately, and the County Coroner has made a determination of origin and disposition.⁴⁴ Section 7050.5 of the California Health and Safety Code requires that excavation be stopped in the vicinity of the discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the developer is required to comply with the State relating to the disposition of Native American burials that fall within the jurisdiction of the Native American Heritage Commission (NAHC) (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s) (MLDs). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains shall be overseen by the MLD to determine the most appropriate means of treating the human remains and any associated grave artifacts.

Specific locations of Native American burials and reburials shall be proprietary and not disclosed to the general public. The County Coroner will notify the NAHC in accordance with California Public Resources Code 5097.98. Additionally, Section 7052 of the California Health and Safety Code states that disturbance of Native American cemeteries is a felony. Although adherence to State regulations is required for all development, the Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians) requested the following mitigation measure be made a part of the project/permit/plan conditions to ensure impacts to human remains remain less than significant:

Mitigation Measure:

MM CUL-5 If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. This measure shall be implemented to the satisfaction of the City of La Verne's Community Development Director or designee.

⁴⁴ Division 7, *Dead Bodies*; Chapter 2, *General Provisions*, § 7050.5, California Health and Safety Code.

With implementation of **Mitigation Measures CUL-5**, human remains would be protected during project construction and impacts would remain **less than significant with mitigation incorporated**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VI. Energy

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact

Discussion of Effects: The project’s consumption of energy during construction and operation was calculated via CalEEMod, as detailed in Appendix A.⁴⁵

Construction. Construction would require energy for the manufacture and transportation of building materials, preparation of the site for demolition and grading activities, utility installation, paving, and building construction and architectural coating. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, energy usage on the project site during construction would be temporary.

The CalEEMod output for energy consumption incorporates project compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program regulations, which include implementation of standard control measures for equipment emissions and materials recycling. Adherence to these regulations, including the

⁴⁵ As originally submitted, the application included the demolition of three additional units at 2675, 2681 and 2683 A Street and the construction of a total of nine new units. The air quality, noise, and transportation analyses evaluate 8,106 square feet of demolition and 13,778 square feet of construction and assume a net increase of 5,672 square feet of residential uses. Accordingly, the CalEEMod modeling discloses potentially greater environmental effects than would occur under the proposed project.

implementation of Best Available Control Measures, is a standard requirement for any construction or ground disturbance activity occurring within the Basin.

Best Available Control Measures include, but are not limited to, requirements that Hillcrest utilize only low-sulfur fuel having a sulfur content of 15 parts per million by weight or less; ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 50 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use “Green Building Materials,” such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations. Through compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and the CalRecycle Green Building Program as a matter of regulatory policy, construction of the project would demand only the energy required, and impacts from wasteful, inefficient, or unnecessary energy consumption would be less than significant.

Operation. During project operation, electricity would be the main form of energy consumed on the site. Electricity would be used for building heating and cooling, lighting, and water heating. Table F presents the energy use of the proposed project.

Table F: Estimated Annual Energy Use of Proposed Project

Electricity Use (kWh/year)	Natural Gas (kBTU/year)	Vehicles Gasoline (gallons/year)	Vehicles Diesel (gallons/year)
33,015	309,430	10,413	8,384

Source: Table 5.11.2, California Emissions Estimator Model (CalEEMod). Compiled by LSA. November 2024 (Appendix A).

kWh = Thousand watt-hours

kBTU = Thousand British thermal units

As identified in Table F, proposed uses on the site would demand a total of 33,015 kWh of electricity and 309,430 kBTU of natural gas on an annual basis. In addition, the project would result in energy usage associated with consumption of motor vehicle gasoline to fuel project-related trips. As with the discussion above under air quality, the analysis here overestimates the impacts as it is based on a trip generation for single-family homes rather than a continuing care retirement community. Based on a projection of 85 daily trips, instead of 22, the project is estimated to result in 311,200 annual vehicle miles traveled (VMT). Using the 2022 fuel economy estimate of 24.4 miles per gallon (mpg) for cars and 6.8 mpg for trucks,⁴⁶ the proposed project would result in the consumption of approximately 10,413 gallons of gasoline and 8,384 gallons of diesel fuel per year.

⁴⁶ United States Department of Energy. Average Fuel Economy by Major Vehicle Category. Website: [afdc.energy.gov/data/10310#:~:text=This%20chart%20shows%20the%20average%20fuel%20economy,metric%20used%20is%20gasoline%20gallon%20equivalents%20\(GGEs\)](https://afdc.energy.gov/data/10310#:~:text=This%20chart%20shows%20the%20average%20fuel%20economy,metric%20used%20is%20gasoline%20gallon%20equivalents%20(GGEs)) (accessed November 2024).

The State of California provides a minimum standard for building design and construction standards through Title 24 of the CCR, known as the California Building Code (CBC). The CBC is updated every three years, and the current 2022 CBC went into effect in January 2023. Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. Title 24 Building Energy Efficiency Standards (CALGreen) are implemented to reduce greenhouse gas (GHG) emissions and energy consumption from residential and nonresidential buildings. CALGreen code covers the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. The City has adopted both the CBC and CALGreen Code pertaining to energy conservation standards.

Electricity is provided in the State through a complex grid of power plants and transmission lines. In 2023, California's in-state electric generation totaled 215,623 gigawatt-hours (GWh); the State's total system electric generation, which includes imported electricity, totaled 281,140 GWh.⁴⁷ Population growth is the primary source of increased energy consumption in the State; due to population projections, annual electricity use is anticipated to increase by approximately 1 percent per year through 2027.⁴⁸ The project's electricity usage would total less than 0.00005 percent⁴⁹ of electricity generated in the State in 2023, which would not represent a substantial demand on available electricity resources.

The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.8 mpg in 2022.⁵⁰ Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007, which originally mandated a national fuel economy standard of 35 mpg by the year 2020, and would be applicable to cars and light trucks of Model Years 2011 through 2020.⁵¹

As stated previously, implementation of the proposed project would increase the project-related annual vehicle fuel demand by approximately 10,413 gallons of gasoline and 8,384 gallons of diesel fuel. However, new automobiles purchased by residents driving to and from the project site would be subject to fuel economy and efficiency standards applied throughout the State. As such, the fuel efficiency of vehicles associated with the project site would increase throughout the life of the project. In addition, the Hillcrest dining hall is located approximately 700 feet east of the North Gateway and South Gateway Sites, which facilitates senior living dining services to residents without having to leave the Hillcrest campus. The Brethren Hillcrest community also provides an on-call pick-up service that transports residents to the Brethren Hillcrest dining hall and other amenities

⁴⁷ California Energy Commission. *Total System Electric Generation*. www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2023-total-system-electric-generation. (Accessed November 2024).

⁴⁸ California Energy Commission. *California Energy Demand 2018–2030 Revised Forecast*. Table ES-1. efiling.energy.ca.gov/getdocument.aspx?tn=223244. (Accessed November 2024).

⁴⁹ $0.033 \text{ GWh (proposed project)} \div 215,623 \text{ GWh (generated in State in 2023)} = 0.00002 \text{ percent}$.

⁵⁰ United States Department of Transportation, Bureau of Transportation Statistics. Table 4-23. *Average Fuel Efficiency of U.S. Light Duty Vehicles*. www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles. (Accessed November 2024).

⁵¹ United States Department of Energy. *Energy Independence & Security Act of 2007*. www.afdc.energy.gov/laws/eisa. (Accessed November 2024).

via electric motorized cart. Additionally, a private bus service is available that transports residents to essential services such as banks, doctors' offices, pharmacies, grocery/retail, churches, the Metro Gold Line and Metrolink station respectively 1 mile and 1.75 miles to the southeast, regional bus stations, etc. Finally, the proposed project is located approximately 850 feet from Foothill Transit Bus Route 492 serving the cities of Montclair, Irwindale, El Monte, and points in-between. Therefore, implementation of the proposed project would not result in a substantial increase in transportation-related energy uses.

Construction and operation of the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Consumption of energy resources as a result of implementation of the proposed project would be comparable to other senior living developments in the city. Impacts would be **less than significant**, and no mitigation is required.

b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than Significant Impact

Discussion of Effects: As indicated above, energy usage associated with construction and operation of the proposed project would be relatively small in comparison to the State's available energy sources, and energy impacts would be less than significant at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impacts to regional energy supplies would be less than significant, the proposed project would not conflict with the CBC or CALGreen Code pertaining to energy conservation standards.

The project would be required to comply with the CBC and CALGreen Code pursuant to Title 11 (Zoning and Development) of the City Municipal Code pertaining to energy conservation standards in effect at the time of construction. These regulations establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting to reduce energy usage. In addition, the proposed project would be constructed using energy efficient modern building materials and construction practices, and the proposed project also would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). Thus, as shown above, the proposed project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and would not result in any irreversible or irretrievable commitments of energy. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be **less than significant**, and mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. Geology and Soils

Would the project:

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|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- a. **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
 - ii **Strong seismic ground shaking?**
 - iii **Seismic-related ground failure, including liquefaction?**
 - iv **Landslides?**

No Impact or Less than Significant Impact

The following discussion is based on the Geotechnical Investigation⁵² (Appendix D) prepared for the proposed project.

a(i) Discussion of Effects: The project sites are not located within the boundaries of an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972. There are no known active or potentially active faults traversing the project sites, and the risk of ground rupture due to fault displacement beneath the sites is low.⁵³ In the absence of any on-site active faults, **no impact** related to fault rupture would occur on the project sites, and mitigation is not required.

a(ii) Discussion of Effects: The project sites are situated in a seismically active area that has historically been affected by generally moderate to occasionally severe levels of ground motion.⁵⁴ A fault is considered active if there is evidence of movement (either directly, observable, or inferred) along one or more of its segments within the last 11,000 years. The closest active faults to the project sites are the Cucamonga Fault and the Durante Fault within the Sierra Madre Fault Zone, located approximately 6 miles to the northeast and 6.4 miles to the northwest, respectively.⁵⁵

Due to the presence of active faults in proximity to the project sites, the Hillcrest community is expected to experience occasionally moderate to severe ground-shaking, as well as some background shaking from other seismically active areas of the Southern California region. The extent of ground-shaking associated with an earthquake is dependent upon the size of the earthquake and the geologic material of the underlying area. Development of the project sites is required to occur in compliance with applicable provisions of the CBC. State law requires the design and construction of new structures comply with current CBC requirements, which address general geologic, seismic (including ground shaking), and soil constraints for new buildings. Accordingly, design and construction of the proposed project would be

⁵² RMA Geoscience. *Geotechnical Investigation, Gateway Project Park Avenue and A Street La Verne, CA*. Page 6. June 12, 2024.

⁵³ California Geological Survey. *Earthquake Zones of Required Investigation, Azusa Quadrangle*. November 6, 2014.

⁵⁴ Southern California Earthquake Data Center, California Institute of Technology. *Historical Earthquakes and Significant Faults in Southern California*. October 16, 2012. <http://scedc.caltech.edu/significant/index.html>. (Accessed October 25, 2024).

⁵⁵ California Geological Survey. *Earthquake Zones of Required Investigation, Azusa Quadrangle*. November 6, 2014.

required to adhere to the most current CBC requirements to reduce any potential impacts from seismic related activity.

Chapter 15.04 of the City Municipal Code incorporates, by reference, the design and construction standards of the most current edition of the CBC. Prior to the issuance of a grading permit, the project Applicant would be required to prepare and submit detailed grading plans of the proposed project. The plans must be prepared in conformance the current CBC and applicable City standards and the recommendations in the project-specific Geotechnical Investigation.

Regulatory Compliance Measure GEO-1 is prescribed to ensure that the proposed project is constructed in conformance with the current CBC, applicable City standards, and recommendations identified in the project-specific Geotechnical Investigation to ensure that project development would be safeguarded against the effects of seismic related activity that may occur on-site. Therefore, impacts from seismic ground-shaking would remain **less than significant**. Mitigation is not required.

Regulatory Compliance Measures. Regulatory Compliance Measures are regulatory requirements that the project must adhere to which, like mitigation measures, can reduce the level of impacts. Regulatory Compliance Measures outline compliance with various federal, State, and/or local acts, laws, rules, regulations, municipal codes, and policies.

Regulatory Compliance Measure GEO-1: Prior to issuance of grading and/or building permits, the project Applicant shall provide evidence to the City for review and approval that proposed structures, features, and facilities have been designed and will be constructed in conformance with applicable provisions of the 2022 edition of the California Building Code (CBC) or the most current edition of the CBC in effect at the time the project Applicant's development application is deemed complete by the City.

Additionally, the project Applicant shall provide evidence to the City that the recommendations cited in the project-specific Geotechnical Investigation are incorporated into project plans and/or implemented as deemed appropriate by the City. Geotechnical recommendations include, but are not limited to, removal of existing vegetation, structural foundations, floor slabs, utilities, septic systems, and any other surface and subsurface improvements that would not remain in place for use with the new development. Remedial earthwork, overexcavation, and ground improvement shall occur to depths specified in the Geotechnical Investigation to provide a sufficient

layer of engineered fill or densified soil beneath the structural footings/foundations, as well as proper surface drainage devices and erosion control. Expansion index and plasticity index testing will be required at the completion of rough grading to verify the properties of the near-surface soils. Fill soils shall consist of very low expansive soils. Construction of concrete structures in contact with subgrade soils determined to be corrosive shall include measures to protect concrete, steel, and other metals.

A California-licensed structural engineer must conduct verification testing upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified. Additionally, the structural engineer must determine the ultimate thickness and reinforcement of the building floor slabs based on the imposed slab loading and verify seismic design parameters in accordance with American Society of Civil Engineers (ASCE) 7-16 Section 11.4.8. This measure shall be implemented to the satisfaction of the City Director of Building and Safety or designee.

a(iii) Discussion of Effects: Liquefaction describes the phenomenon where ground-shaking works cohesionless soil particles into a tighter packing, which induces excess pore pressure. Engineering research of soil liquefaction potential indicates that generally three basic factors must exist concurrently in order for liquefaction to occur:

- A source of ground shaking, such as an earthquake, capable of generating soil mass distortions;
- A relatively loose silty and/or sandy soil; and
- A relative shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions that will allow positive pore pressure generation.

The project sites are not located in a mapped California Geologic Survey liquefaction hazard zone.⁵⁶ Additionally, the historic high groundwater level of the project site and vicinity is greater than approximately 100 feet below grade.⁵⁷ Accordingly, the potential for liquefaction at the project site is minimal. Pursuant to Section 18.60.030 of the City of La Verne's Municipal Code, the proposed project would be required to

⁵⁶ California Geological Survey. *Earthquake Zones of Required Investigation, San Dimas Quadrangle*. March 25, 1999.

⁵⁷ California Department of Conservation, Division of Mines and Geology. *Seismic Hazard Zone Report for the San Dimas 7.5-Minute Quadrangle, Los Angeles County, California*. Plate 1.2 – Historically Highest Ground Water Contours and Borehole Los Data Locations, San Dimas Quadrangle. 1998; Revised in 2001, June 2005, and January 2006.

prepare and submit a detailed grading plan prior to the issuance of a grading permit. Additionally, implementation of **Regulatory Compliance Measure GEO-1** (compliance with the current edition of the CBC and recommendations in the project-specific Geotechnical Investigation) would ensure the proposed project would be protected from seismic-related ground failure, including liquefaction. Impacts would be **less than significant**. Mitigation is not required.

- a(iv) Discussion of Effects: The geologic and topographic characteristics of an area often determine its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to the potential for slope failure and landslide events. In order to fail, unstable slopes typically need to be disturbed; the common triggering mechanisms of slope failure include undercutting of slopes by erosion or grading, saturation of marginally stable slopes by rainfall or irrigation, and shaking of marginally stable slopes during earthquakes.

The project sites are relatively flat and would not naturally be subject to landslides. In addition, the project sites are not located within an identified seismic-induced landslide zone.⁵⁸ Nevertheless, implementation of **Regulatory Compliance Measure GEO-1** (compliance with the current edition of the CBC and recommendations in the project-specific Geotechnical Investigation) would ensure the proposed project would be protected from landslides. Impacts would be **less than significant**. Mitigation is not required.

b. Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact

Discussion of Effects: Earthwork activities as part of the construction process would expose soils to the potential for soil erosion or loss of topsoil. Compliance with storm water regulations include minimizing storm water contact with potential pollutants by providing covers and secondary containment for construction materials, designating areas away from storm drain systems for storing equipment and materials, and implementing good housekeeping practices at the construction sites. Prior to the issuance of a grading permit, the project Applicant would be required to prepare and submit site-specific, detailed grading plans to the City in accordance with Section 18.60.030 and Chapter 18.16 of the City Municipal Code.

Construction activities are subject to the State Water Resources Control Board (SWRCB) National Pollution Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit).⁵⁹ Any construction activity, including grading, that would result in the disturbance of 1 acre or more would require compliance with SWRCB's Construction General Permit, which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and

⁵⁸ California Geological Survey. *Earthquake Zones of Required Investigation, San Dimas Quadrangle*. March 25, 1999.

⁵⁹ California State Water Resources Control Board. *National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002*. September 8, 2022. Effective September 1, 2023.

implementation of Construction Best Management Practices (BMPs) during construction activities.⁶⁰ As specified in **Regulatory Compliance Measure HYD-1** in Section X, Hydrology and Water Quality, the Applicant would be required to obtain coverage under the Construction General Permit, which requires preparation of a SWPPP. The SWPPP would detail erosion control and sediment control BMPs to be implemented during construction to minimize erosion and retain sediment on site. Construction BMPs would include, but not be limited to, erosion control and sediment control BMPs designed to minimize erosion and retain sediment on site, and good housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

Adherence to the BMPs contained in the SWPPP through implementation of **Regulatory Compliance Measure HYD-1** would ensure that impacts related to soil erosion would remain **less than significant**. Mitigation is not required.

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-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact

Discussion of Effects: The project sites are flat and surrounded by urban development. There is no evidence of landslides and/or slope instabilities on the project sites. According to the San Dimas Quadrangle Seismic Hazard Zones Map,⁶¹ the project sites are not located in an area considered susceptible to landslides or liquefaction. Due to the properties' flat topography, the absence of significant nearby slopes or hills, and the planned site development in accordance with **Regulatory Compliance Measure GEO-1**, potential impacts from landslides, slope instabilities, and/or liquefaction at the project sites would remain **less than significant**. Mitigation is not required.

The soils underlying the project sites may be susceptible to seismically induced dry sand settlement when additional loads are imposed on those soils by future on-site structures.⁶² Shrinkage, bulking, and subsidence are primarily dependent upon the degree of soil compaction achieved during construction. The degree to which fill soils are compacted and variations in the in-situ density of existing soils will influence earth volume changes. A shrinkage factor of between 5 and 15 percent should be expected as soil is removed and replaced as compacted fill, and the subsidence factor is approximately 0.1 foot.⁶³ The anticipated maximum total settlement is expected to be 1 inch with a differential settlement of approximately ½ inch in a 30 feet span.⁶⁴ Accordingly, the proposed project would incorporate **Regulatory Compliance Measure GEO-1**, which requires proper engineering design and construction in conformance with current CBC standards and the recommendations outlined in the project-specific Geotechnical Investigation to ensure a

⁶⁰ Pursuant to the National Pollutant Discharge Elimination System (NPDES) program and Chapter 13.50 of the City Municipal Code.

⁶¹ California Department of Conservation, Division of Mines and Geology. *Seismic Hazard Zone Report for the San Dimas 7.5-Minute Quadrangle, Los Angeles County, California*. Plate 1.2 – Historically Highest Ground Water Contours and Borehole Log Data Locations, San Dimas Quadrangle. 1998; Revised in 2001, June 2005, and January 2006.

⁶² RMA Geoscience, *Geotechnical Investigation, Gateway Project Park Avenue and A Street La Verne, CA*, June 12, 2024.

⁶³ *Ibid.* Page 8.

⁶⁴ *Ibid.*

sufficient layer of engineered fill or densified soil is prepared beneath any proposed structural footings/foundations. Through incorporation of **Regulatory Compliance Measure GEO-1**, impacts from subsidence and/or collapse would remain **less than significant**. Mitigation is not required.

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?

Less than Significant Impact

Discussion of Effects: On-site soils at the project sites consist of Urban land-Azuvina-Montebello complex, zero to five percent slopes.⁶⁵ The soils underlying the project site may be susceptible to expansion, and additional expansion index and plasticity index testing will be required at the completion of rough grading to verify the properties of the near-surface soils. Construction plans for the proposed project would be subject to City review and approval prior to issuance of grading and building permits in accordance with Section 18.60.030 and Chapter 18.16 of the City's Municipal Code. Furthermore, Section 15.04.110 (Expansive Soils) of the City's Municipal Code amends Section 1809.4 of the CBC to conclude foundation systems within the City are considered to be on expansive soils and shall be constructed in a manner that will minimize damage to the structure from soil movement.

The potential hazards of expansive soils are addressed through the integration of the site-specific recommendations outlined in the Geotechnical Investigation as required under **Regulatory Compliance Measure GEO-1**. Through incorporation of **Regulatory Compliance Measure GEO-1**, impacts from expansive soils would remain **less than significant**. Mitigation is not required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact

Discussion of Effects: The project sites and vicinity are served by existing municipal wastewater infrastructure. All on-site development would connect to the existing wastewater collection and conveyance facilities owned and operated by the City. Therefore, septic tanks will not be necessary. Because the proposed project would not include the installation of septic tanks or alternative wastewater disposal systems, **no impact** would occur. Mitigation is not required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Unless Mitigation Incorporated

Discussion of Effects: The project site is underlain by the interface between Quaternary Pleistocene non-marine alluvial sediments (Qoa) and younger Holocene alluvial sediments (Qa) emanating from San Dimas Canyon and covering extensive areas of the

⁶⁵ United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey*. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. (Accessed October 25, 2024).

City.⁶⁶ These deposits are generally sandy or gravelly alluvial fan deposits known to yield paleontological resources. The nearest Pleistocene vertebrate locality (LACM 1728) in older quaternary deposits (Qoa) is recorded between 10 and 15 feet below grade in English Canyon southwest of the City of Chino approximately 10 miles south of the project sites.⁶⁷

The project sites are currently developed with residential uses. Considering the extensive ground disturbances that have occurred on the project sites, and in light of results and findings from paleontological records searches previously conducted in similar settings, the likelihood of encountering intact and significant subsurface paleontological resources or unique geologic features on the project sites is low. However, ground-disturbing activities at the project sites still have the potential to disturb previously unknown resources if excavation depths reach native, undisturbed sediments.

Due to the age of the sediments underlying the project sites, paleontological resources may be present in these potentially fossil-bearing soils and rock formations below the ground surface. If ground-disturbing activities reach depths of native, undisturbed fossil-bearing sediments, implementation of the proposed project has the potential to damage or destroy paleontological resources. Therefore, **Mitigation Measures GEO-1** and **GEO-2** are required to ensure paleontological resources would be subject to scientific recovery and evaluation in the event that unanticipated paleontological resources are unearthed during construction.

Mitigation Measures

MM GEO-1 Prior to issuance of grading permits, the City shall verify that the following note is included on all grading plans:

“If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor shall halt work within a 60-foot radius around the find and establish an exclusionary buffer. Construction personnel shall not collect or move any suspected paleontological materials or further disturb any soils within the exclusionary buffer, but construction activity may continue unimpeded on other portions of the project sites. Construction activity shall not resume within the exclusionary buffer until a qualified paleontologist (defined as an individual with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least one year) can assess the significance of the find. If the paleontologist determines the find is not a paleontological resource, no further evaluation shall be required within the exclusionary buffer, and construction activity shall be allowed to resume therein.

⁶⁶ Dibblee, Jr., Thomas W. and John A. Minch. *Geologic Map of the San Dimas and Ontario Quadrangles, Los Angeles and San Bernardino Counties, California*. Dibblee Geological Foundation Map #DF-91. 2002. https://ngmdb.usgs.gov/ngm-bin/pdp/zui_viewer.pl?id=34314. (Accessed October 25, 2024).

⁶⁷ Rincon Consultants. *Paleontological Resources for the proposed University of La Verne Facilities and Technology Master Plan Update EIR Project, Rincon Project # 16-02821, in the City of La Verne, Los Angeles County, Project Area*. Letter Report by Samuel A. McLeod. August 10, 2016.

However, if the paleontologist determines the find is a paleontological resource, construction activity shall not resume within the exclusionary buffer, and **Mitigation Measure GEO-2** shall apply.”

This measure shall be implemented to the satisfaction of the City of La Verne’s Community Development Director or designee.

MM GEO-2 If the qualified paleontologist determines paleontological resources are encountered on the project sites, the paleontologist shall prepare a Paleontological Resource Impact Mitigation Plan to be implemented during the balance of ground-disturbing activities. Implementation of the Paleontological Resource Impact Mitigation Plan shall include (but not be limited to) the following:

- Review of project-specific geotechnical report data, with particular regard to location and depth of earthmoving and the rock unit(s) encountered;
- Development of a formal agreement between the project proponent and the San Bernardino County Museum, Natural History Museum of Los Angeles County, Western Science Center, San Diego Natural History Museum, or Riverside Municipal Museum for the final disposition and permanent storage and maintenance of any fossil collections and associated data. Should any of these facilities choose not to accept the fossil collections and associated data, the project Applicant shall consult with the Bonita Unified School District or other educational institution to offer the fossil collections and associated data for donation;
- The construction schedule, term/schedule of on-site paleontological monitor(s) and the extent of areas and activities to be monitored;
- Authority of paleontological monitor(s) to temporarily redirect construction activity in the vicinity of any paleontological discovery;
- Procedures for the evaluation and option to recover large fossil specimens and for the evaluation, recovery, and processing of small fossil specimens;
- Fossil specimen preparation, identification to the lowest taxonomic level possible, curation, and cataloging; and
- A report of findings.

The paleontologist shall monitor remaining ground-disturbing activities in native soils at the project sites and shall be equipped to record and salvage fossil resources that may be unearthed during construction. The paleontologist shall temporarily halt or divert construction equipment to allow recording and removal of the unearthed resources. Any fossils found shall be offered for curation at a curation facility approved by the City. A report of findings, including, when appropriate, an itemized inventory of recovered specimens and a discussion of their significance, shall be prepared upon completion of the steps outlined above. The report and inventory, when submitted to and approved by the appropriate lead agency, will signify completion of the program to mitigate impacts on paleontological

resources. This measure shall be implemented to the satisfaction of the City of La Verne’s Community Development Director or designee.

With implementation of **Mitigation Measures GEO-1** and **GEO-2**, impacts to paleontological resources are considered **less than significant with mitigation incorporated**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. Greenhouse Gas Emissions

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Less than Significant Impact

The following discussion is based on the project-specific construction and operation CalEEMod analysis, as detailed in Appendix A.⁶⁸

Discussion of Effects: *State CEQA Guidelines* Section 15064(b)(1) provides that the “determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data,” and further states that an “ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting.”

Currently, there is no statewide greenhouse gas (GHG) emissions threshold used to determine potential GHG emissions impacts of a project. Air districts in the state are still developing and revising threshold methodology and thresholds. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting (Meeting No. 15) held

⁶⁸ As originally submitted, the application included the demolition of three additional units at 2675, 2681 and 2683 A Street and the construction of a total of nine new units. The air quality, noise, and transportation analyses evaluate 8,106 square feet of demolition and 13,778 square feet of construction, and assume a net increase of 5,672 square feet of residential uses. Accordingly, the CalEEMod modeling discloses potentially greater environmental effects than would occur under the proposed project.

in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where the SCAQMD is not the lead agency. This concept is equivalent to the existing consistency determination requirements in *CEQA Guidelines* Sections 15064(h)(3), 15125(d), and 15152(a). The applicable tier is the SCAQMD-recommended Tier-3/Option 2 threshold of 3,000 MT CO₂e/yr for non-industrial projects.

Calculations of GHG emissions are based on compliance with various regulations designed to reduce GHG emissions. For example, at least 65 percent of all non-hazardous construction materials (including, but not limited to, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) shall be recycled/reused, and “green building materials” (e.g., those materials that are rapidly renewable or resource-efficient, and recycled and manufactured in an environmentally friendly way) shall be used for at least 10 percent of the project in accordance with California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program.

Construction and operation of the proposed project would generate GHG emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during the project’s operation (as opposed to during its construction). Overall, the following activities associated with the proposed project could directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** During project construction, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs (e.g., CO₂, CH₄, and N₂O). Furthermore, CH₄ is emitted during the fueling of heavy equipment.
- **Natural Gas, Electricity, and Water Use:** Natural gas use results in the emission of two GHGs: CH₄ (the major component of natural gas) and CO₂ (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. California’s water conveyance system is energy-intensive.
- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH₄ from the anaerobic decomposition of organic materials. However, landfill-generated CH₄ can also be a source of energy.
- **Motor Vehicle Use:** Transportation associated with the proposed project operations would result in GHG emissions from the combustion of fossil fuels in daily vehicle trips.

Table G lists the annual carbon dioxide equivalent (CO₂e) emissions for the planned construction year (based on the CalEEMod analysis). Per SCAQMD guidance, due to the long-term nature of the GHGs in the atmosphere, instead of determining significance of construction emissions alone, the total construction emissions are amortized over 30 years (an estimate of the life of the proposed project) and are added to the operational emissions for comparison to the applicable GHG significance threshold.

Table G: Construction Greenhouse Gas Emissions

Construction Year	Total Regional Greenhouse Gas Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
2025	73	<1	<1	74
2026	297	<1	<1	299
2027	14	<1	<1	14
Total Construction Emissions				387
Amortized over 30 years				13

Source: Table 2.2. California Emissions Estimator Model (CalEEMod). Compiled by LSA. November 2024 (Appendix A).

CH₄ = methane

MT/yr = metric tons per year

CO₂ = carbon dioxide

N₂O = nitrous oxide

CO₂e = carbon dioxide equivalent

Long-term operation of the proposed project would generate GHG emissions from various source categories. Area-source emissions would be associated with activities including landscaping and maintenance of the proposed project. Energy-source emissions would occur at off-site utility providers as a result of demand for electricity and natural gas by the proposed project. Mobile-source emissions of GHGs would include project-generated vehicle trips associated with on-site energy use and resident and delivery vehicle trips. Waste generated by the project and water used would also result in GHG emissions.

The Trip Generation Analysis that was originally prepared for the project treated the new homes as single-family and based on the ITE trip generation rate for that land use (Code 210). It was determined that there would be 85 trips without any credit for the demolition of the existing units. Upon further review, it was determined that the appropriate land use ITE trip generation rate should be that for a continuing care retirement community (Code 255), which resulted in only 25 total trips, without credit for the existing units. CalEEMod modeling was completed prior to the ITE Code correction, and GHG emissions were evaluated based on trip generation of nine new standard single-family homes, (85 vehicle trips per day). CalEEMod defaults were used for all the other operational parameters, including energy consumption, water use, waste generation, and area sources. Table H shows the results of the CalEEMod analysis.

The GHG emission estimates presented in Table H show the emissions associated with the operation of the proposed project. The project would result in GHG emissions of 153 MT CO₂e per year, which is less than the SCAQMD-recommended Tier-3/Option 2 threshold of 3,000 MT CO₂e/yr for non-industrial projects even using the ITE Code for single-family use. Therefore, there was no need to rerun the CalEEMod with the lower, continuing care retirement community rate, which would have reflected even fewer GHG emissions.

Table H: Annual Total Greenhouse Gas Emissions

Source	Greenhouse Gas Emissions, MT/year						
	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	Refrigerant	CO ₂ e
Mobile Sources	0	107	107	<1	<1	<1	109
Area Sources	0	<1	<1	<1	<1	0	<1

Table H: Annual Total Greenhouse Gas Emissions

Source	Greenhouse Gas Emissions, MT/year						
	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	Refrigerant	CO ₂ e
Energy Sources	0	24	24	<1	<1	0	24
Water Sources	<1	1	1	<1	<1	0	2
Waste Usage	<1	0	<1	<1	0	0	2
Refrigerant Sources	0	0	0	0	0	<1	<1
Amortized Construction Emissions							13
Total Proposed Emissions							150
SCAQMD Threshold							3,000
Emissions Exceed Threshold?							No

Source: Table 2.6. California Emissions Estimator Model (CalEEMod). Compiled by LSA. November 2024 (Appendix A).

Note: Numbers in table may not appear to add up correctly due to rounding.

Bio-CO₂ = biologically generated CO₂

CH₄ = methane

CO₂ = carbon dioxide

CO₂e = carbon dioxide equivalent

MT/yr = metric tons per year

N₂O = nitrous oxide

NBio-CO₂ = Non-biologically generated CO₂

SCAQMD = South Coast Air Quality

Management District

The proposed project would be built to meet California Green Building standards, which would further reduce GHG emissions associated with the project. Therefore, the proposed project would not result in a significant level of GHG emissions. Impacts would be **less than significant**, and mitigation is not required.

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

Less than Significant Impact

The City, as a lead agency, may assess the significance of GHG emissions by determining a project’s consistency with a local GHG reduction plan that qualifies under Section 15183.5 of the CEQA Guidelines. The City of La Verne has not adopted a GHG reduction plan. Since no other local or regional climate action plan is in place, the project is assessed for its consistency with the California Air Resources Board’s (CARB) adopted 2022 Scoping Plan and the 2024 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal 2024. This would be achieved with an assessment of the project’s compliance with the 2022 Scoping Plan and SCAG Connect SoCal 2024 measures.

The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan, Executive Order (EO) B-30-15, Senate Bill (SB) 32, Assembly Bill (AB) 197, AB 1279, and SCAG’s 2024–2050 RTP/SCS.

2022 Scoping Plan. EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reduction target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. CARB released the 2017

Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by SB 32.⁶⁹ SB 32 builds on AB 32 and keeps us on the path toward achieving the State’s 2050 objective of reducing emissions to 80 percent below 1990 levels. AB 197, the companion bill to SB 32, provides additional direction to CARB that is related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 that is intended to provide easier public access to air emission data collected by CARB was posted in December 2016. AB 1279 codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter.

In addition, the 2022 Scoping Plan⁷⁰ assesses progress toward the statutory 2030 target while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State’s long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California be zero-emission by 2035 and that all other fleets transition to zero-emission as fully as possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Energy-efficient measures are intended to maximize energy-efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings. The proposed project would comply with the latest California Energy Code and CALGreen standards regarding energy conservation and green building standards.

The 2022 Building Energy Efficiency Standards requires the installation of solar photovoltaic (solar PV) system requirements for all newly constructed single-family and multi-family building. Section 150.0(s) of the California Energy Code further specifies that plans for new single-family residential development must be Energy Storage System

⁶⁹ California Air Resources Board. *Scoping Plan for Achieving Carbon Neutrality*. December, 2022. Website: www.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents (Accessed November 2024).

⁷⁰ California Air Resources Board. *California’s 2017 Climate Change Scoping Plan*. November 2017. Website: www.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf (accessed November 2024).

(ESS) ready. Section 160.9 of the 2022 Energy Code provides mandatory requirements for “electric ready” construction in individual dwelling units, including provisions to provide wiring/conduit/electric panel space to accommodate heat pumps (cooling/heating and water heating), electric cooktops, and electric clothes dryers in individual units. The installation of “electric ready” construction would facilitate the future electrification of development, thereby, decreasing the demand for natural gas for heating/cooking.

The project would be required to adhere to all federal, State, and local requirements for energy efficiency, including current Title 24, California Energy Code and CALGreen standards, which establish minimum standards related to various building features, including solar roof, electric vehicle charging capacity, appliances, water and space heating and cooling equipment, building insulation and roofing, electrification, and lighting, which would reduce energy usage. In addition, proposed new development would be constructed using energy efficient modern building materials and construction practices, and the proposed project also would use new modern appliances and equipment in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the project would be required to comply with the latest CALGreen standards, which include a variety of different measures, including reduction of wastewater and water use. In addition, the proposed project would be required to comply with the California Model Water Efficient Landscape Ordinance. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. The second phase of Pavley standards is expected to reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a three percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. The project would also comply with the following additional transportation sector policies (through vehicle manufacturer compliance): Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

The proposed project would comply with existing State regulations adopted to achieve the overall GHG emission reduction goals identified in the 2022 Scoping Plan, EO B-30-15, SB 32, AB 197, and AB 1279.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy. SCAG's 2024–2050 RTP/SCS identifies land use strategies that focus on new housing and job growth in areas served by high-quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The core vision in the 2024–2050 RTP/SCS is to better manage the existing transportation system through design management strategies, integrate land use decisions and technological advancements, create complete streets that are safe for all roadway users, preserve the transportation system, and expand transit and foster development in transit-oriented communities. The 2024–2050 RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as a forecasted development pattern that is generally consistent with regional-level General Plan data. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in the 2024–2050 RTP/SCS, would reach the regional target of reducing GHG emissions from autos and light-duty trucks by 8 percent per capita by 2020 and 19 percent by 2035 (compared to 2005 levels).⁷¹ The 2024–2050 RTP/SCS does not require that local General Plans, Specific Plans, or zoning be consistent with the 2024–2050 RTP/SCS, but it provides incentives for consistency for governments and developers.

Implementing SCAG's RTP/SCS would greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emissions reduction targets. As demonstrated in Section III, Air Quality, the proposed project does not meet the criteria identified in CEQA Guidelines Section 15205.b.2 (Projects of Statewide, Regional, or Areawide Significance) for projects of statewide, regional, or areawide significance. The proposed project's contribution to the City's population and households is consistent with the City's growth trends and represents a minimal increase (between 0.024 percent and 0.078 percent of the 2020 City population and between 0.026 percent and 0.085 percent of the 2020 City households).⁷² As such, the proposed project would not interfere with SCAG's ability to achieve the region's GHG reduction target of 19 percent below 2005 per capita emissions levels by 2035. Furthermore, the proposed project is not regionally significant per *State CEQA Guidelines* Section 15206 and as such, it would not conflict with the SCAG RTP/SCS targets since those targets were established and are applicable on a regional level. The project's consistency with SCAG's 2024-2050 RTP/SCS is presented in Table J, below.

The proposed project would include nine single-family homes operating within a continuing care retirement community that are consistent with existing local and regional planning assumptions for the project site. Therefore, it is anticipated that implementation of the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in SCAG's 2024-2050 RTP/SCS. Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of

⁷¹ Southern California Association of Governments. *2024–2050 Regional Transportation Plan/Sustainable Communities Strategy*. Page 97. Adopted April 4, 2024.

⁷² These calculations identify the project's contribution to the City compared to the anticipated population or households under the General Plan Housing Element (e.g., 8 additional residents not anticipated ÷ 33,313 persons = 0.024 percent) (3 additional households not anticipated ÷ 11,737 households = 0.026 percent), as well as the overall project contribution to the City (e.g., 26 project residents ÷ 33,313 persons = 0.078 percent) (10 project households ÷ 11,737 households = 0.085 percent).

reducing the emissions of GHGs. Impacts would be **less than significant**, and mitigation is not required.

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

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact

Discussion of Effects: Construction of the project has the potential to create a hazard to the public or environment through the routine transportation, use, and disposal of construction-related hazardous materials such as fuels, oils, solvents, and other materials. Additionally, demolition of the existing residential structure would involve disposal of lead-based materials (LBM) and asbestos-containing materials (ACM), as indicated in the Asbestos Inspection Reports and Lead Inspection Reports prepared for the proposed project (Appendices E1 through E4) , which must be disposed of in accordance with the federal, State, and local (Los Angeles County Department of Health Services and SCAQMD) regulations.

Demolition/Construction. Potential hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during construction of the proposed project. These materials are typical of materials delivered to construction sites. Due to the relatively small scale of proposed development under the proposed project, only limited quantities of these materials are expected to be used during construction, so they are not considered hazardous to the public at large.

The transport, use, and storage of hazardous materials during construction would be regulated by the Los Angeles County Fire Department, the City of La Verne Fire Department, and the California Occupational Safety and Health Administration. Additionally, the United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines, as described in Title 49 of the Code of Federal Regulations, and implemented by Title 13 of the CCR.

The existing residential structures located within the North Gateway Site were constructed between 1950 and 1952, and existing residential structures located within the South Gateway Site were constructed by 1963.⁷³ Structures constructed prior to 1978 may contain LBM as well as ACM incorporated into various construction components including paint, roof tiles, and thermal insulation. The Los Angeles County Department of Health Services requires that all workers be properly protected when working with materials containing lead levels at or above 0.7 milligram per square centimeter (mg/cm²), which is more stringent than the 1 mg/cm² threshold established under the Code of Federal Regulations Chapter 29, Section 1926.62 and Title 8, CCR Section 1532.1: Cal/OSHA Construction Safety Orders, Lead. The Federal Environmental Protection Agency defines ACM as a material containing more than one percent asbestos as determined by polarized light microscopy, while Title 8, CCR Section 1529: Asbestos, defines asbestos-containing construction materials as any manufactured construction material that contains more than one-tenth of one percent asbestos by weight. The SCAQMD requires Asbestos Notification for proposed abatement activities and disposal tickets from an SCAQMD-approved disposal facility prior to demolition.

⁷³ Los Angeles County Office of the Assessor. *Property Assessment Information System*. <https://portal.assessor.lacounty.gov/>. 2024. (Accessed November 12, 2024).

The five single-family homes on the South Gateway Site (2692 Park Avenue, 2675 A Street, 2677 A Street, 2681 A Street, and 2683 A Street) have not been surveyed for LBP or ACM. Since these structures were constructed prior to 1978, they require survey for these materials prior to demolition or renovation in accordance with **Regulatory Compliance Measure HAZ-1**. If LBP is identified at levels above the action level for abatement activities, then **Regulatory Compliance Measure HAZ-2** would be implemented. If ACM is identified at levels above the action level for abatement activities, then **Regulatory Compliance Measure HAZ-3** would be implemented. The two single family homes (2730 Park Avenue and 2712 Park Avenue) within the North Gateway Site have been previously surveyed for LBP and ACM and determined to contain LBP and ACM at levels above the action level for abatement activities.^{74,75,76,77} Therefore, **Regulatory Compliance Measures HAZ-2** and **HAZ-3** are required to be implemented for those properties prior to demolition.

Regulatory Compliance Measures

Regulatory Compliance Measure HAZ-1: A comprehensive asbestos-containing materials (ACM) survey and lead-based materials (LBM) survey shall be completed prior to demolition or renovation of 2692 Park Avenue, 2675 A Street, 2677 A Street, 2681 A Street, and 2683 A Street within the South Gateway Site. If the ACM survey reveals any manufactured construction material that contains less than one percent asbestos by weight pursuant to Title 8, CCR Section 1529: Asbestos and if the LBM survey reveals lead levels below 0.7 milligram per square centimeter pursuant to Los Angeles County Code Title 11, Chapter 11.28, Section 11.28.010(c), no further survey or remedial work is required. However, if ACM greater than one percent asbestos by weight are identified within structures proposed for renovation or demolition, **Regulatory Compliance Measure HAZ-2** shall apply. Furthermore, if lead levels at or above 0.7 milligram per square centimeter are identified, **Regulatory Compliance Measure HAZ-3** shall apply. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director or designee,

⁷⁴ Vector Environmental Consulting, Inc. *Lead Inspection Report, 2730 Park Avenue, La Verne, CA 91750*. Page 5. October 27, 2023. (Appendix E1)

⁷⁵ Vector Environmental Consulting, Inc. *Asbestos Inspection Report, 2730 Park Avenue, La Verne, CA 91750*. Page 3. October 27, 2023. (Appendix E2)

⁷⁶ Vector Environmental Consulting, Inc. *Lead Inspection Report, 2712 Park Avenue, La Verne, CA 91750*. Page 5. October 27, 2023. (Appendix E3)

⁷⁷ Vector Environmental Consulting, Inc. *Asbestos Inspection Report, 2712 Park Avenue, La Verne, CA 91750*. Page 3. October 27, 2023. (Appendix E4)

and/or Building and Safety Division, or designee.

Regulatory Compliance Measure HAZ-2: Prior to the demolition of 2730 Park Avenue and 2712 Park Avenue within the North Gateway Site, as well as demolition or renovation of any of the properties within the South Gateway Site determined under **Regulatory Compliance Measure HAZ-1** to contain ACM, all ACM shall be abated from the demolition sites. An Asbestos Notification shall be prepared and submitted to the South Coast Air Quality Management District (SCAQMD) for approval before any asbestos abatement may commence. The contractor shall provide a construction and demolition plan with disposal tickets from an SCAQMD-approved disposal facility and air clearances prior to final inspection, and an asbestos report shall be provided to the City prior to the issuance of a demolition or renovation permit. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director or designee, and/or Building and Safety Division, or designee.

Regulatory Compliance Measure HAZ-3: Prior to the demolition of 2730 Park Avenue and 2712 Park Avenue within the North Gateway Site, as well as demolition or renovation of any of the properties within the South Gateway Site determined under **Regulatory Compliance Measure HAZ-1** to contain LBP, all LBM shall be abated from the demolition site with lead levels at or above 0.7 milligram per square centimeter shall be abated from the demolition site. Furthermore, California Department of Health lead certified staff would be required for all abatement work. The contractor shall provide a construction and demolition plan with disposal tickets from a South Coast Air Quality Management District-approved disposal facility and air clearances prior to final inspection, and a lead report shall be provided to the City prior to the issuance of a demolition or renovation permit. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director or designee, and/or Building and Safety Division, or designee.

With implementation of **Regulatory Compliance Measures HAZ-1, HAZ-2, and HAZ-3** hazards to the public and the environment from demolition of structures containing lead and/or asbestos would remain **less than significant**. Mitigation is not required.

Operation. Residential operations and maintenance within Hillcrest currently utilize relatively small amounts of hazardous materials, such as chemicals associated with heating and cooling systems, fuel for maintenance equipment, solvents, cleaning products, pesticides/fertilizers, and other similar chemicals. These materials are substantially similar to household chemicals and solvents already in general and wide use throughout the City and in the vicinity of the project sites.

As is the case during construction, the transport, use, and storage of hazardous materials during project occupation will be regulated by the Los Angeles County Fire Department, the City Fire Department, and the California Occupational Safety and Health Administration. Additionally, transport of hazardous materials by truck and rail on State highways and rail lines will be regulated by the United States Department of Transportation Office of Hazardous Materials Safety as described above.

These regulations inherently safeguard life and property from the hazards of fire/explosion arising from the storage, handling, and use of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings. Through implementation of **Regulatory Compliance Measures HAZ-1 through HAZ-3** for demolition of the existing residential structures, as well as compliance with all applicable federal, State, and local laws for construction and operation of the proposed project, impacts to the public or environment from the routine transportation, use and disposal of hazardous materials would be reduced to **less than significant**. Mitigation is not required.

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?

Less than Significant Impact

Discussion of Effects: The project sites and a one-half-mile radius encompassing the project sites were evaluated via the State Water Resources Control Board (SWRCB) GeoTracker database,⁷⁸ the Department of Toxic Substances Control's (DTSC) EnviroStor database,⁷⁹ and the Hazardous Waste and Substances Sites (Cortese) List⁸⁰ for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions.

⁷⁸ State Water Resources Control Board. *GeoTracker Database*. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=I+averne%2C+ca>. (Accessed October 25, 2024).

⁷⁹ California Department of Toxic Substances Control. *EnviroStor Database*. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=I+averne%2C+ca>. (Accessed October 25, 2024).

⁸⁰ California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese)*. [https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM,COLUR&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+\(CORTESE\)](https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM,COLUR&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+(CORTESE)). (Accessed October 25, 2024).

“Recognized environmental condition” means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not recognized environmental conditions. “Historical Recognized environmental condition” means an environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered a *recognized environmental condition* currently. If a past release of any *hazardous substances* or *petroleum products* has occurred in connection with the *property*, with such remediation accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a case closed letter or equivalent), this condition shall be considered a *historical recognized environmental condition*.

The existing residential structures located within the North Gateway Site were constructed between 1950 and 1952, and existing residential structures located within the South Gateway Site were constructed by 1963.⁸¹ No evidence was identified indicating improper storage, disposal, or application of hazardous materials, and a review of available aerial photographs did not show improvements such as hangers, tanks, or large barns that would indicate significant storage, formulation, and handling of hazardous materials. Based on this information and the historical occupancy of the project sites for residential uses, there is no evidence of recognized environmental conditions in connection with previous uses at the project sites.

Three properties with historical recognized environmental conditions (leaking underground storage tanks) were identified within one half-mile of the project sites, as detailed in Table I.

Table I: Hazardous Materials Database Search

Property	Recognized Environmental Condition	Historical Recognized Environmental Condition	Location Relative to the Project Sites	Status of the Property
MWD F E Weymouth Filter Plant (700 Moreno Ave N, La Verne)	—	Leaking underground storage tank for “waste oil/motor/ hydraulic/lubricating.”	Approximately 2,500 feet to the northwest of the project sites.	Completed-Case closed as of 06/27/1991. A closure letter or other formal closure decision document has been issued for the property.

⁸¹ Los Angeles County Office of the Assessor. *Property Assessment Information System*. <https://portal.assessor.lacounty.gov/>. 2024. (Accessed October 25, 2024).

Table I: Hazardous Materials Database Search

Property	Recognized Environmental Condition	Historical Recognized Environmental Condition	Location Relative to the Project Sites	Status of the Property
American Armenian International College (1975 6 th Street, La Verne)	—	Leaking underground storage tank for “aviation.”	Approximately 1,700 feet to the east cross gradient of the project sites.	Completed-Case closed as of 01/26/1990. A closure letter or other formal closure decision document has been issued for the property.
La Verne Public Safety Facility (2061 3 rd Street, La Verne)	—	Leaking underground storage tank for “gasoline.”	Approximately 2,250 feet to the southeast down gradient of the project sites.	Completed-Case closed as of 06/16/1999. A closure letter or other formal closure decision document has been issued for the property.

Sources: State Water Resources Control Board. *GeoTracker Database*. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=I+averne%2C+ca>. (Accessed October 25, 2024).
 California Department of Toxic Substances Control. *EnviroStor Database*. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=la+verne%2C+ca>. (Accessed October 25, 2024).
 California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese)*. [https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM,COLUR&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+\(CORTESE\)](https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM,COLUR&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+(CORTESE)). (Accessed October 25, 2024).

The properties’ conditions have been remediated and formal closure decision documents have been issued; therefore, these locations are unlikely to have adversely affected the project sites.

A review of the Hazardous Waste and Substances Sites (Cortese) List revealed no affected properties on or within five miles of the project sites.

None of the properties identified in the GeoTracker database, EnviroStor database, or the Cortese List occurs on the project sites or has any activities or materials that would represent a significant risk to public health or safety (e.g., on-site storage, leaking tanks, approaching groundwater contamination plume) on the project sites. The project sites do not currently contain any recognized environmental conditions or historical recognized environmental conditions, nor are they subject to vapor migration from any on-site or off-site sources. Implementation of **Regulatory Compliance Measures HAZ-1** through **HAZ-3** for demolition of the existing residential structures, as well as compliance with local, State, and federal laws detailed in response to Checklist Question IX(a), would ensure impacts from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment remain **less than significant**. Mitigation is not required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact

Discussion of Effects: The school closest to the project sites is the Grace Miller Elementary School located at 1629 Holly Oak Street, La Verne, approximately 0.21 mile to the north. The next nearest schools are the University of La Verne (1950 3rd Street, La Verne) approximately 0.3 mile to the southeast, the David & Margaret Youth and Family Services/Joan Macy School (1350 3rd Street, La Verne) approximately 0.38 mile to the southwest, and Damien High School (2280 Damien Avenue, La Verne) located approximately 0.5 mile southwest of the project sites.

As detailed in response to Checklist Question IX(a), the transport, use, and storage of hazardous materials during construction, operation, and occupation of the proposed residences will be regulated by the Los Angeles County Fire Department and the City Fire Department. The United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines.

None of the land uses identified in the GeoTracker database, EnviroStor database, or the Cortese List occurs on the project sites or has any activities or materials that would represent a significant risk to public health or safety (e.g., on-site storage, leaking tanks, approaching groundwater contamination plume) from construction and operation of the project sites. The project sites do not currently contain any recognized environmental conditions or historical recognized environmental conditions, nor are they subject to vapor migration from any on-site or off-site sources.

Typically, special consultation and notification requirements apply for projects that would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.⁸² However, those requirements do not apply to the proposed project because although the project is within one-quarter mile of Grace Miller Elementary School, the project is not designed to store, handle, or manufacture substantial amounts of hazardous materials. Common hazardous materials that may be present during construction and operation would include fuel, paint products, lubricants, solvents, and cleaning products, as well as household cleaning/chemical products and compounds used in landscaping and pool maintenance present throughout the region. These materials are also commonly found on school campuses and utilized routinely at schools as part of ongoing facility maintenance operations.

The amount of potentially hazardous chemicals present on the project site would be limited and would also occur in compliance with existing government regulations, which inherently safeguard life and property on nearby school sites from the hazards of exposure arising from the storage, handling, and disposal of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings. The proposed project would be similar to other residential operations throughout the region that are located close to existing or proposed school sites.

⁸² See California Public Resources Code § 21151.4 and 14 California Code of Regulations § 15186.

Furthermore, as detailed above, the proposed project is not expected to result in a significant hazard affecting the public during project construction or operation. Implementation of **Regulatory Compliance Measures HAZ-1** through **HAZ-3** for demolition of the existing residential structures, as well as compliance with all applicable federal, State, and local laws for construction and operation of the proposed project, would ensure impacts from the emission or handling of hazardous materials within one-quarter mile of an existing or proposed school would remain **less than significant**. Mitigation is not required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact

Discussion of Effects: Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by the California Environmental Protection Agency Hazardous Materials Data Management Program. The DTSC compiles information from subsets of the following databases to make up the Cortese List:

1. The DTSC list of contaminated or potentially contaminated hazardous waste sites listed in the California Sites database, formerly known as ASPIS, is included;
2. The California State Water Resources Control Board listing of leaking underground storage tanks is included; and
3. The California Integrated Waste Management Board list of sanitary landfills that have evidence of groundwater contamination or known migration of hazardous materials (formerly WB-LF, now AB 3750).

None of the land uses identified in Table I occurs on the project sites or includes any activities or materials that would represent a significant hazard to the public or environment at the project sites. Therefore, **no impact** related to the Cortese List or other governmental databases would occur, and mitigation is not required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less than Significant Impact

Discussion of Effects: Brackett Field Airport, a general aviation airport, is located approximately 0.9 mile south of the project sites. The project sites are located within Zone E of the Brackett Field Airport Land Use Compatibility Plan (BFALUCP).⁸³ Within Zone E, residential uses less than eight dwelling units per acre and/or congregate care retirement homes and assisted living facilities are normally compatible and are presumed to comply with safety and airspace protection criteria. Within Zone E, object height limits are

⁸³ Los Angeles County Airport Land Use Commission. *Brackett Field Airport Land Use Compatibility Plan*. Map 2A, Compatibility Policy Zones. Adopted December 9, 2015.

established at 150 feet or more above runway elevation,⁸⁴ which is 966 feet above mean sea level (amsl) at its lowest point. The highest elevation of the project sites grade is 1,064 feet amsl; therefore, any new construction 52 feet or taller⁸⁵ would require site-specific airspace review by the Los Angeles County Airport Land Use Commission (ALUC). None of the proposed residential structures exceeds 18 feet 8 inches above surface grade at its tallest point; therefore, no ALUC review is required.

The BFALUCP identifies the project sites within Federal Aviation Administration (FAA) Part 77 Notification Area.⁸⁶ The risk level is considered low for normally compatible uses within Zone E. FAA Part 77, Subpart B requires notification to the FAA of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100:1) for a distance of 20,000 feet from nearest point of any runway more than 3,200 feet in actual length, and also requires FAA notification for construction of any object taller than 200 feet.⁸⁷ The project sites are located as close as 5,140 feet north of the nearest runway of the Brackett Field Airport. Therefore, any development on the project sites equal to or greater than 48 feet in height (equal to a slope of 100:1 in relation to the distance to the nearest runway) would require notification to the FAA. As the height of the proposed residences do not exceed 18 feet 8 inches above surface grade at their tallest point, notification to the FAA for height restrictions is not required.

The project sites are outside the 55 a-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) noise contour of Brackett Field Airport based on the Noise and Overflight Factors Map in the Brackett Field ALUCP.⁸⁸ The proposed project's development application is subject to Development Review Committee's review and approval prior to issuance of grading and building permits to ensure consistency with Compatibility Zone E of the BFALUCP and FAA Part 77. Due to the general compatibility of the proposed residential uses within Zone E of the BFALUCP, impacts from excessive noise or safety hazards to people residing or working in the project area from a project within an airport land use plan would be **less than significant**. Mitigation is not required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact

Discussion of Effects: The proposed project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards

⁸⁴ *Ibid.* Table 2B, Compatibility Zone Delineation.

⁸⁵ Highest elevation of project site grade 1,064 feet subtracted by lowest elevation of airport runway 966 feet = 98 feet difference in elevation between the project site and runway. 150-foot object height limit in Zone E subtracted by 98-foot difference in elevation between the project site and runway = 52-foot building height threshold for notification to Los Angeles County Airport Land Use Commission (52-foot building height plus 98-foot difference in elevation between the project site and runway = 150-foot object height limit threshold).

⁸⁶ *Ibid.* Map 2B, Airspace Protection Map.

⁸⁷ § 77.9(a)(1) *Construction or Alteration Requiring Notice*. 14 Code of Federal Regulations 77.9 - Construction or Alteration Requiring Notice. <https://www.law.cornell.edu/cfr/text/14/77.9>. (Accessed October 25, 2024).

⁸⁸ Los Angeles County Airport Land Use Commission. *Brackett Field Airport Land Use Compatibility Plan*. Exhibit 5: Noise and Overflight Factors Map. Adopted December 9, 2015.

governing vehicular access, resulting in the provision of adequate vehicular access that would provide for adequate emergency access and evacuation. Access to every residential unit will be provided via Park Avenue (for the North Gateway site) and Park Avenue and A Street (for the South Gateway site). The proposed project includes reconstruction of portions of the curb, gutter, sidewalk, and driveway aprons along the project frontages of Park Avenue and A Street. Demolition and construction activities that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures.

The project access and circulation design would be subject to review and approval by the City Fire and Police Departments, City Traffic Engineer, and Public Works Department during the City's precise plan review process. The fire chief will condition the project design, construction, and operation to ensure protection of life and property, including, but not limited to additional fire hydrants, increased turnaround ability, increased sprinkler density and coverage, and additional means of access/egress. Through compliance with Section 18.68.030 of the City Municipal Code,⁸⁹ impacts related to emergency access would remain **less than significant**. No mitigation is required.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact

Discussion of Effects: The project sites are not located within a Fire Hazard Area or within an area susceptible to wildfires identified by the California Department of Forestry and Fire Protection.⁹⁰ The project sites are completely surrounded by residential development and no wildlands are located adjacent to the project sites. Nevertheless, the design and construction of all proposed buildings must conform to City Fire Code Section 15.32.10 of the Municipal Code, which requires compliance with the California Fire Code 2022 Edition. Compliance would be verified through the building plan check process pursuant to Section 18.60.030 and Chapter 18.16 (Development Review) of the City Municipal Code prior to issuance of building permits. Because of the low probability that the project sites would be subject or susceptible to wildland fires, impacts related to this issue would be **less than significant**. No mitigation is required.

⁸⁹ Pursuant to Section 18.68.030, traffic roadways shall be at least 20 feet wide and passable in all weather. Additionally, dead-end roads shall not exceed 700 feet in length when serving land zoned for residential uses having a density of more than four dwelling units per acre, and they shall end in turnarounds approved by the fire chief to accommodate the needs of fire apparatus.

⁹⁰ California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer*. March 2025. <https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9/page/Compare-old-and-new-LRA-FHSZ> (Accessed March 29, 2025).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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X. Hydrology and Water Quality

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management in the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i. Result in substantial erosion or siltation on or off site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact

Discussion of Effects: The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) regulate the quality of surface water and groundwater bodies throughout California. In Los Angeles County, including the City of La Verne, the Los Angeles RWQCB is responsible for implementation of the Water Quality Control Plan (Basin Plan).⁹¹ The Basin Plan establishes beneficial water uses and water quality objectives for waterways and water bodies within the region. Section 303(d) of the federal Clean Water Act (CWA) requires that states identify water bodies, including bays, rivers, streams, creeks, and coastal areas, that do not meet water quality standards and the pollutants that are causing the impairment. A Total Maximum Daily Loads (TMDL) establishes limits for pollutant discharges into impaired water bodies. A TMDL describes the maximum amount of a pollutant that a water body can receive while still meeting established water quality standards.

The proposed project includes demolition of four residential homes, construction of seven single-family homes, and renovation of three existing single-family homes with common area landscaping on 1.19 acres encompassing the South Gateway Site and North Gateway Site. The South Gateway Site is currently developed with five single-family homes (2692 Park Avenue, 2675 A Street, 2677 A Street, 2681 A Street, and 2683 A Street), and the North Gateway Site is currently developed with two single family homes (2730 Park Avenue and 2712 Park Avenue). The existing topography of the North Gateway Site gently slopes from north to south (one percent slope), and stormwater currently drains west towards Park Avenue, where it is discharged to existing stormwater infrastructure. The South Gateway Site has a high point running north to south approximately 80 feet east of the western property line. Currently, stormwater from the west of the high point drains west towards Park Avenue and stormwater from east of the high point drains east towards A Street. Stormwater is then conveyed through an existing stormwater channel before being discharged into Puddingstone Reservoir, approximately 1.6-miles southwest of the project site.

According to the 2024 Clean Water Act (CWA) Section 303(d) list, the current impairments for receiving waters (i.e., Puddingstone Reservoir) include pesticides (chlordane and dichlorodiphenyltrichloroethane [DDT]), mercury, polychlorinated biphenyls (PCBs), and organic enrichment/low dissolved oxygen.⁹² TMDL implementation plans for these constituents have been adopted, which would be applicable to the proposed project.

⁹¹ Los Angeles Regional Water Quality Control Board. *Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*. September 2014. Amendments through November 2024.

⁹² State Water Resources Control Board (SWRCB). *2024 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)*. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.waterboards.ca.gov%2Fwater_issues%2Fprograms%2Ftmdl%2F2023_2024state_ir_reports%2Fapx-a-2024-303d-list.xlsx&wdOrigin=BROWSELINK (accessed March 17, 2025).

Runoff water quality is regulated by the National Pollution Discharge Elimination System (NPDES) Program (established through the federal CWA). The NPDES Program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the Los Angeles RWQCB.

Construction activities are subject to the SWRCB's NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit).⁹³ Any construction activity, including grading, that would result in the disturbance of 1 acre or more would require compliance with SWRCB's Construction General Permit, which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of Construction Best Management Practices (BMPs) during construction activities. Construction BMPs would include, but not be limited to, erosion control and sediment control BMPs designed to minimize erosion and retain sediment on site, and good housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

The City is a Co-Permittee under the Los Angeles RWQCB's Regional Phase 1 MS4 for Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties, Order No. R4-2021-0105, NPDES Permit No. CAS004004 (MS4 Permit).⁹⁴ The MS4 Permit prohibits discharges, sets limits on pollutants being discharged into receiving waters, and requires implementation of technology-based standards. The MS4 Permit also requires co-permittees to develop and implement a standard design and post-development BMP guidance to guide application of low impact development (LID) BMPs to the maximum extent practicable.

⁹³ State Water Resources Control Board. *National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002*. September 8, 2022. Effective September 1, 2023.

⁹⁴ California Regional Water Quality Control Board, Los Angeles Region. *Regional Phase 1 MS4 for Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties, Order No. R4-2021-0105, NPDES Permit No. CAS004004*. July 23, 2021. Effective September 11, 2021.

Construction. Pollutants of concern during construction include pathogens, nutrients (phosphorous and nitrogen), sediment, metals, oil and grease, trash/debris, pesticides/herbicides, and organic compounds. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction. Any of these pollutants have the potential to be transported via storm water runoff into receiving waters (i.e., Puddingstone Reservoir).

Construction of the proposed project within the North and South Gateway Sites is anticipated to occur simultaneously and would disturb the entire 1.19-acres. Because project construction would disturb greater than 1 acre of soil, the proposed project would be subject to the requirements of the Construction General Permit. The proposed project would also be required to comply with the City's Municipal Code Chapter 13.50, Stormwater and Urban Runoff Pollution Control. Chapter 13.50 requires the implementation of BMPs to ensure that construction practices include measures to address pollutant discharge into storm drains and requires the Construction Contractor to operate and maintain these controls throughout the duration of on-site activities. As specified in **Regulatory Compliance Measure HYD-1**, and as required by the Construction General Permit and the City's Municipal Code, the Construction Contractor would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, erosion and sediment control (designed to minimize erosion and retain sediment on site), and good housekeeping practices to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

Regulatory Compliance Measure HYD-1: Construction General Permit and Chapter 13.50 of the City's Municipal Code. Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS). The Applicant shall provide the Waste Discharge Identification Number (WDID) to the Director of the City of La Verne Public Works Department and the Community Development Director or designee, to

demonstrate proof of coverage under the Construction General Permit. Project construction shall not be initiated until a WDID is received from the SWRCB and is provided to the City, or designee. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify Construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in storm water runoff as a result of construction activities. Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTS.

According to the Geotechnical Investigation⁹⁵ prepared for the proposed project, no groundwater was encountered in any of the nine test borings. In addition, the Geotechnical Investigation indicates that the depth to historical high groundwater is greater than 100 feet below the existing ground surface (bgs). Due to the depth of groundwater, it is unlikely that excavation activities would have the potential to encounter groundwater and groundwater dewatering is not anticipated to be required during construction activities.

With adherence to **Regulatory Compliance Measure HYD-1**, including preparation of a SWPPP and implementation of construction BMPs, impacts associated with the violation of water quality standards or waste discharge requirements during project construction would be **less than significant**, and no mitigation is required.

Operation. As previously discussed, the city is a co-permittee under the Los Angeles RWQCB's MS4 Permit, which requires co-permittees to develop and implement a standard design and post-development BMP guidance to guide application of LID BMPs to the maximum extent practicable. The city relies on the Low Impact Development Standards Manual (LID Manual),⁹⁶ prepared by Los Angeles County (County), to guide the implementation of LID BMPs in the City. The LID Manual was prepared by the County in February 2014 in order to comply with the MS4 Permit and provides stormwater management requirements for Designated and Non-Designated Projects. Designated Projects must retain 100 percent of the increase in stormwater runoff from existing conditions (i.e., the Stormwater Quality Design Volume [SWQDV]) on-site through infiltration, evapotranspiration, stormwater runoff harvest and use, or a combination thereof unless it is demonstrated that it is technically infeasible to do. Non-Designated Projects are further divided into Small Scale and Large Scale Non-Designated Projects.

⁹⁵ RMA Geoscience. *Geotechnical Investigation Report*. June 12, 2024.

⁹⁶ County of Los Angeles, Department of Public Works. *Low Impact Development Standards Manual*. February, 2014.

Small Scale Non-Designated Projects include residential development and redevelopment of four units or less and are required to implement at least two of the simple BMPs provided in the LID Manual into the site design. Large Scale Non-Designated Projects include all Non-Designated residential developments of five units or more and, similar to Designated Projects, are required retain on-site the change in SWQDv through infiltration, evapotranspiration, stormwater runoff harvest and use, or a combination thereof unless it is demonstrated that it is technically infeasible to do so.

Consistent with the requirements of the MS4 Permit and the guidance provided in the County's LID Manual, the specific LID BMPs for the proposed project are detailed in the project-specific LID Studies for the South Gateway Site⁹⁷ and North Gateway Site⁹⁸ which are provided respectively as Appendices F-1 and F2. The LID Studies also provide the applicable source control measures for the proposed project, including storm drain signage, landscape irrigation practices, and type of building materials. According to the LID Studies, development of the three parcels within the North and South Gateway Sites qualifies as Small Scale Non-Designated Projects. As Small Scale Non-Designated Projects, development of the parcels within the North Gateway Site and South Gateway Site would not be required to retain stormwater onsite but would instead implement at least two of the simple BMPs provided in the LID Manual into the site design.

The proposed project would generally maintain existing drainage patterns at the South and North Gateway Sites. As detailed in Appendix F1, with implementation of the proposed project, stormwater runoff from the South Gateway Site would be retained and infiltrated onsite. Sub Area A would use an onsite Infiltration Trench (RET-3) to collect and infiltrate the SWQDv stormwater flow at volumes that exceed the existing condition.⁹⁹ Sub Area 1B would be graded to utilize the new, expansive landscape areas to retain and percolate stormwater on site to a much greater degree than the existing condition. Because the post construction impervious area for Sub-Area 1-B is less than the pre-construction impervious area, the LID Study determined no further study is necessary. Storm runoff water would be directed to landscaped areas to be infiltrated rather than surface flowing to A Street as before.

As detailed in Appendix F2, with implementation of the proposed project, stormwater runoff from the North Gateway Site would be retained and infiltrated onsite. The onsite drainage system for the North Gateway Site would include an Infiltration Trench (RET-3) designed to collect and infiltrate the SWQDv stormwater flow at volumes that exceed the existing condition.¹⁰⁰

Two of the simple BMPs provided in the LID Manual to be incorporated for the North Gateway Site and South Gateway Site include landscape irrigation practices (S-8) and

⁹⁷ Cantwell, Richard, P.E. *Low Impact Development (LID) Study, Hillcrest Gateway Project, 2692 Park Avenue, 2675 and 2681 A Street, La Verne, CA.* No Date.

⁹⁸ Cantwell, Richard, P.E. *Low Impact Development (LID) Study, Hillcrest Gateway Project, 2712 Park Avenue, La Verne, CA.* No Date.

⁹⁹ Cantwell, Richard, P.E. *Low Impact Development (LID) Study, Hillcrest Gateway Project, 2692 Park Avenue, 2675 and 2681 A Street, La Verne, CA.* Pages 8, 10, and 11. No Date

¹⁰⁰ Cantwell, Richard, P.E. *Low Impact Development (LID) Study, Hillcrest Gateway Project, 2712 Park Avenue, La Verne, CA.* Page 8. No Date.

building materials (S-9). The project landscape designer would be directed to employ measures that would reduce excessive irrigation runoff, including but not limited to using:

- Rain triggered shut off devices;
- Adjust irrigation system design to specific plantings;
- Include flow reducers or shut off valves to prevent loss due to breakage; and
- Follow local water conservation methods and techniques.

In addition, alternative building materials would be considered by the project architect. These may include the use of properly coated metal flashing, vents, etc.

Compliance with the requirements of the MS4 Permit is also achieved through adherence to Chapter 13.50 of the City's Municipal Code, which requires compliance with applicable NPDES permits. Section 13.50.093 of the City's Municipal Code also requires the preparation of a Standard Urban Stormwater Mitigation Plan (SUSMP) for certain new development or redevelopment projects, including redevelopment projects that results in the creation, addition, or replacement of five thousand square feet or more of impervious surface area on an already developed site.¹⁰¹ Because the proposed project is a redevelopment project that would result in the creation, addition, or replacement of five thousand square feet or more of impervious surface area on an already developed site, preparation of a SUSMP is required. SUSMPs include BMPs for source control, pollution prevention, site design, LID implementation, and structural treatment control. Educational materials for Hillcrest staff and residents, employee training, activity restrictions, and other non-structural source controls also may be implemented in order to educate people about stormwater pollution and potentially reduce activities that lead to polluted runoff. As detailed in **Regulatory Compliance Measure HYD-2**, the proposed project would be required to prepare a SUSMP that details the source control and LID BMPs provided in the LID Studies, consistent with the requirements of the MS4 Permit and the City's Municipal Code, which would ensure that the proposed project would adequately target pollutants of concern in stormwater runoff during project operation.

Regulatory Compliance Measure HYD-2: MS4 Permit/Chapter 13.50 of the City's Municipal Code. Prior to issuance of a grading permit, the Applicant shall submit Standard Urban Stormwater Mitigation Plan (SUSMP) to the City of La Verne for review and approval. The SUSMP shall demonstrate that the proposed development plan includes BMPs for source control, pollution prevention, site design, low impact development (LID) implementation, and structural treatment control. Best Management Practices (BMPs) shall be designed and implemented consistent with the requirements outlined in the project-specific LID Studies and Los Angeles County's LID

¹⁰¹ Section 13.50.093 of the City Municipal Code requires that a standard urban stormwater mitigation plan (SUSMP) shall be required for *“Redevelopment projects that results in the creation, addition, or replacement of five thousand square feet or more of impervious surface area on an already developed site.”*

Standards Manual. Periodic maintenance of any required bioretention basin and landscaped areas during project occupancy and operation shall be in accordance with the schedule outlined in the SUSMP. This condition shall be implemented to the satisfaction of the Director of the City of La Verne Public Works Department and the Community Development Director or designee, as appropriate.

With adherence to **Regulatory Compliance Measure HYD-2**, including preparation of a SUSMP and implementation of operational BMPs, impacts associated with the violation of water quality standards or waste discharge requirements during project operation would be **less than significant**, and no mitigation is required.

Overall, with adherence to **Regulatory Compliance Measures HYD-1** and **HYD-2**, the proposed project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality, during construction or operation. Impacts would be **less than significant**, and mitigation is not required.

b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management in the basin?

Less than Significant Impact

Discussion of Effects: The project site is located within the boundaries of the San Gabriel Valley Groundwater Basin.¹⁰² The estimated groundwater storage capacity of the San Gabriel Valley Groundwater Basin is 10,438,000 acre-feet and natural recharge to the basin is primarily from the direct percolation of precipitation and stream flow.¹⁰³ Stream flow is a combination of runoff from the surrounding mountains, imported water conveyed in the San Gabriel River channel to spreading grounds in the Central subbasin of the Coastal Plain of Los Angeles Groundwater Basin, and treated sewage effluent.¹⁰⁴

Construction. As discussed above, according to the Geotechnical Investigation¹⁰⁵ prepared for the proposed project, no groundwater was encountered in any of the nine test borings. In addition, the Geotechnical Investigation indicates that the depth to historical high groundwater is greater than 100 feet bgs. Due to the depth of groundwater, it is unlikely that excavation activities would have the potential to encounter groundwater, and groundwater dewatering is not anticipated to be required during construction activities. In addition, due to the depth of groundwater, it is unlikely that the project site is a significant groundwater recharge area. Nevertheless, soil compaction would be

¹⁰² California Department of Water Resources. *Groundwater Basin Boundary Assessment Tool*. Website: <https://gis.water.ca.gov/app/bbat/>. Accessed March 2025.

¹⁰³ California Department of Water Resources. *California's Groundwater Bulletin 118, San Gabriel Valley Groundwater Basin*. February 27, 2004.

¹⁰⁴ City of La Verne. *Public Review Draft Environmental Impact Report for the La Verne General Plan and Zoning Ordinance Update (SCH: 2023040002)*. August 2024.

¹⁰⁵ RMA Geoscience. *Geotechnical Investigation Report*. June 12, 2024.

minimized during construction, which would promote natural infiltration during construction activities. Therefore, construction impacts related to a decrease in groundwater supplies or interference with groundwater recharge in a manner that may impede sustainable groundwater management would be **less than significant**, and no mitigation is required.

Operation. As described above, it is unlikely that the project site is a significant groundwater recharge area due to the depth to groundwater. The proposed project would also include porous paving on the North Gateway Site and eastern portion of the South Gateway Site that would infiltrate stormwater onsite, and both the South and North Gateway Sites would include an infiltration trench located in the landscaped areas, which would capture and infiltrate the SWQDv stormwater flows in accordance with the MS4 Permit. As such, infiltration would continue to occur at the project site in the post-development condition.

As discussed above, the project site is located within the San Gabriel Valley Groundwater Basin. The San Gabriel Valley Groundwater Basin is identified by the Department of Water Resources as a low priority basin.¹⁰⁶ Therefore, the groundwater basin is not considered critically overdrafted and a Groundwater Sustainability Plan is not required. The San Gabriel Groundwater Basin is divided into three adjudicated sub-basins, including the Main San Gabriel Basin (Main Basin), Puente Basin, and portions of the Six Basins area. In addition, there is the Spadra sub-basin, which is not adjudicated. The city, including the project site, is located within the Main Basin and Six Basins management areas.¹⁰⁷

Domestic water for the City is provided by the City of La Verne and the Golden State Water Company, San Dimas System (GSWC) through a combination of groundwater and imported water. The City is the water purveyor for the vast majority of the city, with the remaining parts of the city along its western border and unincorporated areas in the sphere of influence being served by GSWC. The City's water sources include imported water from the Three Valleys Municipal Water District's (TVMWD) Miramar Treatment Plant, Metropolitan Water District (MWD), and groundwater extracted from Six Basins. GSWC's main source of water supply is groundwater pumped from the Main Basin.¹⁰⁸ Based on the project site's location within the city, the City would provide domestic water to the project site, primarily extracted from Six Basins in accordance with the Six Basins Judgment. The Six Basins Judgment is overseen by the Six Basins Watermaster. According to the Six Basins Judgment, the City has a right to 7.601 percent of the safe operating yield from the Canyon Basin, Upper Claremont Heights Basin, Lower Claremont Heights Basin, and Pomona Basin and "the right to produce as much groundwater as it may reasonably withdraw from the Two Basins Area on an annual basis so long as it does not substantially injure the rights of any other" parties identified in the Six Basins Judgment.¹⁰⁹ Through compliance with the Six Basins Judgment, groundwater extraction by the City for domestic use would not exceed safe operating yields. In addition, as

¹⁰⁶ California Department of Water Resources. *SGMA Basin prioritization Dashboard*. Website: <https://gis.water.ca.gov/app/bp-dashboard/final/>. Accessed March 2025.

¹⁰⁷ City of La Verne. *Public Review Draft Environmental Impact Report for the La Verne General Plan and Zoning Ordinance Update (SCH: 2023040002)*. August 2024.

¹⁰⁸ *Ibid.*

¹⁰⁹ City of La Verne. *City of La Verne 2020 Urban Water Management Plan*. Page 5-7. June 2021.

discussed in Section XIX, Utilities and Service Systems, the City has adequate water supplies to meet normal year, single dry year, and multiple dry year demand conditions through the UWMP's 2040 planning horizon. Through a combination of imported water from the TVMWD and MWD and local groundwater extracted from Six Basins in accordance with the Six Basins Judgment, the City would have sufficient water supplies to serve the proposed project. Therefore, operational impacts related to a decrease in groundwater supplies or interference with groundwater recharge in a manner that may impede sustainable groundwater management would be **less than significant**, and mitigation is not required.

Overall, implementation of the proposed project would not deplete groundwater supplies or interfere with groundwater recharge during construction or operation such that the proposed project may impede sustainable groundwater management. Impacts associated with groundwater supply and recharge would be **less than significant**, and mitigation is not required.

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

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

Less Than Significant Impact

Discussion of Effects: The existing topography of the North Gateway Site gently slopes from north to south (one percent slope), and stormwater currently drains west towards Park Avenue, where it is discharged to existing stormwater infrastructure. The South Gateway Site has a high point running north to south approximately 80 feet east of the western property line. Currently, stormwater from the west of the high point drains west towards Park Avenue and stormwater from east of the high point drains east towards A Street. Stormwater is then conveyed through an existing stormwater channel before being discharged into Puddingstone Reservoir, approximately 1.6-miles southwest of the project site. With implementation of the proposed project, stormwater runoff from the South and North Gateway Sites would be collected via the proposed on-site stormwater collection infrastructure and conveyed to the proposed Infiltration Trenches (RET-3) located in the landscaped areas of each site, which would capture and infiltrate the SWQDv for the project. Overflows from the porous pavement and infiltration basin would discharge to existing stormwater infrastructure in Park Avenue and A Street, similar to existing conditions.

Construction. During construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed above, and as specified in **Regulatory Compliance Measure HYD-1**, the Applicant would be required to obtain coverage under the Construction General Permit, which requires preparation of a SWPPP. The SWPPP would detail erosion control and sediment control BMPs to be implemented during construction to minimize erosion and retain sediment on site.

With adherence to **Regulatory Compliance Measure HYD-1**, including implementation of construction BMPs, construction impacts related to substantial soil erosion or the loss of topsoil would be **less than significant**, and no mitigation is required.

Operation. The proposed impervious surface areas on the project site would not be prone to on-site erosion or siltation because there would be no exposed soil. The remaining pervious surfaces on the project site would be landscaped with vegetation that would stabilize the soil and promote infiltration, thereby minimizing on-site erosion and siltation. Furthermore, the proposed project would be required to adhere to **Regulatory Compliance Measure HYD-2**, which requires the preparation of a SUSMP in compliance with the MS4 Permit and the implementation of source control and LID BMPs that would minimize stormwater runoff, thereby minimizing on-site erosion and siltation. With adherence to **Regulatory Compliance Measure HYD-2**, operational impacts related to on-site or off-site erosion or siltation would be **less than significant**, and no mitigation is required.

Overall, with adherence to **Regulatory Compliance Measures HYD-1** and **HYD-2**, the proposed project would not result in substantial erosion or siltation on or off site. Impacts would be **less than significant**, and no mitigation is required.

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

and

iv Impede or redirect flood flows?

Less Than Significant Impact

Discussion of Effects: According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06037C1725F (effective September 26, 2008),¹¹⁰ the project site is mapped as within Zone X, Area of Minimal Flood Hazard, and is not within a 100-year flood zone. As discussed above, project construction would comply with the requirements of the Construction General Permit and the City's Municipal Code (**Regulatory Compliance Measure HYD-1**), which require preparation of a SWPPP that would specify construction BMPs to control and direct on-site surface runoff to ensure that project construction does not increase the rate or amount of surface runoff or impede or redirect flood flows in manner that would

¹¹⁰ Federal Emergency Management Agency (FEMA). *Flood Insurance Rate Map (FIRM) No. 06037C1725F*. September 26, 2008.

result in on-site or off-site flooding. In addition, the proposed LID BMPs (porous pavement, and infiltration basin), would capture and treat stormwater runoff consistent with the requirements of the MS4 Permit. Compliance with the MS4 Permit (**Regulatory Compliance Measure HYD-2**) would ensure that operational activities would not result in a substantial increase in the rate or amount of surface runoff or impede or redirect flood flows in a manner that would result in on- or off-site flooding.

Overall, with adherence to **Regulatory Compliance Measures HYD-1** and **HYD-2**, the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site or significantly impede or redirect flood flows. Impacts would be **less than significant**, and mitigation is not required.

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

Less Than Significant Impact

Discussion of Effects: As discussed above, project construction would comply with the requirements of the Construction General Permit and the City's Municipal Code (**Regulatory Compliance Measure HYD-1**), which require preparation of a SWPPP that would specify construction BMPs to control and direct on-site surface runoff to ensure that storm water runoff from the construction site does not exceed the capacity of the stormwater drainage system and does not discharge polluted runoff during construction activities.

As detailed in Appendix F1, with implementation of the proposed project, stormwater runoff from the South Gateway Site would be retained and infiltrated onsite. Sub Area A would use an onsite Infiltration Trench (RET-3) to collect and infiltrate the SWQDv stormwater flow at volumes that exceed the existing condition.¹¹¹ Sub Area 1B would be graded to utilize the new, expansive landscape areas to retain and percolate stormwater on site to a much greater degree than the existing condition. Because the post construction impervious area for Sub-Area 1-B is less than the pre-construction impervious area, the LID Study determined no further study is necessary. Storm runoff water would be directed to landscaped areas to be infiltrated rather than surface flowing to A Street as before.

As detailed in Appendix F2, with implementation of the proposed project, stormwater runoff from the North Gateway Site would be retained and infiltrated onsite. The onsite drainage system for the North Gateway Site would include an Infiltration Trench (RET-3) designed to collect and infiltrate the SWQDv stormwater flow at volumes that exceed the existing condition.¹¹²

Through compliance with the design requirements for Small Scale Non-Designated Projects provided in the LID Manual, which would be detailed in the SUSMP

¹¹¹ Cantwell, Richard, P.E. *Low Impact Development (LID) Study, Hillcrest Gateway Project, 2692 Park Avenue, 2675 and 2681 A Street, La Verne, CA.* Pages 8, 10, and 11. No Date

¹¹² Cantwell, Richard, P.E. *Low Impact Development (LID) Study, Hillcrest Gateway Project, 2712 Park Avenue, La Verne, CA.* Page 8. No Date.

(**Regulatory Compliance Measure HYD-2**), stormwater runoff from the project site would not exceed the capacity of the existing stormwater system pursuant to the requirements of the MS4 Permit.

Overall, with adherence to **Regulatory Compliance Measures HYD-1** and **HYD-2**, the proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts would be **less than significant**, and mitigation is not required.

d. Result in flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation?

Less than Significant Impact

Discussion of Effects:

Flooding. As discussed above, the project site is not within a 100-year flood zone. During construction, BMPs would be implemented to ensure that during a rain event, pollutants would be retained on site and would be prevented from reaching downstream receiving waters in accordance with **Regulatory Compliance Measure HYD-1**. During operation, the proposed project would generally maintain the existing drainage pattern of the project site, and development would include porous pavement and infiltration trenches that would ensure that pollutants would be treated and prevented from reaching downstream receiving waters, consistent with the requirements of the MS4 Permit. Compliance with the MS4 Permit, as required by **Regulatory Compliance Measure HYD-2**, would ensure the proposed project would not result in the release of pollutants due to flooding during operation.

In addition, according to the California Department of Water Resources Division of Safety of Dams, the project site is not located within a dam inundation area.¹¹³ Therefore, the proposed project would not result in the release of pollutants due to flooding cause by a dam failure.

The proposed project would also be reviewed pursuant to Section 18.60.030 and Chapter 18.16, Development Review, of the City's Municipal Code. If the project site is found to be subject to floodwater inundation, the proposed project would be conditioned to meet the requirements established in Chapter 15.40, Floodplain Management, of the City's Municipal Code, as well as compliance with State Civil Code Sections 1103 through 1103.4 requiring notification to those potentially affected of the risk involved in location within a flood hazard or dam inundation area. These requirements will be confirmed through the City's building plan check process prior to issuance of building permits.

Tsunami. The project site is over 32 miles northeast of the Pacific Ocean, and intervening mountain ranges are located between the project site and the Pacific Ocean. Based on the distance from the Pacific Ocean and the presence of an intervening mountain range,

¹¹³ California Department of Water Resources, Division of Safety of Dams. n.d. *Dam Breach Inundation Map Web Publisher*. Website: https://fmds.water.ca.gov/webgms/?appid=dam_prototype_v2. Accessed March 19, 2025.

the project site would not be susceptible to inundation from a tsunami and there is no risk of a release of pollutants from the project site.

Seiches. Seiches are oscillations in enclosed bodies of water (e.g., a bay, lake, or harbor) that are caused by a number of factors, most often wind or seismic activity. Seiches go up and down or oscillate and do not progress forward like standard ocean waves. The nearest sizeable, enclosed body of water to the project site is Puddingstone Reservoir, which is located approximately 1.7 miles southwest of the project site. Given the distance of large standing bodies of water from the project site and that seiches are highly localized, there is no risk of a release of pollutants from the project site due to seiche-related flooding.

Overall, with adherence to **Regulatory Compliance Measures HYD-1** and **HYD-2**, including the inclusion of rain barrels, porous pavement, and an infiltration basin that would treat stormwater and address the volume and rate of stormwater flows, and because the project site is not within a tsunami or seiche zone, implementation of the proposed project would not result in the release of pollutants from a flood, dam inundation, tsunami, or seiche. Impacts would be **less than significant**, and mitigation is not required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact

Discussion of Effects: The project site is within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB adopted a Water Quality Control Plan (Basin Plan) in September 2014, which was updated in November 2024, that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. The proposed project would comply with the Construction General Permit and the existing MS4 Permit, as detailed in **Regulatory Compliance Measures HYD-1** and **HYD-2**, which require preparation of a SWPPP and SUSMP, and implementation of construction and operational BMPs to reduce pollutants of concern in stormwater runoff. Therefore, the proposed project would not result in water quality impacts that would conflict with the Los Angeles RWQCB Basin Plan. Impacts related to a conflict with or obstruction of the implementation of a water quality control plan would be **less than significant**, and no mitigation is required.

The Sustainable Groundwater Management Act (SGMA) was enacted in September 2014. SGMA requires governments and water agencies located within high- and medium-priority groundwater basins to halt overdraft of the basins. SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans (GSPs) to manage the sustainability of the groundwater basins. The project site is located within the San Gabriel Valley Groundwater Basin, which is identified by the Department of Water Resources as a very low priority basin; therefore, development of a GSP is not required.

As discussed previously, no groundwater was encountered in any of the nine test borings. In addition, the Geotechnical Investigation indicates that the depth to historical high

groundwater is greater than 100 feet bgs. Due to the depth to groundwater, it is not expected that any stormwater that may infiltrate during construction would affect groundwater quality because the groundwater table is deep, and pollutants would be filtered prior to reaching groundwater. In addition, the proposed project would include porous pavement and infiltration basins to collect and treat storm water before it could reach groundwater. Further, pollutants in stormwater are generally removed by soil through absorption as water infiltrates. Therefore, in areas of deep groundwater, there is more absorption potential and, as a result, less potential for pollutants to reach groundwater. Due to the depth to groundwater, it is not expected that any storm water that may infiltrate during construction or operation would affect groundwater quality because there is not a direct path for pollutants to reach groundwater.

Although the proposed project would increase impervious surface area on the project site, which would decrease on-site infiltration, the proposed project would collect and infiltrate stormwater on the project site in accordance with the requirements of the MS4 Permit. Therefore, the proposed project would not substantially decrease on-site infiltration and groundwater recharge when compared to existing conditions. Therefore, with adherence to **Regulatory Compliance Measures HYD-1 and HYD-2**, the proposed project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be **less than significant**, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. Land Use and Planning				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Physically divide an established community?

No Impact

Discussion of Effects: The project sites are located in the southern portion of the City and are surrounded by residential uses on all sides. The South Gateway Site is bounded to the north and south by single-family and multi-family residences, to the west by Park Avenue, and to the east by A Street. The North Gateway Site is bounded to north and south by single-family residences, to the west by Park Avenue, and to the east by single-family and multi-family residences. The Zone Change Site is bounded to the north and south and west by multi-family residences and to the east by Park Avenue. The Master Plan Change Site is already located within the Hillcrest community.

The seven proposed residences would continue the residential pattern of development in the community and be oriented around public paseos that traverse through the properties and serve as courtyards for residents of the Hillcrest Master Plan and surrounding community. Additionally, the three existing residences to be renovated on the South Gateway Site would be designed to match the architecture of the proposed residences. The public paseos will feature landscaping consistent with Appendix J of the Hillcrest Master Plan¹¹⁴ and ultimately improve the connection between the east and west campuses of the Hillcrest community. Furthermore, the project sites would be thematically landscaped to differentiate them from other neighborhoods of the Master Plan while establishing a unique articulation of space and skyline in the community. As indicated in the Master Plan,¹¹⁵ thematically oriented landscaping facilitates ease of navigation for pedestrians and other residents of the Master Plan. Through the interconnection of the east and west campuses of the Hillcrest Community and implementation of thematically oriented landscaping, the proposed project would not physically divide an established community. **No impact** would occur, and mitigation is not required.

b. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Unless Mitigation Incorporated

Discussion of Effects: The proposed Master Plan Update is subject to the following planning policy documents:

- City of La Verne General Plan;
- City of La Verne Municipal Code;
- SCAQMD AQMP (Refer to response to Checklist Question III(a)); and
- Brackett Field Airport Land Use Compatibility Plan (Refer to response to Checklist Question IX(e)).

The Master Plan Change Site does not involve any changes to the General Plan, zoning, or existing development and therefore is not relevant to this discussion, as the redesignation of areas within the Master Plan would not create any conflicts.

City of La Verne General Plan. The Land Use Chapter of the General Plan establishes the type and general character of land uses permitted in the City. According to the City of La Verne's General Plan, the North Gateway Site and South Gateway Site are designated as Low Density Residential.¹¹⁶ The Brethren Hillcrest continuing care retirement community abuts the project sites to the east and west. According to Policy LU-2.10 of the City's General Plan Update Policy Document, the [Hillcrest] Master Plan must provide for the cohesive and integrated development of new areas, large projects, complex or

¹¹⁴ City of La Verne. *Brethren Hillcrest Homes Master Plan, Appendix J*. Page 113. Approved November 2, 1992.

¹¹⁵ City of La Verne. *Brethren Hillcrest Homes Master Plan, Design Development Guidelines*. Page 3. Approved November 2, 1992.

¹¹⁶ City of La Verne. *La Verne Permitting Portal*. <https://laverne.geoviewer.io/> (accessed November 13, 2024).

multi-parcel sites, areas with multiple property owners, and/or areas of special importance to the community.¹¹⁷ Development of the North Gateway Site and South Gateway Site requires an amendment to the General Plan land use designation from Low Density Residential to Community Facility (Figure 6) and, in conjunction with the Zone Change Site, would require a corresponding change in zoning from Low Density Residential to Institutional, which implements the Community Facility land use designation (Figure 5). Development within the Institutional zone requires a master plan, and the Hillcrest Master Plan would be amended to incorporate these three sites into the Master Plan area.

General Plan. In support of General Plan Update Policy LU-5.3, adoption and periodic update of a Master Plan for institutional and public facilities must adhere to the City's zoning standards and regulations for specific plan areas, master plan areas, and special overlay zones and districts.¹¹⁸ The proposed project includes redevelopment of properties in the City while maintaining consistency with the existing residential uses composing the surrounding community.

The North and South Gateway Sites shall be designed and constructed in accordance with the Master Plan's two primary physical components, which are (1) informal courtyard configurations, and (2) a sense of landscape sanctuary.¹¹⁹ The proposed seven residential units and renovation of three existing units would include reconstruction of public paseos traversing these properties to improve the connection between the east and west campuses of the Hillcrest community. Furthermore, the project sites would be thematically landscaped to differentiate them from other neighborhoods of the Master Plan while establishing a unique articulation of space and skyline in the community.

Additional elements of the Master Plan Update to support cohesive integration of the proposed project within the existing community include preservation of seven mature trees located within the landscaped courtyard of the North Gateway site adjacent to the existing paseo. Incorporation of these trees into the proposed project's landscape plan, in addition to planting of additional trees, maintains consistency with the Landscape and Ambient Guidelines defined in the [Hillcrest] Master Plan requiring that, whenever possible, existing trees should be incorporated into the design of future developments.¹²⁰

The proposed residential structures would incorporate features of both craftsman (e.g., projecting eaves, exposed trusses, and heavily articulated stonework along foundations) and ranch (e.g., single story, low-pitched roof, and attached garage) architectural styles consistent with the architecture of the residential uses within the [Hillcrest] Master Plan surrounding the project sites. Structural elements incorporated through cohesive architecture, material, and color would achieve an integrated appearance to the building designs while deemphasizing the "box" appearance through the use of multi-form roof combinations, step-backs, varied massing, projecting elements, trim, eaves, material and color massing, and other features. The proposed residential structures would be single-story homes constructed to heights commensurate with the surrounding buildings and

¹¹⁷ City of La Verne. *City of La Verne General Plan Update, Policy Document*. Page LU-9. Adopted January 21, 2025.

¹¹⁸ *Ibid.* LU-13.

¹¹⁹ City of La Verne. *Brethren Hillcrest Homes Master Plan, Design Development Guidelines*. Page 11. Approved November 2, 1992.

¹²⁰ *Ibid.* Page 15.

well below the maximum building height of 25 feet permitted for this area of the Master Plan.¹²¹ Therefore, it is anticipated that the proposed scale, architectural design, and articulation of the development on the site would complement the surrounding residential uses.

In addition, the seven proposed age-restricted residential units and three existing units to be renovated would support General Plan Housing Element Policy 2.6 (Facilitate development of senior and low-income housing through use of financial and/or regulatory incentives) and Policy 5.4 (Encourage housing design standards that promote the accessibility of housing for persons with special needs, such as the elderly, persons with disabilities, including persons with developmental disabilities, large families, single-parent households, and persons experiencing homelessness).¹²² The project would result in an incremental increase in land use density on the project sites by proposing three additional dwelling units compared to baseline conditions under which seven units exist. However, approximately 15.2 percent of the City's overall population is aged 65 years or older, and the proposed dwelling units would be age-restricted to help fulfill City's identified need to provide additional housing opportunities for senior residents.¹²³

Average household size in the City is approximately 2.62 persons per dwelling unit.¹²⁴ The proposed project could generate 26 residents in the City,¹²⁵ of which 18 were already anticipated under the existing General Plan, and 8 of which would be additional residents.¹²⁶ Between 2010 and 2020, the total population of the City increased by 2,250 persons to 33,313 (7.2 percent).¹²⁷ Between 2000 and 2020, total number of households in the City increased by 667 units to 11,737 (6.0 percent).¹²⁸ The proposed project's contribution to the City's population and households is consistent with the City's growth trends and represents a minimal increase (between 0.024 percent and 0.078 percent of the 2020 City population and between 0.026 percent and 0.085 percent of the 2020 City households).¹²⁹

The Hillcrest Homes Master Plan community provides an on-call pick-up service that transports residents to the Brethren Hillcrest dining hall and other amenities via electric

¹²¹ *Ibid.* Page 50.

¹²² City of La Verne, 2021-2029 Housing Element. *City of La Verne, General Plan Update*. Page HP-4 and HP-7. Adopted November 21, 2022.

¹²³ *Ibid.* Page BR-40.

¹²⁴ United States Census Bureau. *QuickFacts, La Verne City, California*. <https://www.census.gov/quickfacts/fact/table/lavernecitycalifornia/HSD310223>. Accessed March 28, 2025.

¹²⁵ 2.62 persons per household × 10 dwelling units = 26.2 persons.

¹²⁶ It should be noted since the proposed residential uses would be age-restricted to seniors, the population estimates for the proposed project are conservative and are expected to be overestimating the actual population that would occupy the proposed project.

¹²⁷ City of La Verne, 2021-2029 Housing Element. *La Verne Housing Element Background Report*. Page BR-25. Adopted November 21, 2022.

¹²⁸ Southern California Association of Governments. *2021 Local Profiles Dataset*. Website: scag.ca.gov/data-tools-local-profiles (accessed November 2024).

¹²⁹ These calculations identify the project's contribution to the City compared to the anticipated population and households under the General Plan Housing Element (e.g., 8 additional residents not anticipated ÷ 33,313 persons = 0.024 percent) (3 additional households not anticipated ÷ 11,737 households = 0.026 percent), as well as the overall project contribution to the City (e.g., 26 project residents ÷ 33,313 persons = 0.078 percent) (10 project households ÷ 11,737 households = 0.085 percent).

motorized cart. Additionally, a private bus service provides transportation to local services such as banks, doctors' offices, pharmacies, grocery/retail, churches, the Metro Gold Line and Metrolink station respectively 1 mile and 1.75 miles to the southeast, and regional bus stations. The project sites are located approximately 850 feet from Foothill Transit Bus Route 492 serving the Cities of Montclair, Irwindale, El Monte, and points in-between.¹³⁰ Accordingly, the proposed project addresses several key issues and implements policies of the General Plan and AQMP that reduce vehicle miles traveled and associated air pollution emissions without generating a substantial unanticipated increase in population. Therefore, no potential cumulative overburdening of community infrastructure and service capacity is expected to occur.

As detailed in response to Checklist Question III(c), receptors sensitive to adverse air quality include, but are not limited to, residential land uses, schools, hospitals, resident care facilities, daycare facilities, or other facilities that may house individuals with health conditions that would be affected by poor air quality. The project site is surrounded by residential and independent-living resident care facilities. The nearest sensitive receptors are the residences adjacent to the project site boundaries in all directions. Tables C and E identify the on-site construction and operational emissions of CO, NO_x, PM₁₀, and PM_{2.5}, respectively, and demonstrate that all concentrations of pollutants would be below the SCAQMD thresholds of significance for construction and operation of the project. Therefore, neither short-term construction nor long-term operation of the proposed project under the Master Plan Update would expose the surrounding community to adverse air quality. Furthermore, demolition of the existing residential structures on the project sites would be subject to **Regulatory Compliance Measures HAZ-1, HAZ-2 and HAZ-3** to ensure surrounding land uses would be protected from hazards related to demolition of structures containing asbestos and/or lead.

The proposed residential units would be substantially similar to the existing and surrounding residential land uses. With implementation of **Regulatory Compliance Measure NOI-1** and **Mitigation Measures NOI-1 through NOI-3**, surrounding sensitive receptors would not be exposed to significant noise or vibration levels during construction or operation.

The proposed project under the Master Plan Update would be reviewed through the City's development review process for consistency with applicable adopted City policies. Adherence to project Mitigation Measures and Regulatory Compliance Measures, as well as the design and planning principles presented in the proposed Master Plan Update, would ensure compatibility between the institutional and residential land uses in accordance with Policy LU-2.10 and Policy LU-5.3 of the City's General Plan Update Policy Document. **Regulatory Compliance Measures HAZ-1, HAZ-2 and HAZ-3** would ensure surrounding land uses would be protected from hazards related to demolition of structures containing asbestos and/or lead, and **Regulatory Compliance Measure NOI-1** and **Mitigation Measures NOI-1 through NOI-3** would ensure surrounding sensitive receptors would not be exposed to significant noise or vibration levels during construction

¹³⁰ Foothill Transit. *El Monte Station – Arcadia – Montclair – Transit Center Via Arrow Hwy, Line 492*. <https://www.foothilltransit.org/line/492> (accessed November 15, 2024).

or operation. Therefore, the project would be consistent with the City's General Plan. Impacts would be **less than significant with mitigation incorporated**.

City of La Verne Municipal Code. As stated above, the project amends the zoning of North and South Gateway Sites and the Zone Change Site from Planned Residential 4.5 dwelling units per acre to Institutional (I), and also amends the Hillcrest Master Plan to incorporate these sites into Neighborhood 5 of the Hillcrest Master Plan. The project also includes a parcel merger to merge three parcels (two of which compose the North Gateway Site) into one parcel. A parcel merger is also proposed for the Zone Change Site that would be merged with the property adjacent to the south into one parcel in accordance with Chapter 16.12 (Parcel Maps) of the La Verne Municipal Code.

Pursuant to Section 18.60.020 of the City Municipal Code, a master plan is required for all structures and improvements in Institutional zones. The Master Plan shall be approved before a precise plan can be approved for buildings and other improvements. Therefore, if the Design Review Committee approves the precise plan, such approval shall be contingent on the ultimate approval of the Master Plan. On sites less than 5 acres, such as the proposed project sites, the Master Plan Update shall be reviewed by the Planning Commission pursuant to Chapter 18.108 (Conditional Use Permits, Variances, and Minor Exceptions). If the Planning Commission approves the conditional use permit for the Master Plan Amendment, then that approval will be contingent on the City Council approving the proposed General Plan Amendment and Zone Change. Additionally, the Planning Commission acts as a recommendation body to the City Council, for the General Plan Amendment and Zone Change. Additional development standards for Institutional zones applicable to the proposed project are codified in Section 18.60.100, which requires compliance with Chapter 8.20 (Noise Control); Chapter 18.10 (General Provisions and Regulations); Chapter 18.74 (Transportation Demand Management and Trip Reduction Measures); Chapter 18.76 (Parking and Loading Space Requirements); Chapter 18.78 (Preservation, Protection and Removal of Trees); Chapter 18.108 (Conditional Use Permits, Variances, and Minor Exceptions); and CEQA.

Municipal Code Compatibility Assessment. The project includes an update to the Hillcrest Master Plan to incorporate the North and South Gateway Sites and the Zone Change Site into Neighborhood 5 of the Master Plan planning area and to redesignate the Master Plan Change Site from Neighborhood 10 to Neighborhood 5 of the Hillcrest Master Plan (refer to Figures 5 and 7). The existing Master Plan requires all units along the Master Plan perimeter streets (e.g., Park Avenue) to maintain a minimum setback distance of 25 feet from the public right-of-way (curb).¹³¹ The proposed project includes reconstruction of portions of the curb, gutter, sidewalk, and driveway aprons within the North Gateway Site and South Gateway Site along the project frontages of Park Avenue and A Street and would maintain the minimum setback distance of 25 feet from the public right-of-way (curb) as required in the Master Plan.¹³² One existing property to be transferred from Neighborhood 10 to Neighborhood 5 (2747 A Street) would maintain the existing 15-foot setback from the public right-of-way and remain as a legal, non-conforming residential use within the Hillcrest Master Plan with regard to setback distance from the public right-of-way.

¹³¹ City of La Verne. *Brethren Hillcrest Homes Master Plan, Design Development Guidelines*. Page 102. Approved November 2, 1992.

¹³² Refer to Figures 4a and 4b.

In accordance with Section 18.60.110, greater structural heights, more lot coverage, smaller setbacks, and similar adjustments to the standards of Chapter 18.60 (Institutional Zone) may be permitted in the Master Plan Update upon review and approval by the City Planning Commission pursuant to Chapter 18.108 (Conditional Use Permits, Variances, and Minor Exceptions).¹³³ Such adjustments are permitted provided they are necessary in response to the unique qualities of the institution and its site to support efficient and attractive development; impacts are minimized to the surrounding properties and to cultural, historic, and environmental resources; the proposed improvements otherwise meet the requirements and intent of the City Municipal Code, the City General Plan, and CEQA; and the benefits of the proposed development standard change(s) outweigh any potential adverse effects.¹³⁴

The project includes construction of seven single-story residential dwelling units and renovation of three existing residential units that would be age-restricted to help fulfill the City's identified need to provide additional housing opportunities for senior residents.¹³⁵ The proposed structures would be constructed to heights commensurate with the surrounding buildings pursuant to Section 18.10.080 and well below the maximum building height permitted in the Master Plan for Neighborhood 5. Additionally, development on the project sites would maintain the sites' existing flat topography. As indicated in Figures 3a through 3e, views of the City's scenic resources from the project site and vicinity are mostly obscured by residential development in all directions, as well as by mature trees on site and along adjacent roadways and by overhead infrastructure (i.e., distribution utility poles). Furthermore, the project site is immediately north and west of the Lordsburg Specific Plan, which does not identify any of the roadways adjacent to the project site as major corridors for viewing the Lordsburg community.¹³⁶ The nearest scenic view corridor is an easterly viewpoint of Bonita Avenue approximately 0.25 mile southwest of the project site at the intersection of Bonita Avenue and Wheeler Avenue. The proposed residential structures would not obstruct this viewpoint or any other scenic view corridor identified in the Lordsburg Specific Plan, City General Plan, or any other land use plan in the City.

The proposed project includes development of residential uses substantially similar to the existing surrounding residential land uses. With implementation of **Regulatory Compliance Measure NOI-1** and **Mitigation Measures NOI-1** through **NOI-3**, noise and vibration impacts to sensitive receptors during construction and operation would be reduced in accordance with the requirements of Chapter 8.20 of the City Municipal Code and Chapter 12.08 of the Los Angeles County Noise Control Ordinance.

¹³³ The Planning Commission acts as a recommendation body to the City Council, which will review the proposed Master Plan Update in conjunction with the proposed Zone Change and General Plan Amendment.

¹³⁴ City of La Verne Municipal Code. *Section 18.60.110 (Institutional Zone Development Standard Changes)*. Title 18 (Zoning). <https://ecode360.com/44524769#44524785>. (Accessed November 14, 2024).

¹³⁵ City of La Verne, 2021-2029 Housing Element. *La Verne Housing Element Background Report*. Page BR-25. Adopted November 21, 2024.

¹³⁶ Archiplan Urban Design Collaborative, Martin Eli Weil Restoration Architect, and Stevens/Garland Associates. *A Specific Plan for Lordsburg, The City of La Verne*. City of La Verne. Figure 3 (Visual Analysis) and Page 20. September 1992, Chapter 5 updated March 2004.

Additional elements of the Master Plan Update to support cohesive integration of the proposed project within the existing community include preservation of seven mature trees located within the landscaped courtyard of the North Gateway site adjacent to the existing paseo. Incorporation of these trees into the proposed project's landscape plan, in addition to planting of additional trees, maintains consistency with the Landscape and Ambient Guidelines defined in the [Hillcrest] Master Plan requiring that, whenever possible, existing trees should be incorporated into the design of future developments.¹³⁷ Furthermore, none of the trees proposed for removal meet the City's definition of Heritage Trees or Significant Trees pursuant to Chapter 18.78 (Preservation, Protection and Removal of Trees) of the City Municipal Code.¹³⁸

As detailed above for general plan consistency, the proposed project facilitates access to alternative modes of transportation and addresses several key issues and implements policies of the General Plan and AQMP that reduce vehicle miles traveled and associated air pollution emissions in accordance with Chapter 18.74 (Transportation Demand Management and Trip Reduction Measures) of the City Municipal Code.

Implementation of the proposed project would not result in any changes to the City's circulation network. The proposed project's integration with the existing circulation network would be subject to review and approval by the City Fire and Police Departments, City Traffic Engineer, and Public Works Department during the City's precise plan review process pursuant to Chapter 18.16 (Development Review) of the City of La Verne's Municipal Code. Furthermore, all on-site improvements would include additional landscaping elements both internally as well as along the perimeter of the project sites in accordance with Section 18.60.080 and Chapter 18.118 (Water Efficient Landscapes) of the City of La Verne's Municipal Code. Additionally, Section 18.76.090 requires illumination to be designed so that light is shielded and directed away from adjoining properties and the public right-of-way.

Through compliance with Section 18.60.090 of the City Municipal Code, development of the proposed project would not adversely impact the surrounding community from introduction of any new sources of light or include any features that would substantially degrade the appearance of the surrounding neighborhoods. Furthermore, compliance with Chapter 18.16 (Development Review), which would require all final development plans to be reviewed and approved by the City of La Verne's Development Review Committee pertaining to building orientation, form, massing, setbacks, height, color palette, building materials, and drought-tolerant landscaping would ensure appropriate placement and design of all facilities proposed.

Regulatory Compliance Measure NOI-1 and Mitigation Measures NOI-1 through NOI-3 would ensure surrounding sensitive receptors would not be exposed to significant noise or vibration levels during construction or operation. Therefore, the project would be developed in accordance with the City of La Verne's Municipal Code. Impacts would be less than significant with mitigation incorporated.

¹³⁷ City of La Verne. *Brethren Hillcrest Homes Master Plan, Design Development Guidelines*. Page 15. Approved November 2, 1992.

¹³⁸ LSA. *Arborist Report for the Hillcrest Gateway Project in La Verne, Los Angeles County, California (LSA Project No. 20241974)*. December 11, 2024.

Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG is the Metropolitan Planning Organization (MPO) serving the region under federal law, and serves as the Joint Powers Authority, the Regional Transportation Planning Agency, and the Council of Governments under State law. As the Regional Transportation Planning Agency, SCAG prepares long-range transportation plans for the Southern California region, including the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the 2008 Regional Comprehensive Plan (RCP).

The RCP addresses issues such as housing, traffic, air quality, and water resources as a guide for local agencies to use in preparing plans that deal with regional issues. The RCP outlines a vision of how the Southern California region can balance growth with conservation in order to achieve a higher quality of life. The fundamental goals of SCAG’s RTP/SCS are to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class.

On April 4, 2024, SCAG adopted the 2024 RTP/SCS (Connect SoCal 2024). The 2024 RTP/SCS provides an update to the long-range planning document that provides a common foundation for regional and local planning, policymaking, and infrastructure goals in the SCAG region. The horizon year for the 2024 RTP/SCS is 2050. The core vision for the 2024 RTP/SCS is to increase mobility options and achieve a more sustainable growth pattern. The goals of the 2024 RTP/SCS are designed to achieve this vision, and fall into four core categories, including mobility, communities, environment, and economy. The 2024 RTP/SCS outlines the challenges facing the region, shared goals and policies, and the transportation investments and land use strategies and policies to meet GHG reduction targets and deliver significant benefits to the region with respect to mobility, safety, health outcomes, travel-time reliability, air quality, economic productivity, environmental justice and transportation. The 2024 RTP/SCS seeks to link the goal of sustaining mobility with the goals of fostering economic development; enhancing the environment; reducing energy consumption; promoting transportation-friendly development patterns; and encouraging fair and equitable access to residents impacted by socioeconomic, geographic, and commercial conditions.

The proposed project does not conflict with any of the goals or policies of SCAG’s 2024 RTP/SCS. Many goals and policies are programmatic and designed for region-wide implementation by municipal and transportation agencies or regard land uses of commercial or industrial nature and therefore would not be applicable for implementation as part of the proposed project. Accordingly, the project’s consistency with SCAG’s 2024 RTP/SCS is presented in Table J, below, with regard to applicable goals and policies of SCAG’s 2024 RTP/SCS.

Table J: Project Consistency with SGAG’s 2024 RTP/SCS Policies

RTP/SCS Goals and Policies	Project Consistency
<i>Mobility Goal: Build and maintain an integrated multimodal transportation network.</i>	
Policy No. 3: Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities	Consistent. Complete Streets are roadways designed to support the safety, comfort and mobility for all road users. They are accessible to people of all ages and abilities, regardless of whether they are driving,

Table J: Project Consistency with SGAG’s 2024 RTP/SCS Policies

RTP/SCS Goals and Policies	Project Consistency
<p>using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).</p> <p>Policy No. 4: Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural context and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking).</p>	<p>walking, bicycling, using micromobility devices, or riding transit/rail. A major design feature of the Master Plan Update is central courtyards interconnected by paseos between neighborhoods to promote pedestrian activities. All pedestrian walkways would be designed to improve safety, comply with the accessibility provisions of the Americans with Disabilities Act, and promote the flexible use for people of all ages and abilities. The Brethren Hillcrest community provides an on-call pick-up service that transports residents to the Brethren Hillcrest dining hall and other amenities via electric motorized cart. Additionally, a private bus service is available that transports residents to essential amenities such as banks, doctors’ offices, pharmacies, grocery/retail, churches, the Metro Gold Line and Metrolink station respectively 1 mile and 1.75 miles to the southeast, regional bus stations, etc. In addition, the proposed project is located approximately 850 feet from Foothill Transit Bus Route 492 serving the Cities of Montclair, Irwindale, El Monte, and points in-between. The project would not make any changes to the public right-of-way in the project vicinity and would not conflict with existing or planned pedestrian, bicycle, or transit facilities. Therefore, the project would develop Complete Streets within the Master Plan Update area and would not conflict with policies related to the implementation of Complete Streets.</p>
<p>Policy No. 7: Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety.</p> <p>Policy No. 9: Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.</p>	<p>Consistent. As discussed above, the project would provide courtyards interconnected by paseos between neighborhoods to promote pedestrian activities and provide connectivity through the North Gateway site between the east and west campuses of the Hillcrest Community. In addition, the Brethren Hillcrest community provides an on-call pick-up service that transports residents to the Brethren Hillcrest dining hall and other amenities via electric motorized cart and a private bus service is available that transports residents to essential amenities. The proposed project is also located approximately 850 feet from Foothill Transit Bus Route 492 serving the Cities of Montclair,</p>

Table J: Project Consistency with SGAG’s 2024 RTP/SCS Policies

RTP/SCS Goals and Policies	Project Consistency
	<p>Irwindale, El Monte, and points in-between. Therefore, the project would enhance and prioritize transit and shared mobility, and result in improved mobility, accessibility, and safety. Further, the project would not conflict with policies related to transit and multimodal integration.</p>
<p>Communities Goal: <i>Develop, connect and sustain communities that are livable and thriving.</i></p>	
<p>Policy No. 32: Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities.</p> <p>Policy No. 33: Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled.</p>	<p>Consistent. Hillcrest consists of 239 residential homes and apartments, 48 assisted living units, 24 memory care beds, and 59 skilled nursing facility beds. The proposed project includes demolition of seven residential homes which are currently not within the Hillcrest Master Plan and construction of nine single-family homes on sites to be added to the Hillcrest Master Plan that are currently developed with existing utility infrastructure and is in the vicinity of existing transit routes. In addition, the Zone Change Site includes three existing residences that would be incorporated into the Hillcrest Master Plan as a result of the proposed zone change for that parcel. The Brethren Hillcrest community provides an on-call pick-up service that transports residents to the Brethren Hillcrest dining hall and other amenities via electric motorized cart and a private bus service is available that transports residents to essential amenities. Therefore, the project would promote future housing and population growth in areas with existing and planned urban infrastructure that includes transit and utilities and a proclivity toward multimodal options like transit.</p>
<p>Communities Policy No. 35: Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social, and similar) to further fair housing access and equity across the region.</p> <p>Communities Policy No. 36: Encourage housing development in transit-supportive and</p>	<p>Consistent. As discussed above, Hillcrest consists of 239 residential homes and apartments, 48 assisted living units, 24 memory care beds, and 59 skilled nursing facility beds. The Brethren Hillcrest community includes a dining hall and other amenities for use by residents and would central courtyards interconnected by paseos between neighborhoods to promote pedestrian activities. As previously</p>

Table J: Project Consistency with SGAG’s 2024 RTP/SCS Policies

RTP/SCS Goals and Policies	Project Consistency
walkable areas to create more interconnected and resilient communities.	discussed, the Brethren Hillcrest community provides an on-call pick-up service that transports residents to the Brethren Hillcrest dining hall and other amenities via electric motorized cart and a private bus service is available that transports residents to essential amenities. The proposed project is also located approximately 850 feet from Foothill Transit Bus Route 492 serving the Cities of Montclair, Irwindale, El Monte, and points in-between. Therefore, the project would encourage housing development in areas with access to important resources and amenities and transit-supportive and walkable areas to create more interconnected and resilient communities.
Communities Policy No. 38: Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region.	Consistent. Approximately 15.2 percent of the City’s overall population is aged 65 years or older, and the project includes construction of seven single-story residential units and renovation of three existing residential units that would be age-restricted to help fulfill the city’s identified need to provide additional housing opportunities for senior residents.
Environment Goal: Create a healthy region for the people of today and tomorrow.	
Environment Policy No. 48: Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption, and promote resilience.	Consistent. As discussed throughout this Initial Study, implementation of the proposed project would not result in any significant and adverse impacts on the environment. Further, best practices have been incorporated into the project design in order to conserve resources and reduce consumption, such as those detailed in Section VI, Energy. In addition, the proposed project must comply with the standards of Title 24 (California Building Code) that are in effect at the time of development.

Source: Southern California Association of Governments. 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Section 3.3 Regional Planning Policies. Pages 113 through 121. Adopted April 2024.

As provided in Table J, implementation of the proposed project would be consistent with the goals and the intent of the currently adopted RTP/SCS. Impacts would be **less than significant**, and additional mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

XII. Mineral Resources

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. 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?

No Impact

Discussion of Effect: The project sites are within the Claremont - Upland Production-Consumption Region,¹³⁹ and are within an area designated MRZ-1, which is defined as, “areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.”¹⁴⁰ Therefore, the project would not 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. **No impact** would occur, and no mitigation is required.

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

Discussion of Effect: The City General Plan Existing Conditions Report does not identify any known mineral resources worthy of preservation on the project sites or in the immediate vicinity. The project sites are designated MRZ-1, which are areas where no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.¹⁴¹ The nearest “Mineral Resources” in the City are mapped approximately 1.5 miles north of the project sites along the San Dimas Wash.¹⁴²

¹³⁹ California Department of Conservation, Division of Mines and Geology. *Special Report 143, Mineral Land Classification of the Greater Los Angeles Area, Part VI, Classification of Sand and Gravel Resource Areas, Claremont-Upland Production-Consumption Region*. Page 11. 1984.

¹⁴⁰ California Department of Conservation, Division of Mines and Geology. *Mineral lands Classification Map, Aggregate Resources only, Claremont-Upland P-C Region. Special Report 143, Plate 6.7, San Dimas, California USGS 7.5-Minute Quadrangle*. 1984.

¹⁴¹ City of La Verne. *General Plan Existing Conditions Report, Chapter 5: Conservation and Natural Resources*. Figure 5-10, Mineral Resource Zones. June 2018.

¹⁴² *Ibid.*

Therefore, the project would not 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** would occur, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. Noise				
Would the project:				
a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip, or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Unless Mitigation Incorporated

Discussion of Effect: Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and parks are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than commercial or industrial uses that are not subject to impacts such as sleep disturbance. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. Therefore,

the location, hours of operation, type of use, and extent of development warrant close analysis to ensure that sensitive receptors¹⁴³ are not substantially affected by noise.

Sensitive Receptors. Sensitive land uses in the project vicinity include single-family residences, which surround the project site at the North and South Gateway Sites.

Applicable Noise Standards. The City's noise regulations are set forth in the Public Safety Element of the recently adopted General Plan Update¹⁴⁴ and in Chapter 8.20 (Noise Control) of the City's Municipal Code Noise Ordinance. The Noise section in the Public Safety Element of the City's General Plan Update provides noise/land use compatibility criteria shown in Table K, which specifies the acceptable noise levels for each land use category as well as goals, policies, and actions to address noise issues in the City. Noise levels in the City's noise/land use compatibility criteria are described in Community Noise Equivalent Level (CNEL), which is a 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 decibels (dB) to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.¹⁴⁵

The goals, policies, and actions in the General Plan Update Public Safety Element that are relevant to the proposed project are as follows:

Goal PS-6: A community that is protected from the impacts and potential risks of aircraft activity at Brackett Field.

PS-6 Policies

PS-6.1 Land Use Compatibility. Maintain compatibility of development with airport operations in the area surrounding the airport in accordance with the adopted Airport Land Use Compatibility Plan (ALUCP).

PS-6 Actions

1. Maintain consistency with the Los Angeles County Airport Land Use Compatibility Plan as it pertains to Brackett Field.

Goal PS-7: A community with minimized harmful effects of noise on sensitive uses, and reduced noise coming from freeways, motor vehicle traffic, trains, Brackett Field, and the Fairplex.

PS-7 Policies

PS-7.1: Planning Decisions. Consider existing and future noise levels when making land use planning decisions and require mitigation of all significant noise impacts to the extent feasible.

¹⁴³ Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Occupants of residences, hospitals, schools, guest lodging, libraries, churches, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds and parks are considered noise-sensitive receptors.

¹⁴⁴ City of La Verne. *General Plan Update Policy Document*. January 2025.

¹⁴⁵ The City's noise/land use compatibility is for operation from daily (24-hour) noise levels.

- PS-7.2: Sensitive Facilities.** Locate sensitive facilities such as residential uses, schools, medical facilities, libraries, churches, and convalescent homes away from areas of excessive noise unless proper mitigation measures are in place.
- PS-7.6: Noise Control.** Utilize innovative noise abatement, design techniques, and other mitigation strategies—including staggered operating hours, insulation, building setbacks, noise barriers, placement of parking and utility areas, and building orientation—to ensure that noise levels do not exceed the limits in the La Verne Municipal Code.

Table K: Land Use Compatibility for Community Noise Environment

Land Use Category	Community Noise Exposure					
	L _{dn} or CNEL, dB					
	55	60	65	70	75	80
Residential- Low Density Single Family, Duplex, Mobile Homes	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Residential- Multi Family	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Transient Lodging- Motels, Hotels	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Schools, Libraries, Churches, Hospitals, Nursing Homes	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Auditoriums, Concert Halls, Amphitheaters	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Sports Arena, Outdoor Spectator Sports	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Playgrounds, Neighborhood Parks	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Office Buildings, Business Commercial and Professional	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Industrial, Manufacturing, Utilities, Agriculture	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Interpretation:						
Normally Acceptable	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.						
Conditionally Acceptable	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.						
Normally Unacceptable	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.						
Clearly Unacceptable	Light Gray	Light Gray	Light Gray	Light Gray	Dark Gray	Black
New construction or development should generally not be undertaken.						

Source: City of La Verne General Plan Update. *Public Safety Element*. Table PS-1. 2025.

PS-7 Actions

3. Review new development projects for compliance with the noise requirements established in this General Plan, including the standards established in Tables PS-1 (Table K) and PS-2 (Table L). Where necessary, require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials such as rubberized asphalt.
5. In making a determination of impact under the California Environmental Quality Act (CEQA), a substantial increase will occur if ambient noise levels have a substantial increase. Generally, a 3 dBA increase in noise levels is barely perceptible, and a 5 dBA increase in noise levels is clearly perceptible. Therefore, increases in noise levels shall be considered to be substantial when the following occurs:
 - When existing noise levels are less than 60 dBA, a 5 dB increase in noise will be considered substantial;
 - When existing noise levels are between 60 dBA and 65 dB, a 3 dB increase in noise will be considered substantial;
 - When existing noise levels exceed 65 dBA, a 1.5 dB increase in noise will be considered substantial.

Table L: Performance Standards for Stationary Noise Sources, Including Affected Projects^{1,2,3,4}

Noise Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq} , dBA	55	50

Source: City of La Verne General Plan Update. *Public Safety Element*. Table PS-2. 2025.

¹ Each of the noise levels specified above should be lowered by 5 dB for simple noise tones, noises consisting primarily of speech or music, or recurring impulsive noises. Such noises are generally considered to be particularly annoying and are a primary source of noise complaints.

² No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.

³ Stationary noise sources which are typically of concern include, but are not limited to, the following: HVAC Systems Cooling, Towers/Evaporative Condensers, Pump Stations Lift Stations, Emergency Generators Boilers, Steam Valves Steam Turbines, Generators Fans, Air Compressors Heavy Equipment, Conveyor Systems Transformers, Pile Drivers Grinders, Drill Rigs Gas or Diesel Motors, Welders Cutting Equipment, Outdoor Speakers Blowers.

⁴ The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities, pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.

Construction

Section 8.20.050 of the City's Municipal Code regulates construction noise in the city and provide measures to reduce construction noise, which are detailed below:

- A. Construction hours shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday and 8:00 a.m. and 6:00 p.m. on Saturdays. No construction shall occur on Sundays or legal holidays.

B. A Construction Noise Management Plan shall be submitted by the applicant for construction projects, when construction is located 200 feet or less from a sensitive receptor. The Construction Noise Management Plan shall include proper posting of construction schedules, appointment of a noise disturbance coordinator, and methods for assisting in noise reduction measures.

C. Noise reduction measures may include, but are not limited to, the following:

1. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) wherever feasible.
2. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. External jackets on the tools themselves shall be used, if such jackets are commercially available. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
3. Temporary power poles shall be used instead of generators where feasible.
4. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.
5. The noisiest phases of construction shall be limited to no more than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.
6. Delivery of materials shall observe the hours of operation described above. Truck traffic should avoid residential areas to the extent possible.

D. Noise Restrictions at Affected Properties. The contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected properties will not exceed those listed below:

1. Maximum noise levels for intermittent operation of mobile equipment for single-family residences shall not exceed 75 dBA.
2. Maximum noise levels for intermittent operation of mobile equipment for multi-family residences and/or mixed-use residential developments shall not exceed 80 dBA.
3. For purposes of this subsection, "intermittent operation of mobile equipment" means the use of machinery or vehicles on a construction site, including, but

not limited to jackhammers, backhoes, drills, saws, sander grinders, where the equipment is operated in short bursts or at varying intervals.

Operations

Section 8.20.020 of the City’s Municipal Code sets forth the maximum allowable exterior noise level shown in Table M from stationary and mobile noise sources that apply to all development and infrastructure projects.

Table M: Performance Standards for Exterior Noise Sources

Type of Land Use	Exterior Noise Standards ^{1,2}	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
All single-family residential properties	55 dBA	50 dBA
All multifamily residential properties and mobile home parks	60 dBA	55 dBA
Sensitive non-residential uses, including but not limited to schools, daycares, and hospitals	60 dBA	55 dBA
All commercial property	70 dBA	65 dBA
The residential portion of mixed-use properties	60 dBA	55 dBA

Source: City of La Verne, Municipal Code Section 8.20.020, Noise Standards-Operations.

Note: The exterior noise standards shall be applied at the point closest to the noise source along the property line of the receiving property. In the event the ambient noise level exceeds the noise standards, the "adjusted ambient noise level" shall be applied as the noise standard. In cases where the noise standard is adjusted due to a high ambient noise level, the noise standard shall not exceed the "adjusted ambient noise level," or 70 dB(A), whichever is less. In cases where the ambient noise level is already greater than 70 dB(A), the ambient noise level shall be applied as the noise standard.

¹ Hourly average (L_{eq}).

² No standards have been included for interior noise levels. Standard construction practices should, with the exterior levels identified, result in acceptable interior noise levels.

Ambient Noise Level Measurements. Three long-term (24-hour) noise level measurements were conducted between October 1 and 2, 2024, using Larson Davis Spark 706RC dosimeters to document the existing noise environment in the project vicinity. Table N summarizes the results of the long-term noise level measurements along with a description of the measurement locations and noise sources that occurred during the measurements. As shown in Table N, daytime noise levels ranged from 47.0 to 60.1 dBA L_{eq} , and nighttime noise levels ranged from 45.1 to 53.9 dBA L_{eq} . Also, the calculated CNEL levels at LT-1, LT-2, and LT-3 were 57.3, 56.0, and 57.8 dBA, respectively. Figure 8 shows the long-term noise monitoring locations. The long-term noise level measurement survey sheets along with the hourly L_{eq} results are provided in Appendix G1.

Table N: Long-Term Ambient Noise Monitoring Results

Monitoring No.	Location	Start Time	Noise Level (dBA)			Noise Sources
			Daytime ¹	Nighttime ²	CNEL	
			L_{eq}	L_{eq}		
LT-1	2712 Park Avenue. On a pole on the west side of The Hillcrest Mall park. Approximately 50 feet from the Park Avenue centerline.	12:00 p.m.	49.7-58.4 (49.9) ³	45.1-52.3 (49.1) ⁴	57.3	Very light traffic on Park Avenue. Occasional aircraft noise and occasional and very faint train noise.
LT-2	2747 A Street. On a pole on the east side of The Hillcrest Mall park. Approximately 30 feet from the A Street centerline.	12:00 p.m.	47.0-55.6 (48.6) ³	46.1-51.2 (48.8) ⁴	56.0	Very light traffic on A Street. Occasional aircraft noise and occasional and very faint train noise.
LT-3	2713 Park Avenue. On a tree approximately 16 feet from the curb and approximately 36 feet from the Park Avenue centerline.	12:00 p.m.	49.1-60.1 (50.3) ³	45.7-53.9 (49.5) ⁴	57.8	Very light traffic on Park Avenue, occasional aircraft noise, and occasional and very faint train noise.

Source: Compiled by LSA, 2025. Appendix G1.

¹ Daytime hours are between the hours of 7:00 a.m. and 10:00 a.m.

² Nighttime hours are between the hours of 10:00 p.m. and 7:00 a.m.

³ Average daytime noise level.

⁴ Average nighttime noise level.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

Figure 8: Noise Monitoring Locations

Construction Impacts. Two types of short-term noise impacts could occur during construction on the project site. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on roads leading to the North and South Gateway Sites. The pieces of heavy equipment for construction activities will be moved on to both project sites, will remain for the duration of each construction phase, and will not add to the daily traffic volume in the project vicinity. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 dBA), the effect on longer-term (hourly or daily) ambient noise levels would be small because the hourly/daily construction-related vehicle trips are small compared to the existing hourly/daily traffic volume on Wheeler Avenue, Bonita Avenue, Park Avenue, and other roadways.

The demolition phase would generate the most trips out of all of the construction phases based on the California Emissions Estimator Model (CalEEMod) (Version 2022.1.1.29) results contained in Appendix A.¹⁴⁶ Assuming a worst-case scenario, with both the North and South Gateway Sites undergoing construction concurrently, this traffic would have an acoustical value equivalent to noise generated from 326 to 383 passenger cars. Roadways that would be used to access the project site include Wheeler Avenue, Bonita Avenue, and Park Avenue. Wheeler Avenue and Bonita Avenue have estimated existing average daily traffic (ADT) volumes of 9,778 and 11,063, respectively.¹⁴⁷ Based on this information, construction-related traffic would increase noise levels by up to 0.15 dBA.¹⁴⁸ Ambient noise levels along Park Avenue and other residential roadways would be similar to the calculated CNEL levels at LT-1, LT-2, and LT-3 (which range from 56.0 to 57.8 dBA CNEL). Therefore, short-term construction-related noise impacts associated with worker commute and equipment transport would be less than significant because the project would not increase ambient noise levels by 5 dBA when existing noise levels are less than 60 dBA CNEL. No mitigation is required.

The second type of short-term noise impact is related to noise generated from construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. The project anticipates demolition, site preparation, grading, building construction, paving, and architectural coating phases of construction. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table O lists the maximum noise levels (L_{max}) recommended for noise impact assessments for typical

¹⁴⁶ As originally submitted, the application included the demolition of three additional units at 2675, 2681 and 2683 A Street and the construction of a total of nine new units. The air quality, noise, and transportation analyses evaluate 8,106 square feet of demolition and 13,778 square feet of construction and assume a net increase of 5,672 square feet of residential uses. Accordingly, the CalEEMod modeling discloses potentially greater environmental effects than would occur under the proposed project.

¹⁴⁷ Kittleson & Associates. 2024. *La Verne General Plan Update Transportation Impact Analysis*. January 22. Website: https://laverne.generalplan.org/s/Appendix-F_Transportation-Impact-Analysis.pdf (Accessed January 2025).

¹⁴⁸ Construction traffic noise calculations provided in Appendix G2.

construction equipment included in the FHWA Highway Construction Noise Handbook (Federal Highway Administration [FHWA] 2006), based on a distance of 50 feet between the equipment and a noise receptor.

Table O: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor¹	Maximum Noise Level (L_{max}) at 50 ft²
Backhoe	40	80
Compactor (ground)	20	80
Compressor (air)	40	80
Concrete Mixer Truck	40	85
Concrete Saw	20	90
Crane	16	85
Dozer	40	85
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Forklift	20	85
Front-End Loader	40	80
Grader	40	85
Generator	50	82
Impact Pile Driver	20	95
Jackhammer	20	85
Paver	50	85
Pavement Scarifier	20	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder/Torch	40	73

Source: Federal Highway Administration. *FHWA Highway Construction Noise Handbook*. Table 9.1. August 2006.

Note: The noise levels reported in this table are rounded to the nearest whole number.

¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

² Maximum noise levels were developed based on Spec 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.

CA/T = Central Artery/Tunnel

ft = foot/feet

FHWA = Federal Highway Administration

L_{max} = maximum instantaneous noise level

Based on the CalEEMod results contained in Appendix A, Table P lists the anticipated mobile construction equipment utilized during each phase of construction phase. As a worst-case scenario, this assumes the North and South Gateway Sites would undergo construction concurrently. Table P identifies the combined noise level at 50 feet from mobile construction equipment in each phase, as well as the L_{eq} noise level for each equipment at 50 feet.¹⁴⁹ As provided in Table P, mobile construction noise levels would reach up to 88.5 dBA L_{eq} at a distance of 50 feet. The mobile construction noise level of 88.5 dBA L_{eq} was divided in half (minus 3 dBA) to a noise level of 85.3 dBA L_{eq} to reflect

¹⁴⁹ Based on the quantity, reference L_{max} noise level at 50 feet, and the acoustical usage factor.

project construction activity at each site because the construction equipment and quantity of the equipment were based on the two sites combined.

Table P: Summary of Construction Phase, Equipment, and Noise Levels

Construction Phase	Construction Equipment	Quantity	Reference Noise Level at 50 ft (dBA L _{max})	Acoustical Usage Factor ¹ (%)	Noise Level at 50 ft (dBA L _{eq})	Combined Noise Level at 50 ft (dBA L _{eq})
Demolition	Concrete Saw	1	90	20	83.0	88.0 (85.0) ²
	Excavator	3	85	40	85.8	
	Dozer	2	85	40	84.0	
Site Preparation	Grader	3	85	40	85.8	87.3 (84.3) ²
	Front End Loader	4	80	40	82.0	
Grading	Excavator	1	85	40	81.0	87.0 (84.0) ²
	Grader	1	85	40	81.0	
	Dozer	1	85	40	81.0	
	Front End Loader	3	80	40	79.0	
Building Construction	Crane	1	85	16	77.0	85.6 (82.6) ²
	Forklift	3	85	20	82.8	
	Generator	1	82	50	79.0	
	Front End Loader	3	80	40	80.8	
	Welder / Torch	1	73	40	69.0	
Paving	Concrete Mixer Truck	2	85	40	84.0	88.5 (85.5) ²
	Paver	1	85	50	82.0	
	Pavement Scarafier	2	85	20	81.0	
	Roller	2	85	20	81.0	
	Front End Loader	1	80	40	76.0	
Architectural Coating	Compressor (air)	1	80	40	76.0	76.0

Source: Compiled by LSA (2025).

¹ The acoustical usage factor is the percentage of time during a construction noise operation that a piece of construction equipment

² The mobile construction noise levels were divided in half (minus 3 dBA) to reflect project construction activity at each site because the construction equipment and quantity of the equipment were based on the two sites combined.

dBA = A-weighted decibels

ft = foot/feet

L_{eq} = equivalent continuous sound level

L_{max} = maximum instantaneous noise level

Table Q shows that mobile construction equipment at the closest residences from the center of the North and South Gateway Sites would reach up to 82.1 and 82.3 dBA L_{eq} , respectively. These noise levels would exceed the City's mobile construction noise standard of 75 dBA L_{eq} . **Mitigation Measure NOI-1** includes installation of minimum 10-foot-high temporary construction barriers at the project construction boundary on all sides of the North Gateway site, and on the north, southeast, and east side of the South Gateway site. As detailed in Table Q, these temporary barriers would reduce noise generated from project construction activities by 10 dBA and 8 dBA, respectively, and noise levels would be reduced to the City's mobile construction noise standard of 75 dBA L_{eq} or below. In addition, **Regulatory Compliance Measure NOI-1** requires the project contractor to incorporate best practices during construction, such as limiting construction activities to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays and utilizing best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) for all construction equipment and trucks wherever feasible pursuant to Section 8.20.050 of the City's Municipal Code to minimize noise. With the implementation of **Mitigation Measure NOI-1**, noise generated from project construction activities would be **less than significant with mitigation incorporated**.

Table Q: Construction Noise Levels

Land Use	Direction	Reference Noise Level at 50 ft (dBA L _{eq})	Distance ¹ (ft)	Noise Attenuation (dBA)	Noise Level (dBA L _{eq})	Noise Reduction (dBA) ²	Noise Level with Mitigation (dBA L _{eq})
North Gateway							
Single-Family Residence	North	85.5	130	8.3	77.2	10	67.2
Single-Family Residence	East	85.5	74	3.4	82.1	10	72.1
Single-Family Residence	Southeast	85.5	150	9.5	76.0	10	66.0
Single-Family Residence	South	85.5	120	7.6	77.9	10	67.9
Single-Family Residence	West	85.5	145	9.2	76.3	10	66.3
South Gateway							
Single-Family Residence	North	85.5	72	3.2	82.3	8	74.3
Single-Family Residence	Southeast	85.5	118	7.5	78.0	8	70.0
Single-Family Residence	South	85.5	78	3.9	81.6	8	73.6
Single-Family Residence	West	85.5	210	12.5	73.0	-- ³	73.0

Source: Compiled by LSA (2025).

¹ Distance to the residential structure from the center of the project site.

² From a 10 ft high temporary construction barrier.

³ No temporary construction barriers are required.

dBA = A-weighted decibels

ft = foot/feet

L_{eq} = equivalent continuous sound level

Regulatory Compliance Measures. Regulatory Compliance Measures are regulatory requirements that the project must adhere to which, like mitigation measures, can reduce the level of impacts. Regulatory Compliance Measures outline compliance with various federal, State, and/or local acts, laws, rules, regulations, municipal codes, and policies.

Regulatory Compliance Measure NOI-1 Prior to and during construction, the following measures shall be implemented to reduce construction noise to within the standards established in Section 8.20.050 of the City's Municipal Code.

- **Construction Noise Management Plan.** The project Applicant in consultation with the construction contractor shall prepare and submit to the City of La Verne Community Development Department a construction noise management plan that details the proper posting of construction schedules, appointment of a noise disturbance coordinator, and methods for assisting in noise reduction measures pursuant to Section 8.20.050 of the City's Municipal Code because noise-sensitive receptors are located 200 feet or less from the project sites.
- **Construction Hours.** The construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays pursuant to Section 8.20.050 of the City's Municipal Code. Construction activities are prohibited outside of these hours and any time on Sundays and legal holidays.
- **Best Available Noise Control Techniques.** The construction contractor shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) for all construction equipment and trucks wherever feasible.
- **Temporary power poles.** The construction contractor shall use temporary power poles instead of generators where feasible.

- **Electrically Powered Tools.** To the extent practicable, electrical power shall be used to run air compressors and similar power tools, which shall be equipped with external jackets on the tools themselves whenever feasible.

This measure shall be implemented to the satisfaction of the City of La Verne Building Official and City Community Development Director, or designee.

Mitigation Measure

MM NOI-1 During construction, the following measures shall be implemented to reduce construction noise to within the standards established in Section 8.20.050 of the City's Municipal Code.

- **Temporary Construction Barriers for Mobile Construction Equipment.** The construction contractor shall erect a minimum 10-foot-high temporary construction barrier at the project construction boundary of the North Gateway site on all sides and South Gateway site on the north, southeast, and south side. The barriers shall be continuous with no gaps or holes and may be any material that has a minimum Sound Transmission Class (STC) rating of 28.
- **Smart back-up alarms.** The construction contractor shall ensure construction vehicles are equipped with smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels or, alternatively, employ human spotters to ensure safety when mobile construction equipment is moving in reverse in lieu of back-up alarms.

This measure shall be implemented to the satisfaction of the City of La Verne Building Official and City Community Development Director, or designee.

Operational Impacts. Long-term noise impacts in the project vicinity may occur at off-site land uses from traffic noise along roadways within the project area and from heating, ventilation, and air conditioning (HVAC) noises associated with the new residential uses. The City's exterior noise standards are described using the Community Noise Equivalent Level (CNEL). The CNEL uses weighted averages of the intensity of a sound, with corrections for time of day, to represent a composite 24-hour noise level.

Traffic Noise: As with the discussions above under air quality and greenhouse gas emissions, the traffic noise analysis overestimates project impacts because it is based on a trip generation for single-family homes rather than a continuing care retirement community. Even if the project were to generate 85 daily trips through operation of nine single-family homes, instead of 25 daily trips generated by the same number of units operating as part of a continuing care retirement community, the existing ADT volumes

along Wheeler Avenue and Bonita Avenue are 9,778 and 11,063, respectively.¹⁵⁰ Based on the information above, project-related traffic would increase noise levels by up to 0.01 dBA. The existing ADT volume on Park Avenue and other residential roadways, including A Street, used to access the project sites is expected to be higher than 85 and much higher than 25 based on the existing uses along these roadways. Accordingly, project-related traffic would not increase noise levels by 3 dBA, which would otherwise require a doubling of traffic along these roadways to reach this result. Ambient noise levels along Park Avenue and other residential roadways would be similar to the calculated CNEL levels at LT-1, LT-2, and LT-3 (which range from 56.0 to 57.8 dBA CNEL, see Table N). The project would not increase ambient noise levels by 1.5 dBA when existing noise levels exceed 65 dBA CNEL. Further, the project would not increase ambient noise levels by 5 dBA when existing noise levels are less than 60 dBA CNEL. Therefore, traffic noise impacts from project-related traffic on off-site sensitive receptors would be **less than significant**. Mitigation measures are not required.

HVAC Equipment: The project includes construction of seven single-family residences and renovation of three existing units. Each new residence would have one ground floor HVAC unit. The HVAC equipment could operate 24 hours a day. HVAC equipment would generate a sound power level of 76 dBA, which equates to a noise level of 44.4 dBA L_{eq} at 50 feet from each HVAC unit.¹⁵¹

Item No. 3 under PS-7 Action in the City's General Plan Update Public Safety Element includes noise standards for stationary noise sources from exceeding 55 dBA during daytime hours and 50 dBA during nighttime hours. **Mitigation Measure NOI-2** would require a memorandum prepared by an acoustical engineer during final design of the proposed project confirming that the HVAC equipment to be installed on the project site would comply with the City's noise standards for stationary noise sources. With implementation of **Mitigation Measure NOI-2**, noise levels generated by the HVAC equipment would be less than significant.

Mitigation Measure

MM NOI-2 Prior to issuance of a building permit, the City Community Development Director, or designee, shall verify that the project Applicant has obtained from an acoustical engineer a memorandum confirming that the heating, ventilation, and air conditioning (HVAC) equipment would comply with Item No. 2 under PS-7 Action in the City's General Plan Update Public Safety Element and Section 8.20.20 of the City Noise Ordinance. Pursuant to Item No. 2 under PS-7 Action in the City's General Plan Update Public Safety Element and Section 8.20.20 of the City Noise Ordinance, noise generated from HVAC equipment shall not exceed 55 A-weighted decibels (dBA) during daytime hours and 50 dBA during nighttime hours at the neighboring

¹⁵⁰ Kittleson & Associates. *La Verne General Plan Update Transportation Impact Analysis*. January 22, 2024. Website: https://laverne.generalplan.org/s/Appendix-F_Transportation-Impact-Analysis.pdf (Accessed: January 2025).

¹⁵¹ The specifications of the HVAC equipment, including the reference noise level, are provided in Appendix G3.

residential property. This measure shall be implemented to the satisfaction of the City Community Development Director, or designee.

b. Result in generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Unless Mitigation Incorporated

Discussion of Effect: This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and assesses the potential for building damage using vibration levels in PPV (in/sec). Vibration levels calculated in RMS velocity are best for characterizing human response to building vibration, whereas vibration levels in PPV are best for characterizing damage potential.

Applicable Vibration Standards. The City's vibration regulations are set forth in Section 8.20.050(E) in the City's Municipal Code, which establishes a vibration limit of 0.08 in/sec PPV (peak particle velocity) and 0.30 in/sec PPV to minimize the potential for cosmetic damage to sensitive historic structures and buildings of normal conventional construction, respectively, during demolition and construction. In addition, vibration standards included in the FTA Transit Noise and Vibration Impact Assessment Manual (2018 FTA Manual)¹⁵² were used to assess the potential for interference or annoyance from vibration levels in a building because the city does not have vibration standards for interference or annoyance. Table R provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

¹⁵² Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. September. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed January 2025).

Table R: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Maximum L_v (VdB) ¹	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20x).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100x) and other equipment of low sensitivity.

Source: Federal Transit Administration (FTA). Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. September 2018. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed January 2025).

¹ As measured in 1/3-octave bands of frequency over the frequency range 8 to 80 Hertz.

FTA = Federal Transit Administration

L_v = velocity in decibels

VdB = vibration velocity decibels

Table S shows the reference vibration levels at a distance of 25 feet for each type of standard construction equipment from the 2018 FTA Manual.¹⁵³ Project construction is expected to require the use of large bulldozers, loaded trucks, and jackhammers, which would generate ground-borne vibration levels of up to 87 VdB (0.089 PPV [in/sec]), 86 VdB (0.076 PPV [in/sec]), and 79 VdB (0.035 PPV [in/sec]), respectively, when measured at 25 feet.

Table S: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/ L_v at 25 Ft	
	PPV (in/sec)	L_v (VdB) ¹
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Federal Transit Administration (FTA). Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. September 2018. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed January 2025).

¹ RMS vibration velocity in decibels (VdB) is 1 μ in/sec.

μ in/sec = microinches per second L_v = velocity in decibels

¹⁵³ *Ibid.*

ft = foot/feet
 FTA = Federal Transit Administration
 in/sec = inches per second
 PPV = peak particle velocity
 RMS = root-mean-square
 VdB = vibration velocity decibels

The distance to the nearest buildings for vibration impact analysis is measured from the center of the project site to determine vibration annoyance and from the project boundary to determine building damage because vibration impacts normally occur within the offsite buildings.

The formula for vibration transmission is provided below:

$$L_{\text{vdB}}(D) = L_{\text{vdB}}(25 \text{ ft}) - 30 \text{ Log}(D/25)$$

$$PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$$

Table T lists the projected vibration levels from the center of the North and South Gateway Sites to the nearest buildings in the project vicinity from various construction equipment expected to be used. As shown in Table T, the closest residential building is 74 feet and 72 feet from the center of the North and South Gateway Sites, respectively, and would experience a vibration level of up to 73 VdB. This vibration level does not exceed the FTA community annoyance threshold (78 VdB for daytime residences). Because other residences surrounding the project sites are farther away, they would experience correspondingly lower vibration levels. No community annoyance vibration impact would occur.

Table T: Potential Construction Vibration Annoyance

Land Use	Direction	Equipment/ Activity	Reference Vibration Level (VdB) at 25 ft	Distance ¹ (ft)	Vibration Level (VdB)
North Gateway Site					
Residence	North	Large Bulldozers	87	130	66
		Loaded trucks	86	130	65
		Jackhammers	79	130	58
Residence	East	Large Bulldozers	87	74	73
		Loaded trucks	86	74	72
		Jackhammers	79	74	65
Residence	Southeast	Large Bulldozers	87	155	63
		Loaded trucks	86	155	62
		Jackhammers	79	155	55
Residence	South	Large Bulldozers	87	120	67
		Loaded trucks	86	120	66
		Jackhammers	79	120	59
Residence	West	Large Bulldozers	87	145	64
		Loaded trucks	86	145	63

Table T: Potential Construction Vibration Annoyance

Land Use	Direction	Equipment/ Activity	Reference Vibration Level (VdB) at 25 ft	Distance ¹ (ft)	Vibration Level (VdB)
		Jackhammers	79	145	56
South Gateway Site					
Residence	North	Large Bulldozers	87	72	73
		Loaded trucks	86	72	72
		Jackhammers	79	72	65
Residence	Southeast	Large Bulldozers	87	118	67
		Loaded trucks	86	118	66
		Jackhammers	79	118	59
Residence	South	Large Bulldozers	87	78	72
		Loaded trucks	86	78	71
		Jackhammers	79	78	64
Residence	West	Large Bulldozers	87	210	59
		Loaded trucks	86	210	58
		Jackhammers	79	210	51

Source: Compiled by LSA (2025).

¹ Distance from the center of the project site to the residential building.

ft = foot/feet

VdB = vibration velocity decibels

FTA = Federal Transit Administration

Table U lists the projected vibration levels from various construction equipment expected to be used on the project site at the project construction boundary of the North and South Gateway Sites to the nearest buildings. As shown in Table U, the nearest residential structures are approximately five and four feet from the project construction boundary of the North and South Gateway Sites, respectively. The nearest residences would therefore experience vibration levels of up to 0.995 PPV (in/sec) and 1.391 PPV (in/sec), respectively. These vibration levels exceed the City's vibration limit of 0.30 PPV (in/sec) for potential cosmetic damage; therefore, **Mitigation Measure NOI-3** is required.

Table U: Potential Construction Vibration Damage

Land Use	Direction	Equipment/ Activity	Reference Vibration Level at 25 ft	Distance ¹ (ft)	Vibration Level
			PPV (in/sec)		PPV (in/sec)
North Gateway Site					
Residence	North	Large Bulldozers	0.089	18	0.146
		Loaded trucks	0.076	18	0.124
		Jackhammers	0.035	18	0.057
Residence	East	Large Bulldozers	0.089	5	0.995
		Loaded trucks	0.076	5	0.850
		Jackhammers	0.035	5	0.391
Residence	Southwest	Large Bulldozers	0.089	45	0.037
		Loaded trucks	0.076	45	0.031
		Jackhammers	0.035	45	0.014
Residence	South	Large Bulldozers	0.089	10	0.352
		Loaded trucks	0.076	10	0.300
		Jackhammers	0.035	10	0.138
Residence	West	Large Bulldozers	0.089	78	0.016
		Loaded trucks	0.076	78	0.014
		Jackhammers	0.035	78	0.006
South Gateway Site					
Residence	North	Large Bulldozers	0.089	4	1.391
		Loaded trucks	0.076	4	1.188
		Jackhammers	0.035	4	0.547
Residence	Southeast	Large Bulldozers	0.089	4	1.391
		Loaded trucks	0.076	4	1.188
		Jackhammers	0.035	4	0.547
Residence	South	Large Bulldozers	0.089	8	0.492
		Loaded trucks	0.076	8	0.420
		Jackhammers	0.035	8	0.193
Residence	West	Large Bulldozers	0.089	82	0.015
		Loaded trucks	0.076	82	0.013
		Jackhammers	0.035	82	0.006

Source: Compiled by LSA (2025).

Note: The FTA-recommended building damage threshold is 0.20 PPV [in/sec] at the receiving non-engineered timber and masonry building.

¹ Distance from the project construction boundary to the residential building.
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inches per second
PPV = peak particle velocity
VdB = vibration velocity
decibels

Mitigation Measure

MM NOI-3 The construction contractor shall prohibit large bulldozers and loaded trucks, or require the use of light construction equipment (e.g., small bulldozers and trucks), within 12 feet of any existing residential structure. Additionally, the construction contractor shall prohibit the use of jackhammers or require the use of hand tools within six feet of an existing residential structure. This measure shall be implemented to the satisfaction of the City of La Verne Building Official and City Community Development Director, or designee.

With the implementation of **Mitigation Measure NOI-3**, vibration levels generated by project construction activities would be reduced to below the City's vibration limit of 0.30 PPV (in/sec) for potential cosmetic damage and would be **less than significant with mitigation incorporated**.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project are to excessive noise levels?

Less than Significant Impact

Discussion of Effect: The closest airport to the project site is Brackett Field Airport, which is approximately 0.9 mile south of the project site. Based on the Noise and Overflight Factors Map in the Brackett Field ALUCP,¹⁵⁴ the project site is outside the 55 dBA CNEL noise contour of the airport. Also, there are no private airstrips within 2 miles of the project site. Therefore, the project would not expose people residing or working in the project vicinity to aviation-related excessive noise levels. Impacts are **less than significant**, and mitigation is not required.

¹⁵⁴ Los Angeles County Airport Land Use Commission. *Brackett Field Airport Land Use Compatibility Plan*. Exhibit 5: Noise and Overflight Factors Map. December 9, 2015. Website: <https://planning.lacounty.gov/wp-content/uploads/2022/10/Brackett-Field-Airport-Land-Use-Compatibility-Plan.pdf> (Accessed January 2025).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. Population and Housing

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial amounts of people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Less than Significant Impact

Discussion of Effect: The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law¹⁵⁵ as part of a periodic process of updating housing elements of city General Plans. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The RHNA for Los Angeles County is developed by SCAG and allocates to cities and the unincorporated county their “fair share” of the region’s projected housing needs. The 6th Cycle RHNA Allocation Plan (RHNA Allocation Plan), which covers the planning period from November 2021 to October 2029, was adopted by SCAG on March 4, 2021.¹⁵⁶

The projected housing needs in the RHNA Allocation Plan are categorized by income levels (very low, low, moderate, and above moderate income) established by the U.S. Department of Housing and Urban Development (HUD). The City will need to accommodate a total of 1,346 units in various income categories by October 2029, including 414 very low-income, 239 low-income, 223 moderate-income, and 470 above moderate-income housing units.¹⁵⁷

¹⁵⁵ Government Code §65584.

¹⁵⁶ Southern California Association of Governments. *Housing: Regional Housing Needs Assessment*. <https://scag.ca.gov/housing>, 2021. (Accessed November 19, 2024).

¹⁵⁷ Southern California Association of Governments. *SCAG 6th Cycle Final RHNA Allocation Plan*. March 4, 2021; Approved by HCD on March 22, 2021. <https://scag.ca.gov/housing>, (Accessed November 19, 2024).

The United States Census Bureau indicates the average household size in the City is 2.62 persons per dwelling unit, and according to the City of La Verne's 2021-2019 Housing Element, the total population of the City in 2020 was approximately 33,313.¹⁵⁸¹⁵⁹ Based on these rates, the proposed project, which includes three existing residential units which will remain, could support 26 residents.¹⁶⁰ Even if all 26 residents were new to the City, the potential increase in new residents would represent 0.078 percent of the City's population.

Between 2010 and 2020, the total population of the City increased by 2,250 persons to 33,313 (7.2 percent).¹⁶¹ Between 2000 and 2020, total number of households in the City increased by 667 units to 11,737 (6.0 percent).¹⁶² The proposed project's contribution to the City's population and households is consistent with the City's growth trends and represents a minimal increase (between 0.024 percent and 0.078 percent of the 2020 City population and between 0.026 percent and 0.085 percent of the 2020 City households).¹⁶³ In addition, the project would support the following Goals and Policies of the City's General Plan related to development of additional housing in the City:¹⁶⁴

- General Plan Housing Element Policy 2.6: Facilitate development of senior and low-income housing through the use of financial and/or regulatory incentives.
- General Plan Housing Element Policy 5.4: Encourage housing design standards that promote the accessibility of housing for persons with special needs, such as the elderly, persons with disabilities, including persons with developmental disabilities, large families, single-parent households, and persons experiencing homelessness.

The project would result in an incremental increase in land use density on the project sites by proposing three additional dwelling units compared to baseline conditions under which seven units exist. However, approximately 15.2 percent of the City's overall population is aged 65 years or older, and the proposed dwelling units would be age-restricted to help fulfill City's identified need to provide additional housing opportunities for senior residents.¹⁶⁵

¹⁵⁸ United States Census Bureau. *QuickFacts, La Verne City, California*. <https://www.census.gov/quickfacts/fact/table/lavernecitycalifornia/HSD310223>. Accessed March 28, 2025.

¹⁵⁹ City of La Verne, 2021-2029 Housing Element. *La Verne Housing Element Background Report*. Page BR-25. Adopted November 21, 2022.

¹⁶⁰ 2.62 persons per household × 10 dwelling units = 26.2 persons.

¹⁶¹ City of La Verne, 2021-2029 Housing Element. *La Verne Housing Element Background Report*. Page BR-25. Adopted November 21, 2022.

¹⁶² Southern California Association of Governments. *2021 Local Profiles Dataset*. Website: scag.ca.gov/data-tools-local-profiles (accessed November 2024).

¹⁶³ These calculations identify the project's contribution to the City compared to the anticipated population or households under the General Plan Housing Element (e.g., 8 additional residents not anticipated ÷ 33,313 persons = 0.024 percent) (3 additional households not anticipated ÷ 11,737 households = 0.026 percent), as well as the overall project contribution to the City (e.g., 26 project residents ÷ 33,313 persons = 0.078 percent) (10 project households ÷ 11,737 households = 0.085 percent).

¹⁶⁴ City of La Verne, 2021-2029 Housing Element. *City of La Verne, General Plan Update*. Page HP-4 and HP-7. Adopted November 21, 2022.

¹⁶⁵ *Ibid.* *La Verne Housing Element Background Report*. Page BR-40.

Furthermore, the project sites are located within an urbanized area and would be connected to existing municipal roadways and utility infrastructure. The project would not include the construction of new roadways or infrastructure beyond those which would serve only the project site. Therefore, the project would not induce substantial population growth in an area, either directly or indirectly. Impacts would be **less than significant**, and mitigation is not required.

b. Displace substantial amounts of people or housing, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact

Discussion of Effect: The project includes the demolition of four existing, vacant, residential structures. Construction of seven residential units and renovation of three existing residential units would offset the demolition of four existing residential structures. Therefore, impacts from displacement of housing and people would be **less than significant**, and mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. Public Services

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

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

No Impact or Less than Significant Impact

Discussion of Effect:

XV a(i) Less than Significant Impact. The La Verne Fire Department (LVFD) would provide fire protection services to the project site. The nearest fire station in proximity to the project site is La Verne Fire Station 61 located at 2061 3rd Street, La Verne (approximately 0.6 mile southeast of the site) with an estimated three-minute travel time to the site. The next-nearest fire station is the Los Angeles County Fire Department Station 64 located at 164 S Walnut Avenue, San Dimas (approximately 1.9 miles west of the site) with an estimated 5-minute travel time to the site.

As detailed in the City's General Plan Public Safety Element, Policy PS-1.13 prohibits new development if located outside of an accepted fire service response time, as determined by the LVFD.¹⁶⁶ The project sites are located in a suburban setting already served by the LVFD. Since first responders already patrol the project vicinity and surrounding areas, compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, would ensure implementation of the proposed project would not adversely affect travel time between the nearest fire station and the project sites, which is expected to be between three and five minutes. Therefore, the project is not expected to adversely affect LVFD response times.

Average household size in the City is approximately 2.62 persons per dwelling unit.¹⁶⁷ The proposed project could generate 26 residents in the City,¹⁶⁸ of which 18 were already anticipated under the existing General Plan, and 8 of which would be additional residents.¹⁶⁹

The project would not induce substantial population growth in the City or region. Furthermore, the project site is located within an urbanized area and would be connected to existing municipal roadways and utility infrastructure. The project could incrementally increase the demand for fire protection services due to additional residential dwelling units proposed on-site, but not to the degree that the existing fire stations could not meet the demand. The project sites are not located in an area identified as a Fire Hazard Severity Zone,¹⁷⁰ and all development within the project site would be required to comply with applicable provisions of the California Building Code (CBC), as amended, and the City's adopted fire code pursuant to Chapter 15.32 of the City Municipal Code. Compliance with the CBC, as amended, and the City's adopted fire code pursuant to Chapter 15.32 of the City Municipal Code would aid firefighting personnel and minimize the demand placed on the existing emergency services system. Additionally, through the execution of mutual aid agreements maintained with surrounding cities (i.e., San Dimas, Pomona, and Claremont) and with the Los Angeles County Fire Department, the City would have the additional firefighting support of nearby fire departments to provide assistance during major emergencies.

The project Applicant must submit final development plans to the City for approval by the Development Review Committee, including the LVFD, pursuant to Chapter 18.16 (Development Review) of the City Municipal Code. Prior to project approval,

¹⁶⁶ De Novo Planning Group. *Public Review Draft Environmental Impact Report for the La Verne General Plan and Zoning Ordinance Update, SCH: 2023040002*. Page 5.13-27. August 2024.

¹⁶⁷ United States Census Bureau. *QuickFacts, La Verne City, California*. <https://www.census.gov/quickfacts/fact/table/lavernecitycalifornia/HSD310223>. Accessed March 28, 2025.

¹⁶⁸ 2.62 persons per household × 10 dwelling units = 26.2 persons.

¹⁶⁹ It should be noted since the proposed residential uses would be age-restricted to seniors, the population estimates for the proposed project are conservative and are expected to be overestimating the actual population that would occupy the proposed project.

¹⁷⁰ California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer*. March 2025. <https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9/page/Compare-old-and-new-LRA-FHSZ> (Accessed March 29, 2025).

the LVFD would condition the project to be developed in accordance with General Plan Public Safety Element Policies PS-1.12 and PS-1.13 for water capacity availability and to ensure the project sites could be served with adequate response times. Compliance with all applicable regulations pertaining to fire prevention and protection standards, including, but not limited to, fire sprinklers, sufficient emergency access, emergency notification procedures, and fire hydrant locations would further reduce demand for fire protection services. In accordance with Community Services and Facilities Element Policy CSF-1.1, the City of La Verne also would collect fire service and development impact fees from the proposed project, which would be used to fund the capital costs associated with acquiring land for new fire stations, constructing new fire stations, purchasing new fire equipment for such stations, and providing additional staff as needed to serve the community. However, development of the proposed project in an existing suburban setting without a substantial increase in City population or housing units and constructed in accordance with applicable policies and regulations would not require new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. Therefore, impacts would be **less than significant**, and mitigation is not required.

- a(ii) Less than Significant Impact. Police services to the project site would be provided by the La Verne Police Department (LVPD). The police station nearest to the project site is located at 2061 3rd Street, La Verne (approximately 0.6 mile southeast of the project site) with an estimated 3-minute travel time to the site. The project would not generate a substantial increase in population within the City; therefore, the project's increase in demand of new or expanded police services would be minimal.

La Verne's Police Department website highlights the City's patrol divisions with respect to public safety, with 45 sworn officers currently assigned to the city's streets. LVPD additionally consists of 26 professional staff members, a reserve force of up to 25 officers, a retired senior volunteer program of 30 members.¹⁷¹ The City monitors police staffing levels as part of the annual budgeting process to ensure that adequate police protection can continue even after new development projects are approved and constructed. Therefore, projections made by the LVPD and the City ensure that adequate police protection would be maintained during operation of the proposed project.

LVPD comprises two major divisions for the prevention and suppression of crime, as well as a consolidated communications dispatch operation to serve as the first responder to emergency calls. The project site is in a suburban area already served by the LVPD. Since first responders already patrol the project vicinity and surrounding areas, and the project does not entail a substantial increase in City population, compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, would ensure implementation of the

¹⁷¹ City of La Verne Police Department. *Inside the LVPD*. 2025. <https://lvpd.org/inside-the-lvpd>. (Accessed March 29, 2025).

proposed project would not adversely affect the LVPD average response time 3.19 minutes for emergency calls.¹⁷²

The project would be designed and operated per applicable standards required by the City for new development with regard to public safety. In addition, the City maintains mutual aid agreements with police agencies in the surrounding cities (e.g., San Dimas, Pomona, and Claremont and with the Los Angeles County Sheriff's Department, which allow for the services of nearby police departments to assist the LVPD during major emergencies. In accordance with Community Services and Facilities Element Policy CSF-1.1 and Policy CSF-5.1, the project Applicant would be required to pay development impact fees used to fund capital costs associated with constructing new public safety structures and purchasing equipment for new public safety structures. Payment of development impact fees commensurate with the increased demand for services in the city would offset any increase in demand for police services.

The project Applicant must submit final development plans to the City for approval by the Development Review Committee, including the LVPD, pursuant to Chapter 18.16 (Development Review) of the City Municipal Code. Prior to project approval, the LVPD would review the project design for consistency with Crime Prevention Through Environmental Design (CPTED) principles, such as architecture, landscaping, and lighting designed to minimize visual obstacles and eliminate places of concealment for potential assailants, in accordance with Community Services and Facilities Element Action CDF-5.4. Compliance with all applicable policies pertaining to police protection standards, including, but not limited to, sufficient emergency access and emergency notification procedures would further reduce demand for police protection services. However, development of the proposed project in an existing urban setting without a substantial increase in City population would not require new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. Therefore, impacts would be **less than significant**, and mitigation is not required.

- a(iii) No Impact. The City is home to six public schools under the jurisdiction of the Bonita Unified School District (BUSD) and three private schools. The City does not have jurisdiction with respect to the location, design, or construction of public school facilities; however, the City coordinates with the BUSD concerning the design of roads and other public improvements in and around school sites, and is responsible for fire, police, and public safety concerns involving all facilities within the City.

The project includes ten residential dwelling units that would be age restricted. No school-aged children are expected to occupy the project sites. Therefore, there would be no potentially significant impacts to service ratios or other performance objectives that would require the provision of new or physically altered school facilities within the City. California Government Code (Section 65995[b])

¹⁷² De Novo Planning Group. *Public Review Draft Environmental Impact Report for the La Verne General Plan and Zoning Ordinance Update, SCH: 2023040002*. Page 5.13-7. August 2024.

establishes the base amount of allowable developer fees imposed by school districts.

Per the California Government Code, “The payment or satisfaction of a fee, charge, or other requirement levied or imposed ... are hereby deemed to be full and complete mitigation of the impacts ... on the provision of adequate school facilities.” The project will be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. Through payment of development fees in accordance with Government Code 65995 and Education Code 17620, **no impact** related to school services would occur, and no mitigation is required.

- a(iv) Less than Significant Impact. The nearest park in proximity to the project site is Kuns Park, located at 1600 Bonita Avenue approximately 600 feet south of the project sites. This 2.5-acre neighborhood park features amenities for passive recreation, including six sheltered picnic tables, seven open-air picnic tables, five barbecues, an Americans with Disabilities Act (ADA) accessible restroom facility, and an ADA-accessible tot lot. The next-nearest park is Kirk B. Johnson Memorial-Pelota Park, located at 1505 Holly Oak Street. This 4.6-acre neighborhood park includes three lit baseball/softball fields, scoreboards, a concession building, restroom facilities, three picnic tables, and on-site parking. The City of La Verne and the Bonita Unified School District have formed a joint-use agreement for the shared use of the facilities at Kirk B. Johnson Memorial-Pelota Park.¹⁷³

The proposed project would not generate a substantial increase in population within the City; therefore, no negative impact related to the City’s adopted goal of 4.0 acres of parkland for every 1,000 residents¹⁷⁴ would result from the proposed development. The increased demand for new or expanded park facilities would be minimal.

The project would result in an increase in land use density on the project site and the City would require the payment of park, recreation, and open space fees as part of development of the project sites pursuant to City Municipal Code Chapter 3.20 (Parks and Recreation Charges) and Community Services and Facilities Element Policy CSF-1.1. These fees must be used to fund capital costs associated with constructing new public parks and purchasing equipment for public parks. The amount of the fee would be equal to the new development’s fair share of the costs of developing new parks, open space and recreation facilities, including the acquisition, design, and construction.

The proposed project includes reconstruction of public paseos traversing the North Gateway site to improve the connection between the east and west campuses of the Hillcrest Community. Reconstruction of public paseos would promote passive recreation activities between the neighborhoods and surrounding parks. The City’s

¹⁷³ City of La Verne. *Facilities*. 2025. <https://www.cityoflaverne.org/328/City-Parks>. (Accessed March 29, 2025).

¹⁷⁴ De Novo Planning Group. *Public Review Draft Environmental Impact Report for the La Verne General Plan and Zoning Ordinance Update, SCH: 2023040002*. Page 5.13-41. August 2024.

joint-use agreement facilities, combined with proximity to neighboring parks, payment of park, recreation, and open space fees, and project design to facilitate passive recreation, would offset any incremental increase in parkland demand. Impacts are **less than significant**, and mitigation is not required.

- a(v) Less than Significant Impact. The project would result in an increase in land use density on the project sites. The proposed project could generate 26 residents in the city, of which 18 were already anticipated under the General Plan Update and up to 8 would be additional residents. Therefore, the project would not induce substantial population growth in the City or region. Any increase in land use or development intensity would be minimal, and no potential cumulative overburdening of other public facilities requiring new or physically altered facilities is expected to occur. Impacts would be **less than significant**, and mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. Recreation

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Less than Significant Impact

Discussion of Effect: Please refer to the Response to Checklist Question XV(a)(iv). The proposed project includes reconstruction of public paseos traversing the North Gateway Site to improve the connection between the east and west campuses of the Hillcrest Community. Reconstruction of public paseos would promote passive recreation activities between the neighborhoods and surrounding parks. The City’s joint-use agreement facilities, combined with proximity to neighboring parks, payment of park, recreation, and open space fees, and project design to facilitate passive recreation, would offset any incremental increase in parkland demand. Impacts are **less than significant**, and mitigation is not required.

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less than Significant Impact

Discussion of Effect: The proposed project includes reconstruction of public paseos traversing the North Gateway site to improve the connection between the east and west campuses of the Hillcrest Community. Reconstruction of public paseos would promote passive recreation activities between the neighborhoods and surrounding parks. Development of the North Gateway Site has been included in the analytical footprint of this Initial Study, and impacts are either none, less than significant, or less than significant with mitigation incorporated. No other recreational facilities are proposed or required to operate the proposed project. Therefore, the proposed project would have **a less than significant** impact related to the construction of new or expansion of existing park or recreation facilities, and additional mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. Transportation

Would the project:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with <i>CEQA Guidelines</i> Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than Significant Impact

Discussion of Effect: CEQA Guidelines Section 15064.3 "describes specific considerations for evaluating a project's transportation impacts" and provides that, except for roadway capacity projects, "a project's effect on automobile delay shall not constitute

a significant environmental impact." (CEQA Guidelines, § 15064.3(a).) CEQA Guidelines Section 15064.3 further specifies that "vehicle miles traveled is the most appropriate measure of transportation impacts." Therefore, the following discussion of consistency with plans, programs, ordinances, or policies addressing the circulation system is based on project compliance with the City of La Verne Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service (Transportation Guidelines)¹⁷⁵ and applicable General Plan consistency requirements pertaining to alternative modes of transportation.

The proposed project is expected to generate 2 daily vehicle trips during the a.m. peak hour (7:00 a.m. to 9:00 a.m.), 2 daily vehicle trips during the p.m. peak hour (4:00 p.m. to 6:00 p.m.), and 25 daily vehicle trips through operation of 10 residential units operating within a continuing care retirement community (Appendix H); no credit is given for the existing residences proposed for demolition.¹⁷⁶

The Transportation Guidelines indicate a transportation study is generally required if a project generates over 100 vehicle trips during either the a.m. peak hour or p.m. peak hours for a proposed development or would add 51 or more trips during either the a.m. peak hour or p.m. peak hours to any single intersection.¹⁷⁷ For projects anticipated to generate fewer than 100 peak hour trips overall or fewer than 51 peak hour trips to any intersection, a trip generation memorandum generally is considered sufficient unless the City has specific concerns related to project access and interaction with adjacent intersections. Since the proposed project is expected to generate only 2 vehicle trips during the a.m. peak hour, 2 trips during the p.m. peak hour, and 25 peak hour trips overall, the project's contribution to the surrounding transportation network would be minimal, and a full transportation study is not required.

A major design feature of the proposed project is interconnected paseos between neighborhoods to promote pedestrian activities. As mentioned previously, the proposed project includes reconstruction of public paseos traversing the North Gateway Site to improve the connection between the east and west campuses of the Hillcrest Community. With the reconstruction of these public paseos, the proposed project would promote pedestrian connectivity and support the neighborhood interconnectedness within the community. In addition, the Hillcrest dining hall is located approximately 700 feet east of the North Gateway and South Gateway Sites, which facilitates senior living dining services to residents without having to leave the Hillcrest campus.

The Hillcrest community provides an on-call, pick-up service that transports residents to the dining hall and other amenities via electric motorized cart. Additionally, a private bus service is available that transports residents to essential services such as banks, doctors' offices, pharmacies, grocery/retail, churches, the Metro Gold Line and Metrolink station respectively 1 mile and 1.75 miles to the southeast, regional bus stations, etc. Finally, the

¹⁷⁵ City of La Verne. *City of La Verne Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service*. August 2020.

¹⁷⁶ LSA. *Hillcrest Gateway Residential Project Trip Generation and Vehicle Miles Traveled Analysis Memorandum*. October 29, 2025.

¹⁷⁷ *Ibid.* Page 7.

proposed project is located approximately 850 feet from Foothill Transit Bus Route 492 serving the cities of Montclair, Irwindale, El Monte, and points in-between.

The proposed project addresses several key issues and implements policies of the General Plan Update that reduce vehicle miles traveled without generating a substantial unanticipated increase in population. Therefore, no conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities is expected to occur. Impacts would be **less than significant**, and mitigation is not required.

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

Less than Significant Impact

Discussion of Effect: CEQA Guidelines Section 15064.3, subdivision (b) establishes “vehicle miles traveled” (VMT) criteria in lieu of LOS for analyzing transportation impacts and was signed into law as SB 743 in 2013.

The proposed project expected to create 25 daily vehicle trips through operation of 10 residences operating within a continuing care retirement community (Appendix H); no credit is given for the existing residences proposed for demolition.¹⁷⁸

Residential units operating within a continuing care retirement community typically cater to the necessity and well-being of seniors and are expected to generate nominal traffic. The Hillcrest Homes Master Plan community includes services designed to cater to and accommodate the operation of a continuing care retirement community and to reduce VMT. For example, Hillcrest provides an on-call pick-up service that transports residents to the dining hall and other amenities via electric motorized cart. Additionally, a private bus service provides transportation to local services such as banks, doctors’ offices, pharmacies, grocery/retail, churches, the Metro Gold Line and Metrolink station respectively 1 mile and 1.75 miles to the southeast, and regional bus stations. Additionally, the project sites are located approximately 850 feet from Foothill Transit Bus Route 492 serving the cities of Montclair, Irwindale, El Monte, and points in-between.¹⁷⁹ Accordingly, the proposed project addresses several key issues and implements policies of SCAG’s 2024-2050 RTP/SCS that reduce VMT and associated GHG emissions without generating a substantial increase in daily vehicle trips. Therefore, the project is anticipated to have a **less than significant** VMT impact, and mitigation is not required.

¹⁷⁸ LSA. *Hillcrest Gateway Residential Project Trip Generation and Vehicle Miles Traveled Analysis Memorandum*. October 29, 2025.

¹⁷⁹ Foothill Transit. *El Monte Station – Arcadia – Montclair – Transit Center Via Arrow Hwy, Line 492*. <https://www.foothilltransit.org/line/492> (accessed November 15, 2024).

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

Less than Significant Impact

Discussion of Effect: The proposed project includes reconstruction of portions of the curb, gutter, sidewalk, and driveway aprons along the project frontages of Park Avenue and A Street, as well as reconstruction of public paseos traversing these properties to improve the connection between the east and west campuses of the Hillcrest Community. The project does not include reconstruction or realignment of public streets or intersections.

The proposed project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access. Demolition and construction activities that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Any development application that is part of the project would be subject to Development Review Committee review and approval prior to issuance of grading and building permits in accordance with Section 18.60.030 and Chapter 18.16 (Development Review) of the City Municipal Code to ensure a substantial increase in hazards due to a design feature or incompatible use would not occur. Adherence to these measures would result in a **less than significant impact**, and mitigation is not required.

d. Result in inadequate emergency access?

Less than Significant Impact

Discussion of Effect: As detailed in response to Checklist Questions IX (f), XV a(i), and XV a(ii), the proposed project would be conditioned by the LVFD and LVPD, in addition to the City Traffic Engineer and Public Works Department during the City's precise plan review process (Chapter 18.16, Development Review), to be designed and constructed, and to maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access, resulting in the provision of adequate vehicular access that would provide for adequate emergency access and evacuation. Demolition and construction activities that may temporarily restrict vehicular traffic would be required to include adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Access to every residential unit would be provided via internal drive aisles constructed off Park Avenue or A Street pursuant to City Municipal Code Section 18.36.150, which is imposed as policy to ensure that emergency vehicles and first responders have sufficient access throughout the project sites and that adequate infrastructure, such as fire hydrants, and emergency evacuation procedures are incorporated into the project design. Through compliance with City Municipal Code Section 18.36.150, impacts related to emergency access would remain **less than significant**, and mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

Potentially Significant Unless Mitigation Incorporated

Discussion of Effect: Tribal consultation for this project is required under two separate provisions of law. The first is Senate Bill 18 (SB 18) which relates to projects that involve a General Plan or Specific Plan amendment. (See Gov. Code § 65352.3.) For purposes of SB 18, the term “California Native American Tribe” means a Native American tribe

located in California that is on the contact list maintained by the Native American Heritage Commission (NAHC).¹⁸⁰

California Government Code 65352.4 (i.e., SB 18) defines “consultation” as the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values and, where feasible, seeking agreement. Consultation between government agencies and Native American Tribes shall be conducted in a way that is mutually respectful of each party’s sovereignty. Consultation shall also recognize the Tribes’ potential needs for confidentiality with respect to places that have traditional tribal cultural significance.

The second consultation provision is found within CEQA and requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. Assembly Bill 52 (AB 52) requires lead agencies to evaluate a project’s potential to affect “tribal cultural resources.” Such resources include “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources.” AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a “tribal cultural resource.”

CEQA defines a “historical resource” as a resource that meets one or more of the following criteria: (1) is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in PRC Section 5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) is determined to be a historical resource by a project’s lead agency (PRC Section 21084.1 and State CEQA Guidelines Section 15064.5[a]).

“Local register of historical resources” means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

A resource may be listed as a historical resource in the California Register of Historical Resources if it meets any of the following National Register of Historic Places criteria as defined in PRC Section 5024.1(C):

- a. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- b. Is associated with the lives of persons important in our past.
- c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

¹⁸⁰ California Environmental Quality Act Statute § 21073.

d. Has yielded, or may be likely to yield, information important in prehistory or history.

A “substantial adverse change” to a historical resource, according to PRC Section 5020.1(q), “means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.”

The CEQA Guidelines do not preclude identification of historical resources as defined in Public Resources Code Sections 5020.1(j) or 5024.1. Pursuant to State CEQA Guidelines Section 15064.5(c)(4), if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study, but they need not be considered further in the CEQA process.¹⁸¹

Per AB 52 (specifically California Public Resources Code 21080.3.1), Native American consultation is required upon request by interested California Native American Tribes that have previously requested that the City provide them with notice of such projects.

The City engaged the NAHC for a Sacred Lands File Search and contact list of Tribes pursuant to California Government Code 65352.3 (SB 18) on September 20, 2024. The NAHC responded on October 9, 2024, and indicated the results of the Sacred Lands File Search are positive and recommended the City contact the Gabrieleño Band of Mission Indians-Kizh Nation in addition to the Tribes listed in the NAHC Tribal Consultation List for the region. The City sent letters to listed Native American Tribes and the Kizh Nation for consultation under AB52 and SB 18 on October 24, 2024.

Three Native American Tribes, the Ft. Yuma Quechan Indian Tribe, Gabrielino Tongva Indians of California, and Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians) provided input on the project. The Gabrielino Tongva Indians of California also directed the City to contact the San Gabriel Band of Mission Indians, under the leadership of Chair Morales, for next steps, but the City did not receive a response from the San Gabriel Band of Mission Indians to the City’s inquiry if consultation would be desired. A summary of the tribal consultation responses is below.¹⁸²

Ft. Yuma Quechan Indian Tribe. The Ft. Yuma Quechan Indian Tribe responded to the City’s inquiry on October 29, 2024, indicating the Tribe’s Historic Preservation Office does not wish to comment on this project, and the Tribe defers to the local Tribes and support their determinations on this matter.

Gabrielino Tongva Indians of California. The Gabrielino Tongva Indians of California responded to the City’s inquiry on October 25, 2024, indicating the area is sensitive for tribal cultural resources and would require Tribal monitoring. The Gabrielino Tongva

¹⁸¹ Pursuant to Section 21082.3(c) of the Public Resources Code, details on the nature, extent, and location of tribal cultural resources identified by Native American Tribes shall remain confidential for the purposes of this analysis.

¹⁸² Specific information regarding sensitivity for tribal cultural resources is not available to the public but is included in a confidential appendix to the project record for use by City staff as needed.

Indians of California then directed the City to contact the San Gabriel Band of Mission Indians, under the leadership of Chair Morales, for next steps.

San Gabriel Band of Mission Indians. The San Gabriel Band of Mission Indians was engaged on October 25, 2024, in conjunction with the Gabrielino Tongva Indians of California response to the City's inquiry for consultation, but the City did not receive a response. City staff followed up with the San Gabriel Band of Mission Indians on February 5, 2025, but again did not receive a response.

Yuhaaviatam of San Manuel Nation. The Yuhaaviatam of San Manuel Nation (formerly the San Manuel Indians, which are of Serrano origin) responded to the City's inquiry on November 6, 2024, indicating the project is located within Serrano ancestral territory and is therefore of interest to the Tribe. However, the Yuhaaviatam of San Manuel Nation advised it sees no conflicts with the proposed general plan amendment and zoning changes and does not have any concerns with the project's implementation, as planned, as of the date of their response. Nevertheless, the Yuhaaviatam of San Manuel Nation requested the following mitigation measures be made a part of the project/permit/plan conditions to reduce impacts to tribal cultural resources:

Mitigation Measures

MM TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in **MM CUL-1**, of any pre-contact cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.

MM TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency (i.e., City of La Verne) for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.

Adherence to **Mitigation Measures TCR-1, TCR-2, and CUL-5** would ensure the project would be conditioned to cease excavation or construction activities if cultural, tribal cultural, archaeological resources, or human remains are identified and would include provisions for Native American monitoring of ground-disturbing activities in such an instance. These measures also would ensure further consultation with interested Native American Tribes for the appropriate treatment of tribal cultural resources. Therefore,

impacts to tribal cultural resources would be reduced to **less than significant with mitigation incorporated.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. Utilities and Service Systems				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or

telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Discussion of Effect: The approval of drainage features and other utility improvements occurs through the building plan check process and during the applicable interconnection process required by utility service providers. As part of this process, all project-related drainage features and utility infrastructure would be required to comply with Section 15.40.160 (Standards for subdivisions or other proposed new development) and Section 15.40.170 (Standards for utilities) of the City Municipal Code, as well as Los Angeles RWQCB standards. On-site project-related drainage features would be designed, installed, and maintained per the Los Angeles County MS4 Permit, the City Municipal Code, and the requirements identified in the Final WQMP (per **Regulatory Compliance Measures HYD-1 and HYD-2**).

All proposed improvements and interconnection to drainage, electric power, water, and wastewater facilities would be installed simultaneously with finish grading activities and required project frontage improvements (sidewalk, landscaping, and trees) along Park Avenue and A Street. The areas of potential impact from drainage and utility infrastructure improvements occur in an urbanized environment and are included in the analytical footprint of this Initial Study and associated technical studies, and impacts are mitigated where necessary to less than significant levels. As a result, interconnection to the existing utilities in the project vicinity would not result in substantial disturbance to native habitat or soils, or to the operation of existing roadways and utilities. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprints, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this Initial Study. Therefore, impacts related to relocation or construction of utilities would be **less than significant**. Mitigation is not required.

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

Less Than Significant Impact

Discussion of Effect: Domestic water for the city and project sites is provided by the City of La Verne through a combination of imported water and local groundwater. Imported water is purchased from the Three Valley Metropolitan Water District (TVMWD) and the Metropolitan Water District (MWD).¹⁸³ Groundwater is extracted from the Six Basins¹⁸⁴ in accordance with the Six Basins Judgment, which defines adjudication for these basins to ensure safe operating yield and avoid over-extraction of groundwater.¹⁸⁵ According to the Six Basins Judgment, the City has a right to 7.601 percent of the safe operating yield from

¹⁸³ The Metropolitan Water District of Southern California. *Final 2020 Urban Water Management Plan*. Table 1-3: Member Agencies and Table A.3-6: Metropolitan's In-Region Groundwater Storage Programs. Page 1-9 and A.3-56. June 2021.

¹⁸⁴ The Six Basins are comprised of the Ganesha, Live Oak, Pomona, Lower Claremont Heights, Upper Claremont Heights and Canyon Basin.

¹⁸⁵ City of La Verne. *City of La Verne 2020 Urban Water Management Plan*. Page 5-7. June 2021.

the Canyon Basin, Upper Claremont Heights Basin, Lower Claremont Heights Basin, and Pomona Basin and “the right to produce as much groundwater as it may reasonably withdraw from the Two Basins Area on an annual basis so long as it does not substantially injure the rights of any other” parties identified in the Six Basins Judgment.¹⁸⁶

Water demand for the City’s single-family residential land uses totaled approximately 3,533 acre-feet per year (AFY) in 2020 and is projected to reach 3,812 AFY in the year 2035 and 3,914 AFY in the year 2040.¹⁸⁷ Overall water supply in the city is based on projections of the TVMWD and the adjudicated yield (as described above) from the Six Basins. The City’s supply and demand of water is detailed in Table V.

Table V: City of La Verne Water Supply and Demand

	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)
Normal Year (2012) Supply and Demand Comparison				
Total Supply¹	13,784	13,784	13,784	13,784
Total Demand	6,825	7,049	7,281	7,476
Surplus Water	6,959	6,735	6,503	6,308
Single Dry Year (2015) Supply and Demand Comparison				
Total Supply¹	7,401	7,401	7,401	7,401
Total Demand	6,143	6,345	6,553	6,728
Surplus Water	1,258	1,056	848	673
Multiple Dry Year (2015-2017) Supply and Demand Comparison				
First Year (2015)	Total Supply¹	7,401	7,401	7,401
	Total Demand	6,143	6,345	6,553
	Surplus Water	1,258	1,056	848
Second Year (2016)	Total Supply¹	6,220	6,220	6,220
	Total Demand	5,460	5,640	5,825
	Surplus Water	760	580	395
Third Year (2017)	Total Supply¹	7,031	7,031	7,031
	Total Demand	5,460	5,640	5,825
	Surplus Water	1,571	1,391	1,206
Fourth Year (2018)	Total Supply¹	7,532	7,532	7,532
	Total Demand	5,460	5,640	5,825
	Surplus Water	2,072	1,892	1,707
Fifth Year (2019)	Total Supply¹	6,981	6,981	6,981
	Total Demand	5,460	5,640	5,825
	Surplus Water	1,521	1,341	1,156

¹⁸⁶ *Ibid.*

¹⁸⁷ *Ibid.* Table 3-3: Current (FY 2020) Gross Water Use by Sector in acre-feet. Table 3-4: Projected Water Deliveries. Page 3-4 and 3-6.

Table V: City of La Verne Water Supply and Demand

	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)
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Source: *City of La Verne 2020 Urban Water Management Plan*. City of La Verne. Tables 6-2, 6-3, and 6-4. Pages 6-17 and 6-18. June 2021.

¹ City water supply is based on projections of the Three Valleys Municipal Water District and the adjudicated yield from the Six Basins.

AFY = Acre-Feet per Year

As indicated in Table V, water supplies are expected to be adequate to meet normal year, single dry year, and multiple dry year demand conditions through the UWMP’s 2040 planning horizon. However, projected water supplies by the year 2040 under multiple dry years are marginally adequate to support demand, so the purchase of imported water from the MWD is designed to ensure the projected demand would continue to be adequately met.

Development of the proposed project could increase population by up to eight persons beyond that already considered for the project sites; therefore, no substantial increase in land use or development intensity, and no potential cumulative overburdening of community infrastructure and service capacity, is expected to occur. Based on a historic per capita water demand of 264 gpd,¹⁸⁸ the proposed project would generate an annual water demand of approximately 7.69 AFY.¹⁸⁹

As detailed in Table V, the City would have sufficient water supply to support the proposed project under a worst-case scenario via the TVMWD and the adjudicated yield from the Six Basins. Furthermore, in the event that additional water supplies would be needed, TVMWD can purchase water from MWD, whose surplus substantially exceeds the demand anticipated for the proposed project, as indicated in Table W.

Table W: Metropolitan Water District Water Supply and Demand

	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)
Normal Year Supply and Demand Comparison					
Total Supply	3,899,000	3,893,000	3,890,000	3,888,000	3,885,000
Total Demand	1,427,000	1,388,000	1,362,000	1,378,000	1,403,000
Surplus Water	2,472,000	2,505,000	2,528,000	2,510,000	2,482,000
Single Dry Year Supply and Demand Comparison					
Total Supply	2,772,000	2,761,000	2,760,000	2,760,000	2,757,000
Total Demand	1,544,000	1,500,000	1,473,000	1,496,000	1,525,000
Surplus Water	1,228,000	1,261,000	1,287,000	1,264,000	1,232,000
Multiple Dry Year Supply and Demand Comparison					
Total Supply	2,178,800	2,219,000	2,241,000	2,263,000	2,239,000

¹⁸⁸ *City of La Verne 2020 Urban Water Management Plan*. City of La Verne. Page 4-1. June 2021.

¹⁸⁹ 264 gpd x 26 residents = 6,864 gallons x 365 days/year = 2,505,360 gallons/yr ÷ 325,851 gallons/AF = 7.69 AFY.

Table W: Metropolitan Water District Water Supply and Demand

	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)
Total Demand	1,592,000	1,570,000	1,537,000	1,539,000	1,564,000
Surplus Water	586,800	649,000	704,000	724,000	675,000

Source: 2020 Urban Water Management Plan. Tables 2-4, 2-5, and 2-6. Pages 2-18, 2-19, and 2-20. The Metropolitan Water District of Southern California. June 2021.
 AFY = Acre-Feet per Year

Through a combination of imported water from the TVMWD and MWD and local groundwater extracted from Six Basins in accordance with the Six Basins Judgment, the City would have sufficient water supplies to serve the proposed project. Therefore, the proposed project would not require construction of new water facilities or expansion of existing water facilities, as capacity would be available to support development proposed under the Master Plan Update. Impacts would be **less than significant**, and mitigation is not required.

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

Less Than Significant Impact

Discussion of Effect: The City of La Verne Public Works Department (Sewer Division) is responsible for the operation and maintenance of the local sewer system. In addition, the city is located in the County Sanitation Districts of Los Angeles County (LACSD), and within the District No. 21 service boundary. Wastewater generated by the proposed project would ultimately flow to the Pomona Water Reclamation Plant.

The LACSD Loadings for Each Class of Land Use indicate a single-family residence would generate approximately 260 gallons of wastewater per day per parcel;¹⁹⁰ therefore, the project is anticipated to generate approximately 2,600 total gallons of wastewater per day (gpd) or 0.0026 million gallons per day (mgd), which is an increase of 780 gpd or 0.00078 mgd in comparison to baseline conditions.¹⁹¹ The wastewater flow originating from the project sites discharges to a local sewer line, which is not maintained by the LACSD), for conveyance to the County Sanitation Districts of Los Angeles (Districts) La Verne Trunk Sewer, Section 2, located in Wheeler Avenue at Arrow Highway. The District’s 12-inch diameter trunk sewer has a capacity of 1.3 mgd and conveyed a peak flow of 0.3 mgd when last measured in 2024. Ultimately, the wastewater generated on the project site is treated at the Pomona Water Reclamation Plant, which has a capacity of 15 mgd and currently processes an average recycled flow of 4.3 mgd.¹⁹²

¹⁹⁰ Sanitation Districts of Los Angeles County. *NOI Response for Brandywine Residential Development Project*. Page 1. Public Comment Letter to the City of La Verne, dated August 11, 2021.

¹⁹¹ 10 single family residences x 260 gallons per day = 2,600 gallons of wastewater per day. 7 single family residences (baseline conditions) x 260 gallons per day = 1,820 gallons of wastewater per day. 2,600 gpd (proposed conditions) minus 1,820 (baseline conditions) gpd = 780 gpd.

¹⁹² Los Angeles County Sanitation Districts. *NOI Response to Brethren Hillcrest Homes*. November 12, 2025.

All biosolids and wastewater flows that exceed the capacity of the Pomona Water Reclamation Plant are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson. The Pomona Water Reclamation Plant maintains approximately 10.7 mgd of surplus wastewater treatment capacity. The anticipated 2,600 gpd of wastewater generated from the project represents approximately 0.024 percent of the current surplus capacity at this facility; therefore, sufficient surplus wastewater treatment capacity exists to accommodate the proposed project. The construction of new wastewater treatment facilities or expansion of existing facilities is not required. Impacts would be **less than significant**, and mitigation is not required.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact

Discussion of Effect: The City's contractor for trash and recycling pickup is Waste Management, Inc., and there are a variety of landfills available, including Azusa Land Reclamation County Landfill, Bakersfield Metropolitan, California Street Landfill, Chiquita Canyon Sanitary Landfill, Colton Sanitary Landfill, El Sobrante Landfill, Lancaster Landfill and Recycling Center, Mid-Valley Sanitary Landfill, Olinda Alpha Sanitary Landfill, San Timoteo Sanitary Landfill, and Victorville Sanitary Landfill, to service the City's solid waste generation. Each of these landfills has varying maximum permitted daily throughput and projected closure dates.

The nearest landfill to the project site is the Azusa Land Reclamation County Landfill located at 1211 West Gladstone Street in the City of Azusa. This facility includes 266 disposal acres, with a maximum permitted throughput of 8,000 tons per day, a maximum permitted capacity of approximately 80.57 million cubic yards, and an estimated closure date of January 2045.¹⁹³

Landfill capacity is expected to decrease over time with future growth and development throughout Los Angeles County and surrounding areas. However, waste reduction and recycling programs and regulations are expected to reduce the demand and extend the life of existing landfills, and the City has maintained an average of 64 percent diversion of solid waste for recycling since 2007.¹⁹⁴

The project includes demolition of four residential units, construction of seven residential units, and renovation of three existing residential units. Based on a solid waste generation factor of 0.66 tons per year per residential dwelling unit¹⁹⁵ the proposed project would generate approximately 6.6 tons of solid waste per year (an increase of approximately

¹⁹³ CalRecycle. *Facility/Site Summary Details: Azusa Land Reclamation Co. Landfill.* <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3532?siteID=1001> (Accessed November 27, 2024).

¹⁹⁴ Rincon Consultants, Inc. *University of La Verne Facilities and Technology Master Plan Update.* Environmental Impact Report, SCH #2016071053. Table 76: City of La Verne Per Capita Solid Waste Diversion Rates and Table 79: Estimated Solid Waste Generation. December 2016.

¹⁹⁵ *Ibid.* Page 391 and Table 79: Estimated Solid Waste Generation. December 2016.

1.98 tons of solid waste from baseline conditions).¹⁹⁶ With a maximum permitted throughput of 8,000 tons per day, the Azusa Land Reclamation County Landfill has ample surplus capacity to serve the proposed project through build-out of the proposed project. Therefore, potential impacts associated with landfill capacity would be **less than significant**, and mitigation is not required.

e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact

Discussion of Effect: Construction would be subject to Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen), which requires a minimum of 65 percent of construction waste be diverted from landfills for reuse and/or recycling. Project compliance with the CALGreen Program is required as a matter of regulatory policy.

Solid waste generated during project operation would be managed pursuant to the California Integrated Waste Management Act of 1989 (AB 939), which requires each city or county's source reduction and recycling element to include an implementation schedule demonstrating at least 50 percent diversion of solid waste from landfill disposal or transformation on and after January 1, 2000. Chapter 13, Article 28 of the City Municipal Code regulates waste collection, transfer, and disposal in the City and requires the project Applicant to ensure the project is served by the City contractor for trash and recycling pickup, Waste Management, Inc.

SB 1016, passed in 2008, now requires the 50 percent diversion requirement to be calculated in a per capita disposal rate equivalent. The City has maintained an average of 64 percent diversion of solid waste for recycling since 2007.¹⁹⁷ Implementation of the proposed Master Plan Update must occur in accordance with waste and recycling laws and regulations, including the guidelines set forth in AB 939, Chapter 13, Article 28 of the City Municipal Code, and SB 1016. Therefore, impacts would be **less than significant**, and mitigation is not required.

¹⁹⁶ 10 dwelling units x 0.66 tons per unit per year = 6.6 tons of solid waste per year. 10 residential dwelling units – 7 existing residential dwelling units = 3 new residential dwelling units. 3 new residential dwelling units x 0.66 tons per unit per year = 1.98 tons of solid waste.

¹⁹⁷ Rincon Consultants, Inc. *University of La Verne Facilities and Technology Master Plan Update*. Environmental Impact Report, SCH #2016071053. Table 76: City of La Verne Per Capita Solid Waste Diversion Rates and Table 79: Estimated Solid Waste Generation. December 2016.

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

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact

Discussion of Effect: The project sites are surrounded entirely by urban uses, and the California Department of Forestry and Fire Protection (CAL FIRE) does not identify the project sites to be in a Very High Fire Hazard Severity Zone.¹⁹⁸ The nearest area designated as a Very High Fire Hazard Severity Zone is approximately 1.25 miles northeast of the project sites. For additional information on emergency evacuation plans, refer to response to Checklist Question IX(f). Since the project sites are not located in a Very High Fire Hazard Severity Zone, **no impact** would occur, and mitigation is not required.

¹⁹⁸ California Department of Forestry & Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. March 24, 2025. Website: <https://experience.arcgis.com/experience/6a9cb66bb1824cd98756812af41292a0> (Accessed March 31, 2025).

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

No Impact

Discussion of Effect: The project sites are surrounded entirely by urban uses, and CAL FIRE does not identify the project sites to be in a Very High Fire Hazard Severity Zone.¹⁹⁹ Since the project sites are not located in a Very High Fire Hazard Severity Zone, **no impact** would occur, and mitigation is not required.

- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may result in temporary or ongoing impacts to the environment?**

No Impact

Discussion of Effect: The project sites are surrounded entirely by urban uses, and CAL FIRE does not identify the project sites to be in a Very High Fire Hazard Severity Zone.²⁰⁰ Since the project sites are not located in a Very High Fire Hazard Severity Zone, **no impact** would occur, and mitigation is not required.

- d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

No Impact

Discussion of Effect: The project sites are surrounded entirely by urban uses, and CAL FIRE does not identify the project sites to be in a Very High Fire Hazard Severity Zone.²⁰¹ Since the project sites are not located in a Very High Fire Hazard Severity Zone, **no impact** would occur, and mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XXI. Mandatory Findings of Significance

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

¹⁹⁹ *Ibid.*

²⁰⁰ *Ibid.*

²⁰¹ *Ibid.*

drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
- c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

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

Potentially Significant Unless Mitigation Incorporated

Discussion of Effect: Construction activities would occur within previously-developed properties, which includes limited biological resources. However, **Mitigation Measure BIO-1** has been identified to reduce potential impacts to nesting birds and wildlife nursery sites to less than significant with mitigation incorporated.

Implementation of **Mitigation Measures CUL-1** and **CUL-2** address potential impacts related to demolition of the property located at 2712 Park Avenue. Implementation of **Mitigation Measures CUL-3** and **CUL-4** address potential impacts related to any cultural material discovered during ground disturbing activities. Implementation of **Mitigation Measures CUL-5** addresses potential impacts related to unanticipated encounters with human remains during ground disturbing activities. Additionally, **Mitigation Measures GEO-1** and **GEO-2** are required in the event that unanticipated paleontological resources are unearthed during construction to ensure paleontological resources would be subject to scientific recovery and evaluation. Finally, adherence to **Mitigation Measures TCR-1** and **TCR-2** would ensure the project would be conditioned to cease excavation or construction activities if cultural, tribal cultural, archaeological resources, or human remains are identified and would include provisions for Native American monitoring of

ground-disturbing activities in such an instance. These measures also would ensure further consultation with interested Native American Tribes for the appropriate treatment of tribal cultural resources. Implementation of these mitigation measures would reduce impacts to these resources to **less than significant with mitigation incorporated**.

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

Less than Significant Impact

Discussion of Effect: As presented in the discussion of environmental checklist Sections I through XX, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues (Refer to Appendix I for the Mitigation Monitoring and Reporting Program). The proposed project could generate eight additional residents and three additional households in the city. As detailed in response to Checklist Question XIV(a), the project would not induce substantial population growth in the city or region. Furthermore, both the North Gateway and South Gateway Sites are located within an urbanized area and would be connected to existing municipal roadways and utility infrastructure. As detailed in response to Checklist Question XVII(a), development of the proposed project is anticipated to add a minimal amount of vehicle trips to the City’s circulation system. The proposed project is generally consistent with growth projections of the General Plan and goals and policies of SCAG’s Connect SoCal 2024 (refer to response to Checklist Questions III(a), VIII(b), and XI(b)). Accordingly, the project is designed to integrate within the City’s and region’s existing and proposed infrastructure framework, and cumulative overburdening of community infrastructure and service capacity is not expected to occur. Impacts specified throughout this Initial Study are considered project-specific in nature due to the limited scope of direct physical impacts to the environment. Consequently, the proposed project’s contribution to cumulative effects when viewed in connection with effects of past, current, or reasonably foreseeable projects would not be cumulatively considerable. Cumulative impacts would be **less than significant** with respect to all environmental issues. Additional mitigation is not required.

- c. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Unless Mitigation Incorporated

Discussion of Effect: In general, impacts to human beings are associated with air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. The South Coast Air Basin is currently designated as a non-attainment area for ozone, PM₁₀, and PM_{2.5}. Implementation of the proposed project would not contribute significant amounts of air pollutant emissions on either a short-term or long-term basis. Adherence to SCAQMD dust control measures would further reduce short-term construction air quality impacts, and no project-specific mitigation is required.

Construction plans would be subject to review by the City for compliance with the most current edition of the CBC at the time of construction, pursuant to Chapter 18.16

(Development Review) of the City Municipal Code and as modified by the City, as well as the recommendations in the project-specific Geotechnical Investigation in accordance with **Regulatory Compliance Measure GEO-1** to ensure that project development would be safeguarded against the effects of seismic related activity that may occur on-site.

The single-family homes (2692 Park Avenue, 2675 A Street, 2677 A Street, 2681 A Street, and 2683 A Street) within the South Gateway Site have not been surveyed for LBP or ACM. Since these structures were constructed prior to 1978, they require survey for these materials prior to demolition in accordance with **Regulatory Compliance Measure HAZ-1**. If LBP is identified at levels above the action level for abatement activities, then **Regulatory Compliance Measure HAZ-2** would be implemented. If ACM is identified at levels above the action level for abatement activities, then **Regulatory Compliance Measure HAZ-3** would be implemented. The two single family homes (2730 Park Avenue and 2712 Park Avenue) within the North Gateway have been previously surveyed for LBP and ACM and determined to contain LBP and ACM at levels above the action level for abatement activities.^{202,203,204,205} Therefore, **Regulatory Compliance Measures HAZ-2** and **HAZ-3** are required to be implemented for those properties prior to demolition. With implementation of **Regulatory Compliance Measures HAZ-1** through **HAZ-3**, hazards to the public and the environment from demolition of structures containing asbestos and/or lead would remain less than significant.

Adherence to Chapter 13.60 (Low Impact Development) of the City Municipal Code, the intent of the NPDES Permit for Los Angeles County and the incorporated cities of Los Angeles County (MS4 permit), and NPDES, SWPPP, SUSMP, and Urban Runoff Management Program requirements prepared as part of the proposed project (i.e., **Regulatory Compliance Measures HYD-1** and **HYD-2**) would ensure impacts related to water quality, hydrologic conditions of concern, and/or waste discharge remain less than significant.

Construction related noise and vibration levels were found to exceed applicable thresholds. **Regulatory Compliance Measure NOI-1** and **Mitigation Measures NOI-1** through **NOI-3** would ensure surrounding sensitive receptors would not be exposed to significant noise or vibration levels during construction or operation.

With implementation of these mitigation measures and Regulatory Compliance Measures, potential impacts on human beings would be reduced to **less than significant with mitigation incorporated**.

²⁰² Vector Environmental Consulting, Inc. *Lead Inspection Report, 2730 Park Avenue, La Verne, CA 91750*. Page 5. October 27, 2023. (Appendix E1)

²⁰³ Vector Environmental Consulting, Inc. *Asbestos Inspection Report, 2730 Park Avenue, La Verne, CA 91750*. Page 3. October 27, 2023. (Appendix E2)

²⁰⁴ Vector Environmental Consulting, Inc. *Lead Inspection Report, 2712 Park Avenue, La Verne, CA 91750*. Page 5. October 27, 2023. (Appendix E3)

²⁰⁵ Vector Environmental Consulting, Inc. *Asbestos Inspection Report, 2730 Park Avenue, La Verne, CA 91750*. Page 3. October 27, 2023. (Appendix E4)

REFERENCES

§ 7050.5, California Health and Safety Code. Division 7, Dead Bodies; Chapter 2, General Provisions.

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Appendix A

California Emissions Estimator Model (CalEEMod)

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA
91750 and La Verne Public Library at 3640 D Street, La Verne, CA
91750)

Appendix B1

Bat Preconstruction Survey Report

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix B2

Arborist Report

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix C

Historical Significance Evaluations

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix D

Geotechnical Investigation

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix E1

2730 Park Avenue Lead Survey

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix E2

2730 Park Avenue Asbestos Survey

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix E3

2712 Park Avenue Lead Survey

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix E4

2712 Park Avenue Asbestos Survey

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix F1

**Low Impact Development (LID) Study, 2692 Park Avenue, 2675 and
2681 A Street, La Verne, CA**

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

**Also available at La Verne City Hall at 3660 D Street, La Verne, CA
91750 and La Verne Public Library at 3640 D Street, La Verne, CA
91750)**

Appendix F2

**Low Impact Development (LID) Study, 2712 Park Avenue, La Verne,
CA**

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA
91750 and La Verne Public Library at 3640 D Street, La Verne, CA
91750)

Appendix G1

Noise Survey Sheets

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix G2

Construction Vehicle Noise Calculations

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix G3

Heating, Ventilation, and Air Conditioning (HVAC) Specifications

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix H

Trip Generation and Vehicle Miles Traveled Memorandum

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix I

Mitigation Monitoring and Reporting Program

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix J

Public Comment Letter and Responses to Public Comments

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

Appendix K

Errata Changes to the Draft Initial Study Dated November 2025

(Available at <https://www.cityoflaverne.org/DocumentCenter/Index/56>)

Also available at La Verne City Hall at 3660 D Street, La Verne, CA 91750 and La Verne Public Library at 3640 D Street, La Verne, CA 91750)

BRETHREN HILLCREST GATEWAY PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
RESPONSES TO PUBLIC COMMENTS

December 5, 2025

The primary objective and purpose of the Initial Study/Mitigated Negative Declaration (IS/MND) public review process is to obtain comments on the adequacy of the analysis of environmental impacts, the mitigation measures presented, and other analyses contained in the Initial Study prepared by the City of La Verne (City). The California Environmental Quality Act (CEQA) requires that the City decision makers consider the comments received during the public review of the IS/MND prior to carrying out or approving the project (*CEQA Guidelines* Section 15074[b]). Comments that do not directly relate to the analysis in the Initial Study (i.e., are outside the scope of this document) are not given specific responses; however, all comments are included in this section so that the decision makers may know the opinions of the commenter(s).

The Brethren Hillcrest Gateway Project IS/MND was circulated to the public and public agencies for a 20-day public review from November 3 to November 24, 2025. One (1) comment letter was received from a public agency as listed below:

- Sanitation Districts of Los Angeles County (Comment Letter A dated November 12, 2025)

The City has responded to the comment received on the project. The comment letter along with the City's responses are attached. Neither the comments nor the following responses to comments constitute "significant new information" (*CEQA Guidelines* Section 15073.5) that would require recirculation of the IS/MND or the preparation of an Environmental Impact Report (EIR).

**Brethren Hillcrest Gateway Project
Initial Study/Mitigated Negative Declaration
Response to Public Comments**

December 5, 2025

Comment Letter	Comment Number	Comment	Response
A	A-1	<p>Section XIX Utilities and Service Systems, answer to question D stated that there are a variety of landfills available, including Mesquite Landfill and Puente Hills Landfill. Please note that the Mesquite Regional Landfill is currently not in operation for waste disposal, and the Puente Hills Landfill closed permanently on October 31, 2013.</p>	<p>The City of La Verne (City) acknowledges that the Mesquite Regional Landfill is currently not in operation for waste disposal, and the Puente Hills Landfill closed permanently on October 31, 2013. Text in the Final Initial Study/Mitigated Negative Declaration (IS/MND) will be updated to remove reference to the Mesquite Regional Landfill and Puente Hills Landfill.</p> <p>This comment does not identify any new significant environmental issues or impacts that are germane to the California Environmental Quality Act (CEQA) or that were not already addressed in the Draft IS/MND. Neither this comment nor the response constitutes new information requiring recirculation of the Draft IS/MND.</p>
	A-2	<p>The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' 12-inch diameter La Verne Trunk Sewer, Section 2, located in Wheeler Avenue at Arrow Highway. This trunk sewer has a capacity of 1.3 million gallons per day (mgd) and conveyed a peak flow of 0.3 mgd when last measured in 2024.</p>	<p>The City acknowledges that wastewater originating from the project site would discharge to a local sewer line, which is not maintained by the Sanitation Districts of Los Angeles County (Districts), for conveyance to the Districts' 12-inch diameter La Verne Trunk Sewer, Section 2, located in Wheeler Avenue at Arrow Highway, which has a capacity of 1.3 million gallons per day (mgd) and conveyed a peak flow of 0.3 mgd when last measured in 2024. Text in the Final Initial Study/Mitigated Negative Declaration (IS/MND) will be updated to include this language.</p> <p>The project is anticipated to generate 0.0026 mgd, which would be adequately served by the Districts' La Verne Trunk Section 2 Trunk Sewer.</p> <p>This comment does not identify any new significant environmental issues or impacts that were not already addressed in the Draft IS/MND. Neither this comment nor the response constitutes new information requiring recirculation of the Draft IS/MND.</p>

**Brethren Hillcrest Gateway Project
Initial Study/Mitigated Negative Declaration
Response to Public Comments**

December 5, 2025

Comment Letter	Comment Number	Comment	Response
	A-3	<p>The expected average wastewater flow from the project, described in the NOI as demolition of four single-family homes (SFH) and construction of seven SFH, is 780 gallons per day. A copy of the District's average wastewater generation factors is available on our website at Table 1, Loadings for Each Class of Land Use.</p>	<p>The City acknowledges Sanitation Districts of Los Angeles County (Districts) has provided a copy of the District's average wastewater generation factors.</p> <p>The calculation of average wastewater flow in the IS/MND is based on the District's average wastewater generation factors. As detailed on page 160 of the IS/MND, development of the project would result in a total of 10 single family residential units, which would generate approximately 2,600 total gallons of wastewater per day (gpd) or 0.0026 million gallons per day (mgd). There are 7 units currently on the project sites, which generate an average of 1,820 gallons of wastewater per day (baseline conditions). Therefore, an additional 3 residential units would result in an increase of 780 gpd or 0.00078 mgd of wastewater compared to baseline conditions.</p> <p>This comment does not identify any new significant environmental issues or impacts that were not already addressed in the Draft IS/MND. Neither this comment nor the response constitutes new information requiring recirculation of the Draft IS/MND.</p>
	A-4	<p>The wastewater generated by the proposed project will be treated at the Pomona Water Reclamation Plant, which has a capacity of 15 mgd and currently processes an average recycled flow of 4.3 mgd.</p>	<p>The City acknowledges the Districts has provided accurate information regarding wastewater flow originating from the project site, which is conveyed ultimately to the Pomona Water Reclamation Plant with a capacity of 15 million gallons per day (mgd) and average processing volume of 4.3 mgd. Accordingly, the text in the Final Initial Study/Mitigated Negative Declaration (IS/MND) is updated to incorporate the information provided by the Districts.</p> <p>This comment indicates the Pomona Water Reclamation Plant maintains a surplus wastewater treatment capacity of</p>

**Brethren Hillcrest Gateway Project
Initial Study/Mitigated Negative Declaration
Response to Public Comments**

December 5, 2025

Comment Letter	Comment Number	Comment	Response
			<p>10.7 mgd, which is adequate capacity to serve the project, and therefore does not identify any new significant environmental issues or impacts that were not already addressed in the Draft IS/MND. Neither this comment nor the response constitutes new information requiring recirculation of the Draft IS/MND.</p>
	A-5	<p>The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family Home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and fees, please contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727.</p>	<p>The City acknowledges the Districts charges a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities.</p> <p>Charges and payments of development impact fees are administrative and fiscal actions, which would not result in a tangible change in the physical environment. Therefore, no change in the text of the Final IS/MND is required.</p> <p>Since the IS/MND concluded the Districts' facilities and Pomona Water Reclamation Plant maintain adequate capacity to serve the project, this comment does not identify any new significant environmental issues or impacts that are germane to CEQA or that were not already addressed in the Draft IS/MND. Neither this comment nor the response constitutes new information requiring recirculation of the Draft IS/MND.</p>
	A-6	<p>In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG).</p>	<p>The City acknowledges Districts indicates their wastewater treatment capacity is based on growth projections of the Southern California Association of Governments (SCAG). The available capacity of the Districts' treatment facilities will be limited to levels associated with the approved</p>

**Brethren Hillcrest Gateway Project
Initial Study/Mitigated Negative Declaration
Response to Public Comments**

December 5, 2025

Comment Letter	Comment Number	Comment	Response
		<p>Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service but is to advise the City that the Districts intend to provide this service up to the levels that are legally permitted and to inform the City of the currently existing capacity and any proposed expansion of the Districts' facilities.</p>	<p>growth identified by SCAG. The Districts' comment letter does not constitute a guarantee of wastewater service but is to advise the developer that the District's intend to provide wastewater service up to levels that are legally permitted and to inform the developer of the current capacity and any proposed expansion of the Districts' facilities.</p> <p>The IS/MND concluded the project is generally consistent with growth projections of the City's General Plan and goals and policies of SCAG's 2024 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), also known as Connect SoCal 2024 (refer to responses to Checklist Questions III(a), VIII(b), and XI(b) of the IS/MND). Additionally, the Districts' facilities and Pomona Water Reclamation Plant maintain adequate capacity to serve the project. Accordingly, the project is designed to integrate within the City's and region's existing and proposed infrastructure framework, and cumulative overburdening of community infrastructure and service capacity is not expected to occur.</p> <p>This comment does not identify any new significant environmental issues or impacts that were not already addressed in the Draft IS/MND. Neither this comment nor the response constitutes new information requiring recirculation of the Draft IS/MND. No change in the text of the Final IS/MND is required.</p>

MITIGATION MONITORING AND REPORTING PROGRAM BRETHREN HILLCREST GATEWAY PROJECT

This Mitigation Monitoring and Reporting Program has been prepared for use in implementing mitigation for the:

Brethren Hillcrest Gateway Project Case Nos. 88-25GPA, 27-25ZC, 26-25MPA, 25-25PM, 103-25PM, and 24-25PPR

The program has been prepared in compliance with State law and the Mitigated Negative Declaration (MND) prepared for the project by the City of La Verne (City).

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid significant effects on the environment (Public Resource Code Section 21081.6). The law states the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

- 1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- 2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- 3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes mitigation identified in the MND.

MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the City is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project site. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

REGULATORY COMPLIANCE MEASURES

Regulatory Compliance Measures are presented in instances where the proposed project would not create a significant impact but would be required to adhere to regulatory requirements in order to ensure impacts do not become significant. Regulatory Compliance Measures outline compliance with various federal, State, and/or local acts, laws, rules, regulations, municipal codes, etc.

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

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MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes

Date: November 1, 2025

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Biological Resources					
<p>MITIGATION MEASURE BIO-1: Vegetation removal shall be conducted outside of the nesting season (February 1, or January 1 for raptors, through September 15). If avoidance of the nesting season is not feasible, then a qualified biologist hired by the project Applicant and approved by the City of La Verne's Community Development Director or designee shall conduct a nesting bird survey within three days prior to any disturbance of the site, including demolition activities, tree removal, and/or grading.</p> <p>If a special-status species is located during the survey, consultation with the local California Department of Fish and Wildlife (CDFW) representative shall occur to determine what avoidance actions are required. The qualified biologist shall instruct construction personnel on the sensitivity of the area. If an active avian nest is identified, the biologist shall be present to delineate the boundaries of a 100-foot exclusionary buffer area and monitor the active nest to ensure that nesting behavior is not adversely affected by construction activities. Construction activities must occur outside of the exclusionary buffer around the active nest. For listed and raptor species, this buffer may be expanded to up to 500 feet from the active nest at the discretion of the qualified biologist in consultation with the City Community Development Director or designee and CDFW.</p>	Community Development Director or designee	Prior to the issuance of demolition and grading permits; during demolition and grading activities; upon completion of construction monitoring	<p>Evidence to the City:</p> <ol style="list-style-type: none"> 1) the required pre-construction surveys have been completed 2) consultation (as applicable) with the California Department of Fish and Wildlife has occurred 3) the establishment and maintenance (as applicable) of appropriate buffer(s) 4) final report of findings submitted to the Community Development Director or designee 		Withhold demolition and/or grading permit, and/or issuance of a stop work order

MITIGATION MONITORING AND REPORTING PROGRAM
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<p>The biologist shall have the authority to temporarily halt construction if it occurs within an established avian buffer or if new nesting activity occurs and a new buffer is required. Encroachment into buffers around active nests shall be conducted only at the discretion of the biologist. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area may occur or resume. Upon completion of construction monitoring, the biologist shall prepare a report of findings documenting the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of nesting birds. This measure shall be implemented to the satisfaction of the City Community Development Director or designee.</p>					
CULTURAL RESOURCES					
<p>MITIGATION MEASURE CUL-1: Prior to the issuance of a demolition permit for the structures located at 2712 Park Avenue, the project Applicant shall submit to the City for review and approval, information related to the provision of a commemorative plaque to be constructed at this address for this property. This information shall describe the type, style, location, and content of the plaque. The plaque shall be mounted permanently near the sidewalk or other location on the property where it is easy for the public to see and read and shall include a depiction of the residence and a summary about Ollie Riley inventing and manufacturing the Chrondek timer in the kitchen and garage of the property in 1953-1954. The plaque shall also indicate that additional information can be</p>	<p>Community Development Director or designee</p>	<p>Prior to the issuance of demolition permit and building permit</p>	<p>Evidence to the City: information describing the type, style, location, and content of the commemorative plaque is included on all construction plans, pages, and sheets</p>		<p>Withhold demolition permit or building permit</p>

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>found at the City Clerk's office.</p> <p>Prior to the issuance of building permits, the project Applicant shall submit evidence to the City that the commemorative plaque, as reviewed and approved by the City, has been incorporated into the project design.</p> <p>This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.</p>					
<p>MITIGATION MEASURE CUL-2: Prior to the issuance of a demolition permit for the structures located at 2712 Park Avenue, the project Applicant shall submit evidence to the City that the California Department of Parks and Recreation (DPR) forms 523A (Primary Record), 523B (Building, Structure, and Object Record), 523L (Continuation Sheet), and 523J (Location Map) for 2712 Park Avenue have been offered and/or provided to the La Verne Public Library (local history collection). In addition, this documentation shall be offered to the La Verne Historical Society, Pomona Public Library, Pomona Historical Society, the National Hot Rod Association (NHRA) Motorsports Museum, and/or similar groups and institutions identified by the City.</p> <p>This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.</p>	Community Development Director or designee	Prior to the issuance of demolition permit	Evidence to the City: California Department of Parks and Recreation 523 Forms 523A (Primary Record), 523B (Building, Structure, and Object Record), 523L (Continuation Sheet), and 523J (Location Map) have been offered to the La Verne Public Library and similar institutions/groups by the City		Withhold demolition permit
<p>MITIGATION MEASURE CUL-3: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior</p>	Community Development Director or designee	During grading and construction activities	Evidence to the City: a qualified archaeologist has been retained to assess discovery, and		Issuance of a stop work order

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within MM TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. This measure shall be implemented to the satisfaction of the City of La Verne's Community Development Director or designee.			coordination with the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) regarding the nature of the find		
MITIGATION MEASURE CUL-4: If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within MM TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly. This measure shall be implemented to the satisfaction of the City of La Verne's Community Development Director or designee.	Community Development Director or designee	During grading and construction activities	Evidence to the City: 1) preparation of a Monitoring and Treatment Plan, provided to YSMN for review and comment 2) a qualified archaeologist has been retained to monitor the remainder of the project		Issuance of stop work order
MITIGATION MEASURE CUL-5: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. This measure shall be implemented to	Community Development Director or designee	During grading and construction activities	Evidence to the City: Coordination with the County Coroner as necessary		Issuance of stop work order

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
the satisfaction of the City of La Verne's Community Development Director or designee.					
GEOLOGY AND SOILS					
<p>MITIGATION MEASURE GEO-1: Prior to issuance of grading permits, the City shall verify that the following note is included on all grading plans:</p> <p>"If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor shall halt work within a 60-foot radius around the find and establish an exclusionary buffer. Construction personnel shall not collect or move any suspected paleontological materials or further disturb any soils within the exclusionary buffer, but construction activity may continue unimpeded on other portions of the project sites. Construction activity shall not resume within the exclusionary buffer until a qualified paleontologist (defined as an individual with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least one year) can assess the significance of the find. If the paleontologist determines the find is not a paleontological resource, no further evaluation shall be required within the exclusionary buffer, and construction activity shall be allowed to resume therein. However, if the paleontologist determines the find is a paleontological resource, construction activity shall not resume within the exclusionary buffer, and Mitigation Measure GEO-2 shall apply."</p> <p>This measure shall be implemented to the</p>	Community Development Director or designee	Prior to issuance of grading permits	Evidence to the City: grading plans include instructions in the event a paleontological resource is detected		Withhold grading permit

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
satisfaction of the City of La Verne's Community Development Director or designee.					
<p>MITIGATION MEASURE GEO-2: If the qualified paleontologist determines paleontological resources are encountered on the project sites, the paleontologist shall prepare a Paleontological Resource Impact Mitigation Plan to be implemented during the balance of ground-disturbing activities. Implementation of the Paleontological Resource Impact Mitigation Plan shall include (but not be limited to) the following:</p> <ul style="list-style-type: none"> • Review of project-specific geotechnical report data, with particular regard to location and depth of earthmoving and the rock unit(s) encountered; • Development of a formal agreement between the project proponent and the San Bernardino County Museum, Natural History Museum of Los Angeles County, Western Science Center, San Diego Natural History Museum, or Riverside Municipal Museum for the final disposition and permanent storage and maintenance of any fossil collections and associated data. Should any of these facilities choose not to accept the fossil collections and associated data, the project Applicant shall consult with the Bonita Unified School District or other educational institution to offer the fossil collections and associated data for donation; • The construction schedule, term/schedule of on-site paleontological monitor(s) and the extent of areas and activities to be monitored; 	Community Development Director or designee	During construction	Evidence to the City: 1) preparation of a Paleontological Resource Impact Mitigation Plan 2) appropriate buffer areas have been established 3) formal agreement between the project proponent and appropriate repository for fossils 4) submittal of required evaluation and report by a qualified paleontologist to the City.		Issuance of a stop work order

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<ul style="list-style-type: none"> • Authority of paleontological monitor(s) to temporarily redirect construction activity in the vicinity of any paleontological discovery; • Procedures for the evaluation and option to recover large fossil specimens and for the evaluation, recovery, and processing of small fossil specimens; • Fossil specimen preparation, identification to the lowest taxonomic level possible, curation, and cataloging; and • A report of findings. <p>The paleontologist shall monitor remaining ground-disturbing activities in native soils at the project sites and shall be equipped to record and salvage fossil resources that may be unearthed during construction. The paleontologist shall temporarily halt or divert construction equipment to allow recording and removal of the unearthed resources. Any fossils found shall be offered for curation at a curation facility approved by the City. A report of findings, including, when appropriate, an itemized inventory of recovered specimens and a discussion of their significance, shall be prepared upon completion of the steps outlined above. The report and inventory, when submitted to and approved by the appropriate lead agency, will signify completion of the program to mitigate impacts on paleontological resources. This measure shall be implemented to the satisfaction of the City of La Verne's Community Development Director or designee.</p>					

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
NOISE					
<p>MITIGATION MEASURE NOI-1: During construction, the following measures shall be implemented to reduce construction noise to within the standards established in Section 8.20.050 of the City's Municipal Code.</p> <ul style="list-style-type: none"> • Temporary Construction Barriers for Mobile Construction Equipment. The construction contractor shall erect a minimum 10-foot-high temporary construction barrier at the project construction boundary of the North Gateway site on all sides and South Gateway site on the north, southeast, and south side. The barriers shall be continuous with no gaps or holes and may be any material that has a minimum Sound Transmission Class (STC) rating of 28. • Smart back-up alarms. The construction contractor shall ensure construction vehicles are equipped with smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels or, alternatively, employ human spotters to ensure safety when mobile construction equipment is moving in reverse in lieu of back-up alarms. <p>This measure shall be implemented to the satisfaction of the City of La Verne Building Official and City Community Development Director, or designee.</p>	City Building Official and Community Development Director, or designee	During demolition, grading, and construction	<p>Evidence to the City:</p> <p>1) temporary construction barrier is properly staged</p> <p>2) construction equipment is in proper working order</p>		Issuance of stop work order

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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
<p>MITIGATION MEASURE NOI-2: Prior to issuance of an occupancy permit, the City Director of Development Services, or designee, shall verify that the proposed project has obtained from an acoustical engineer a memorandum confirming that the heating, ventilation, and air conditioning (HVAC) equipment would comply with Item No. 2 under PS-7 Action in the City's General Plan Update Public Safety Element and Section 8.20.20 of the City Noise Ordinance. Pursuant to Item No. 2 under PS-7 Action in the City's General Plan Update Public Safety Element and Section 8.20.20 of the City Noise Ordinance, noise generated from HVAC equipment shall not exceed 55 A-weighted decibels (dBA) during daytime hours and 50 dBA during nighttime hours at the neighboring residential property. This measure shall be implemented to the satisfaction of the City Community Development Director, or designee.</p>	<p>City Building Official and Community Development Director, or designee</p>	<p>Prior to issuance of an occupancy permit</p>	<p>Evidence to the City: heating, ventilation, and air conditioning (HVAC) equipment would comply with Section 12.08.530 of the Los Angeles County Noise Ordinance</p>		<p>Withhold occupancy permit</p>
<p>MITIGATION MEASURE NOI-3: The construction contractor shall prohibit large bulldozers and loaded trucks, or require the use of light construction equipment (e.g., small bulldozers and trucks), within 12 feet of any existing residential structure. Additionally, the construction contractor shall prohibit the use of jackhammers or require the use of hand tools within six feet of an existing residential structure. This measure shall be implemented to the satisfaction of the City of La Verne Building Official and City Community Development Director, or designee.</p>	<p>City Building Official and Community Development Director, or designee</p>	<p>During demolition, grading, and construction</p>	<p>Evidence to City: light construction equipment and hand tools are used in proximity to existing residential structures</p>		<p>Issuance of stop work order</p>

MITIGATION MONITORING AND REPORTING PROGRAM
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Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
TRIBAL CULTURAL RESOURCES					
<p>MITIGATION MEASURE TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in MM CUL-1, of any pre-contact cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.</p>	Community Development Director or designee	During ground-disturbing activities	<p>Evidence to the City:</p> <p>1) YSMN has been provided information of any pre-contact cultural resources discovered during ground-disturbing activities</p> <p>2) preparation of a Cultural Resources Monitoring and Treatment Plan</p> <p>3) a YSMN monitor has been retained to be present during remaining ground-disturbing activities</p>		Issuance of a stop work order
<p>MITIGATION MEASURE TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency (i.e., City of La Verne) for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director, or designee.</p>	Community Development Director or designee	During ground-disturbing activities	<p>Evidence to the City:</p> <p>archaeological/cultural documents prepared for the project would be supplied to the project applicant and City for dissemination to YSMN</p>		Issuance of a stop work order

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

REGULATORY COMPLIANCE MEASURES

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes

Date: November 1, 2025

Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
GEOLOGY AND SOILS					
<p>REGULATORY COMPLIANCE MEASURE GEO-1: Prior to issuance of grading and/or building permits, the project Applicant shall provide evidence to the City for review and approval that proposed structures, features, and facilities have been designed and will be constructed in conformance with applicable provisions of the 2022 edition of the California Building Code (CBC) or the most current edition of the CBC in effect at the time the project Applicant's development application is deemed complete by the City.</p> <p>Additionally, the project Applicant shall provide evidence to the City that the recommendations cited in the project-specific Geotechnical Investigation are incorporated into project plans and/or implemented as deemed appropriate by the City. Geotechnical recommendations include, but are not limited to, removal of existing vegetation, structural foundations, floor slabs, utilities, septic systems, and any other surface and subsurface improvements that would not remain in place for use with the new development. Remedial earthwork, overexcavation, and ground improvement shall occur to depths specified in the Geotechnical Investigation to provide a sufficient layer of engineered fill or densified soil beneath the structural footings/foundations, as well as proper surface drainage devices and erosion control. Expansion index and plasticity index testing will be required at the completion of rough grading to verify the properties of the near-surface soils. Fill</p>	Community Development Director or designee	Prior to the issuance of grading and/or building permits	<p>Evidence to the City:</p> <p>1) design-level plans comply with California Building Code in effect at the time of development application submittal</p> <p>2) design-level geotechnical/soils/geologic report has been prepared and recommendations are incorporated as applicable</p> <p>3) verification testing has been conducted by a California-licensed structural engineer</p>		Withhold grading and/or building permits

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<p>soils shall consist of very low expansive soils. Construction of concrete structures in contact with subgrade soils determined to be corrosive shall include measures to protect concrete, steel, and other metals.</p> <p>A California-licensed structural engineer must conduct verification testing upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified. Additionally, the structural engineer must determine the ultimate thickness and reinforcement of the building floor slabs based on the imposed slab loading and verify seismic design parameters in accordance with American Society of Civil Engineers (ASCE) 7-16 Section 11.4.8. This measure shall be implemented to the satisfaction of the City Director of Building and Safety or designee.</p>					
HAZARDS AND HAZARDOUS MATERIALS					
<p>REGULATORY COMPLIANCE MEASURE HAZ-1: A comprehensive asbestos-containing materials (ACM) survey and lead-based materials (LBM) survey shall be completed prior to demolition or renovation of 2692 Park Avenue, 2675 A Street, 2677 A Street, 2681 A Street, and 2683 A Street within the South Gateway Site. If the ACM survey reveals any manufactured construction material that contains less than one percent asbestos by weight pursuant to Title 8, CCR Section 1529: Asbestos and if the LBM survey reveals lead levels below 0.7 milligram per square centimeter pursuant to Los Angeles County Code Title 11, Chapter 11.28, Section 11.28.010(c), no further survey or remedial work is required. However, if ACM greater than one percent asbestos by weight are identified within</p>	<p>Community Development Director or designee, and/or Building and Safety Division, or designee.</p>	<p>Prior to demolition or renovation</p>	<p>Evidence to the City: asbestos report/disposal plan, a lead-based materials report/disposal plan, and SCAQMD-approved disposal tickets to the City</p>		<p>Withhold demolition or renovation permit</p>

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Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
structures proposed for renovation or demolition, Regulatory Compliance Measure HAZ-2 shall apply. Furthermore, if lead levels at or above 0.7 milligram per square centimeter are identified, Regulatory Compliance Measure HAZ-3 shall apply. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director or designee, and/or Building and Safety Division, or designee.					
REGULATORY COMPLIANCE MEASURE HAZ-2: Prior to the demolition of 2730 Park Avenue and 2712 Park Avenue within the North Gateway Site, as well as demolition or renovation of any of the properties within the South Gateway Site determined under Regulatory Compliance Measure HAZ-1 to contain ACM, all ACM shall be abated from the demolition sites. An Asbestos Notification shall be prepared and submitted to the South Coast Air Quality Management District (SCAQMD) for approval before any asbestos abatement may commence. The contractor shall provide a construction and demolition plan with disposal tickets from an SCAQMD-approved disposal facility and air clearances prior to final inspection, and an asbestos report shall be provided to the City prior to the issuance of a demolition or renovation permit. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director or designee, and/or Building and Safety Division, or designee.	Community Development Director or designee, and/or Building and Safety Division, or designee.	Prior to demolition or renovation	Evidence to the City: 1) asbestos notification submitted to SCAQMD 2) construction/demolition plan with disposal tickets from SCAQMD-approved disposal facility and air clearances 3) asbestos report provided to the City		Withhold demolition or renovation permit
REGULATORY COMPLIANCE MEASURE HAZ-3: Prior to the demolition of 2730 Park Avenue and 2712 Park Avenue within the North Gateway Site, as well as demolition or renovation of any of the properties within the South Gateway Site	Community Development Director or designee, and/or Building	Prior to demolition or renovation	Evidence to the City: 1) construction/demolition plan with disposal tickets from SCAQMD-approved		Withhold demolition permit

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Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
determined under Regulatory Compliance Measure HAZ-1 to contain LBP, all LBM shall be abated from the demolition site with lead levels at or above 0.7 milligram per square centimeter shall be abated from the demolition site. Furthermore, California Department of Health lead certified staff would be required for all abatement work. The contractor shall provide a construction and demolition plan with disposal tickets from a South Coast Air Quality Management District-approved disposal facility and air clearances prior to final inspection, and a lead report shall be provided to the City prior to the issuance of a demolition or renovation permit. This measure shall be implemented to the satisfaction of the City of La Verne Community Development Director or designee, and/or Building and Safety Division, or designee.	and Safety Division, or designee.		disposal facility and air clearances 2) lead report provided to the City		
HYDROLOGY AND WATER QUALITY					
REGULATORY COMPLIANCE MEASURE HYD-1: Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS). The Applicant shall provide the Waste Discharge Identification Number (WDID) to the	Public Works Department and/or the Community Development Director, or designee	Prior to the issuance of demolition and grading permits and during construction	Evidence to the City: 1) submission of Permit Registration Documents (PRDs) 2) filing of the Notice of Intent with the Regional Water Quality Control Board via submittal of a copy of the Waste		Withhold demolition and/or grading permit and/or issuance of a stop work order

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Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
<p>Director of the City of La Verne Public Works Department and the Community Development Director or designee, to demonstrate proof of coverage under the Construction General Permit. Project construction shall not be initiated until a WDID is received from the SWRCB and is provided to the City, or designee. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify Construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in storm water runoff as a result of construction activities. Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTS.</p>			<p>Discharger's Identification Number to the City</p> <p>3) preparation of a Stormwater Pollution Prevention Plan, identifying Construction Best Management Practices (BMPs)</p> <p>4) submission of a Notice of Termination via SMARTS</p>		
<p>REGULATORY COMPLIANCE MEASURE HYD-2: Prior to issuance of a grading permit, the Applicant shall submit Standard Urban Stormwater Mitigation Plan (SUSMP) to the City of La Verne for review and approval. The SUSMP shall demonstrate that the proposed development plan includes BMPs for source control, pollution prevention, site design, low impact development (LID) implementation, and structural treatment control. Best Management Practices (BMPs) shall be designed and implemented consistent with the requirements outlined in the project-specific LID Studies and Los Angeles County's LID Standards Manual. Periodic maintenance of any required bioretention basin and landscaped areas during project occupancy and operation shall be in accordance with the schedule outlined in the SUSMP. This condition shall be</p>	<p>Public Works Department and/or the Community Development Director, or designee</p>	<p>Prior to the issuance of grading permits</p>	<p>Evidence to the City: Submission of a Standard Urban Stormwater Mitigation Plan (SUSMP) to the City</p>		<p>Withhold grading permit</p>

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
implemented to the satisfaction of the Director of the City of La Verne Public Works Department and the Community Development Director or designee, as appropriate.					
NOISE					
<p>REGULATORY COMPLIANCE MEASURE NOI-1: Prior to and during construction, the following measures shall be implemented to reduce construction noise to within the standards established in Section 8.20.050 of the City's Municipal Code.</p> <ul style="list-style-type: none"> • Construction Noise Management Plan. The project Applicant in consultation with the construction contractor shall prepare and submit to the City of La Verne Community Development Department a construction noise management plan that details the proper posting of construction schedules, appointment of a noise disturbance coordinator, and methods for assisting in noise reduction measures pursuant to Section 8.20.050 of the City's Municipal Code because noise-sensitive receptors are located 200 feet or less from the project sites. • Construction Hours. The construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays pursuant to Section 8.20.050 of the City's Municipal Code. Construction activities are prohibited outside of these hours and any time 	Community Development Director, or designee	Prior to and during construction	<p>Evidence to the City:</p> <p>1) preparation of a construction noise management plan</p> <p>2) construction is prohibited outside of permissible hours, Sundays, and holidays</p> <p>3) noise control techniques shall be used wherever feasible</p>		Withhold grading permit and/or issuance of a stop work order

MITIGATION MONITORING AND REPORTING PROGRAM
BRETHREN HILLCREST GATEWAY PROJECT

Project Name: Brethren Hillcrest Gateway Project

Applicant: Brethren Hillcrest Homes
Date: November 1, 2025

Regulatory Compliance Measure No. / Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non- Compliance
<p>on Sundays and legal holidays.</p> <ul style="list-style-type: none"> • Best Available Noise Control Techniques. The construction contractor shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) for all construction equipment and trucks wherever feasible. • Temporary power poles. The construction contractor shall use temporary power poles instead of generators where feasible. • Electrically Powered Tools. To the extent practicable, electrical power shall be used to run air compressors and similar power tools, which shall be equipped with external jackets on the tools themselves whenever feasible. <p>This measure shall be implemented to the satisfaction of the City of La Verne Building Official and City Community Development Director, or designee.</p>					

RESOLUTION NO. 1350

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LA VERNE, CALIFORNIA, APPROVING CASE NO. 115-25MPA, A REQUEST BY HILLCREST HOMES TO AMEND THE HILLCREST MASTER PLAN AND MAKING A RECOMMENDATION THAT THE CITY COUNCIL APPROVE THE GENERAL PLAN AMENDMENT AND ZONE CHANGE

WHEREAS, Brethren Hillcrest Homes has submitted an application to make changes to the Brethren Hillcrest community by incorporating new properties into the Master Plan community, merging parcels, and also demolishing and rebuilding residential units; and

WHEREAS, the overall project involves four separate sites which need different approvals; and

WHEREAS, these sites are referred to as the North Gateway Site, the South Gateway Site, the Zone Change Site, and the Master Plan Site; and

WHEREAS, the North and South Gateway Sites which has seven residential units on site will be incorporated into the Master Plan, four of these units will be demolished and seven new units will be constructed;

WHEREAS, the approvals required for the North and South Gateway Sites are: a General Plan Amendment from Low Density Residential to Community Facility; a zone change from Planned Residential to Institutional; a conditional use permit for the Master Plan Amendment to incorporate this into Neighborhood 5 of the Master Plan; a parcel merger for two parcels on the North Gateway Site into one parcel; and a precise plan review to facilitate the proposed development on the North and South Gateway Sites; and

WHEREAS, the Zone Change Site involves three existing dwelling units which will be added to Neighborhood 5 of the Hillcrest Master Plan; and

WHEREAS, the approvals required for the Zone Change Site are: a zone change from Planned Residential to Institutional; a conditional use permit for the Master Plan Amendment to incorporate this into Neighborhood 5 of the Master Plan; a parcel merger for two parcels into one parcel; and

WHEREAS, the Master Plan Change Site will redesignate approximately 0.95 acres of Neighborhood 10 of the Master Plan to Neighborhood 5; and

WHEREAS, on December 9, 2025, the Development Review Committee held a noticed, public hearing after which it approved the precise plan of design for the seven new homes and the parcels mergers subject to all of the other approvals becoming effective and recommended that the additional required entitlements be approved; and

WHEREAS, under La Verne Municipal Code § 18.60.020C, the Planning Commission is empowered to approve a conditional use permit for a master plan amendment on sites less than five acres; and

WHEREAS, the total acreage of the North and South Gateway Sites, the Zone Change Site, and the Master Plan Site are under five acres when combined; and

WHEREAS, on January 14, 2026, the Planning Commission held a noticed, public hearing on the General Plan Amendment; Zone Change, Conditional Use Permit for the Master Plan Amendment as well as the Mitigated Negative Declaration for the Project and Mitigation Monitoring and Reporting Program; and

WHEREAS, after considering all evidence presented, both oral and written, and prior to adopting this Resolution, the Planning Commission adopted the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Master Plan Amendment and recommended that the City Council do the same for the General Plan Amendment and Zone Change; and

NOW, THEREFORE, the Planning Commission of the City of La Verne, California does hereby resolve as follows:

Section 1. WHEREAS clauses. The Planning Commission hereby finds each of the WHEREAS clauses stated above to be true and correct and incorporates them as findings of fact.

Section 2. Findings. In approving the proposed Hillcrest Master Plan Amendment, the Planning Commission finds as follows:

A. The Master Plan Amendment conforms to the requirements of Chapter 18.60 of the La Verne Municipal Code:

1. Except for homes that are already existing in the areas to be added, the residential units will comply with the front, rear, and side setbacks.
2. The height of the structures will not exceed 35 feet.
3. Lot coverage shall not exceed 45%.
4. Landscaping shall be 25% percent of a site.
5. The Master Plan Amendment incorporates the North and South Gateway Sites and the Zone Change Site into the Hillcrest Master Plan and changes the Neighborhood designation of the Master Plan Site. These changes will continue the existing development

pattern for the Zone Change and Master Plan sites and the North and South Gateway Sites will conform to the Hillcrest Master Plan, creating neighborhood compatibility. The Final MND demonstrates that there will not be an adverse impact from the Master Plan Amendment.

B. The proposed use and development are consistent with the General Plan and the applicable land use zone based on the findings set forth below:

The proposed Master Plan Amendment is consistent with the General Plan Amendment and Zone Change which are being processed in conjunction with this application. The amendment will enable the construction of additional senior housing units in conjunction with Hillcrest Homes which will further goals and policies of the Housing Element.

C. The site for the proposed use is adequate in size, shape, topography, accessibility, and other physical characteristics to accommodate the proposed use and development in a manner compatible with existing and proposed surrounding land uses.

The added land to Neighborhood 5 of the Hillcrest Master Plan from the North and South Gateway sites will be of adequate size and shape, and topography to accommodate the proposed senior homes. This proposed development remains consistent with the surrounding Hillcrest community and the adjacent residential uses. There are no physical changes being proposed to the Zone Change or Master Plan sites.

D. The site has adequate access to those utilities and services, which are required for the proposed use.

All of the sites have been previously developed and are served by utilities and services which are adequate to serve the existing and new development.

E. Potential adverse effects upon the surrounding properties will be minimized to the extent practical and any remaining adverse effects are justified by the benefits conferred upon the neighborhood or community as a whole.

As identified in the Final MND prepared for the Project, all potential adverse effects will be mitigated below a level of significance through the mitigation measures set forth in the Mitigation Monitoring and Reporting Program, as well as through regulatory compliance measures.

Section 3. Approval. Based upon the above findings, the Planning Commission HEREBY APPROVES the proposed Master Plan Amendment. Approval of this Master Plan Amendment was a prerequisite for the Precise Plan of Review approved by the Development Review Committee on December 9, 2025 to become effective. The approval of this Master Plan Amendment incorporates all mitigation measures set forth

in the Mitigation Monitoring and Reporting Program as a condition of approval as well as all standard operating conditions.

Section 4. Recommendation. The Planning Commission hereby recommends that the City Council approve the Resolution Amendment the General Plan, in substantially the same form attached hereto as Exhibit A, and the Ordinance for the Zone Change, in substantially the same form attached hereto as Exhibit B, and incorporates all findings in said documents in making its recommendation.

Section 5. Effective Date. This resolution shall become effective immediately.

Section 6. Attestation. The Chairman shall sign and the Secretary shall attest to the adoption of Resolution No. 1350.

APPROVED AND ADOPTED this 14th day of January, 2026, by the Planning Commission at La Verne, California.

:

Chairman, Planning Commission

ATTEST:

Secretary, Planning Commission

RESOLUTION NO. __-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, CALIFORNIA, APPROVING CASE NO. 113-25GPA, A REQUEST BY HILLCREST HOMES TO AMEND THE GENERAL PLAN DESIGNATION OF THE SITES AT AIN: 8381-010-006, AIN: 8381-010-028, AND AIN: 8381-010-033 FROM LOW DENSITY RESIDENTIAL TO COMMUNITY FACILITY

WHEREAS, Brethren Hillcrest Homes has submitted an application to make changes to the Brethren Hillcrest community by incorporating new properties into the Master Plan community, merging parcels, and also demolishing and rebuilding residential units; and

WHEREAS, the overall project involves four separate sites which need different approvals; and

WHEREAS, these sites are referred to as the North Gateway Site, the South Gateway Site, the Zone Change Site, and the Master Plan Site; and

WHEREAS, the North and South Gateway Sites which has seven residential units on site will be incorporated into the Master Plan, four of these units will be demolished and seven new units will be constructed;

WHEREAS, the approvals required for the North and South Gateway Sites are: a General Plan Amendment from Low Density Residential to Community Facility; a zone change from Planned Residential to Institutional; a conditional use permit for the Master Plan Amendment to incorporate this into Neighborhood 5 of the Master Plan; a parcel merger for two parcels on the North Gateway Site into one parcel; and a precise plan review to facilitate the proposed development on the North and South Gateway Sites; and

WHEREAS, the Zone Change Site involves three existing dwelling units which will be added to Neighborhood 5 of the Hillcrest Master Plan; and

WHEREAS, the approvals required for the Zone Change Site are: a zone change from Planned Residential to Institutional; a conditional use permit for the Master Plan Amendment to incorporate this into Neighborhood 5 of the Master Plan; a parcel merger for two parcels into one parcel; and

WHEREAS, the Master Plan Change Site will redesignate approximately 0.95 acres of Neighborhood 10 of the Master Plan to Neighborhood 5; and

WHEREAS, on December 9, 2025, the Development Review Committee held a noticed, public hearing after which it approved the precise plan of design for the seven new homes and the parcels mergers subject to all of the other approvals becoming effective and recommended that the additional required entitlements be approved; and

WHEREAS, Sections 2.48.020 through 2.48.165 of the La Verne Municipal Code empower the Planning Commission to recommend appropriate legislation to the City Council regarding the orderly growth, development, and environmental character of the community; and

WHEREAS, Sections 65453 et seq. of the California Government Code authorize the Planning Commission to consider and recommend action to the City Council concerning general plan changes; and

WHEREAS, on January 14, 2026, the Planning Commission held a noticed, public hearing on the General Plan Amendment; Zone Change, Conditional Use Permit for the Master Plan Amendment as well as the Mitigated Negative Declaration for the Project and Mitigation Monitoring and Reporting Program; and

WHEREAS, after considering all evidence presented, both oral and written, the Planning Commission adopted the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Master Plan Amendment and recommended that the City Council do the same for the General Plan Amendment and Zone Change; and

WHEREAS, after considering all evidence presented, both oral and written, the Planning Commission also approved the Master Plan Amendments subject to City Council approval of the General Plan Amendment and Zone Change which the Planning Commission also recommended be adopted; and

WHEREAS, a notice of public hearing for the City Council meeting was published in the Inland Valley Daily Bulletin and mailed to all owners of properties within 300 feet of the property; and

WHEREAS, on February __, 2026, the City Council held a public hearing on the Zone Change and General Plan Amendment at which time it considered all evidence presented, both written and oral; and

WHEREAS, prior to adopting this Resolution the City Council adopted Resolution No. XXX adopting a Mitigated Negative Declaration and adopting a Mitigation Monitoring and Reporting Program;

NOW, THEREFORE, the City Council of the City of La Verne, California does hereby resolve as follows:

Section 1. WHEREAS clauses. The City Council hereby finds each of the WHEREAS clauses stated above to be true and correct and incorporates them as findings of fact.

Section 2. Approval. The City Council hereby approves the General Plan Amendment from Low Density Residential (0-5 du/ac) to Community Facilities for the

following two sites as shown on Exhibit A, attached hereto and incorporated herein by reference:

- A. North Gateway Site – AINs 8381-010-028, and 8381-010-033.
- B. South Gateway Site – AIN 8381-010-006.

Section 3. Findings. In approving the proposed general plan change from Low Density Residential to Community Facility, the City Council HEREBY FINDS AND DETERMINES that Case No. 113-25GPA satisfies California Government Code Sec. 65358 and the findings of Sections 18.112.060 and 18.112.070 of the La Verne Municipal Code in that:

1. The proposed changes are consistent with the General Plan.
The changes serve the public necessity, convenience, and general welfare in that they provide a foundation for allowing the development of additional senior housing units in conjunction with Hillcrest Homes and allow land adjacent to the existing Hillcrest Master Plan community property to be developed with a low-impact senior residential development that will bring high quality housing to the La Verne community.
2. The changes to Community Facility are consistent with good city planning practices in that they designate Hillcrest Homes property as Community Facility, to be consistent with the rest of the facility.

Section 4. Effective Date. This resolution shall become effective on the 31st day after passage.

Section 5. Attestation. The Mayor shall sign and the City Clerk shall attest to the passage of this resolution.

PASSED, APPROVED AND ADOPTED this __ day of February 2026 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Mayor, City of La Verne

ATTEST:

Debra Fritz, Deputy City Clerk

ORDINANCE XXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, CALIFORNIA, APPROVING CASE NO. 114-25ZC, A REQUEST BY HILLCREST HOMES TO CHANGE THE ZONE DESIGNATION FROM “PR4.5D” TO “INSTITUTIONAL” FOR THE SITES LOCATED AT AIN: 8381-010-028, AIN: 8381-010-033, AIN: 8381-010-006, AND AIN: 8381-012-013

WHEREAS, Brethen Hillcrest Homes has submitted an application to make changes to the Brethren Hillcrest community by incorporating new properties into the Master Plan community, merging parcels, and also demolishing and rebuilding residential units (the “Brethren Hillcrest Gateway Project” or “Project”); and

WHEREAS, the overall Project involves four separate sites which need different approvals; and

WHEREAS, these sites are referred to as the North Gateway Site, the South Gateway Site, the Zone Change Site, and the Master Plan Site; and

WHEREAS, the North and South Gateway Sites which has seven residential units on site will be incorporated into the Master Plan, four of these units will be demolished and seven new units will be constructed;

WHEREAS, the approvals required for the North and South Gateway Sites are: a General Plan Amendment from Low Density Residential to Community Facility; a zone change from Planned Residential to Institutional; a conditional use permit for the Master Plan Amendment to incorporate this into Neighborhood 5 of the Master Plan; a parcel merger for two parcels on the North Gateway Site into one parcel; and a precise plan review to facilitate the proposed development on the North and South Gateway Sites; and

WHEREAS, the Zone Change Site involves three existing dwelling units which will be added to Neighborhood 5 of the Hillcrest Master Plan; and

WHEREAS, the approvals required for the Zone Change Site are: a zone change from Planned Residential to Institutional; a conditional use permit for the Master Plan Amendment to incorporate this into Neighborhood 5 of the Master Plan; a parcel merger for two parcels into one parcel; and

WHEREAS, the Master Plan Change Site will redesignate approximately 0.95 acres of Neighborhood 10 of the Master Plan to Neighborhood 5; and

WHEREAS, on December 9, 2025, the Development Review Committee held a noticed, public hearing after which it approved the precise plan of design for the seven new homes and the parcels mergers subject to all of the other approvals becoming effective and recommended that the additional required entitlements be approved; and

WHEREAS, Sections 2.48.020 through 2.48.165 of the La Verne Municipal Code empower the Planning Commission to recommend appropriate legislation to the City Council regarding the orderly growth, development, and environmental character of the community; and

WHEREAS, Sections 65453 et seq. of the California Government Code authorize the Planning Commission to consider and recommend action to the City Council concerning general plan changes; and

WHEREAS, on January 14, 2026, the Planning Commission held a noticed, public hearing on the General Plan Amendment; Zone Change, Conditional Use Permit for the Master Plan Amendment as well as the Mitigated Negative Declaration for the Project and Mitigation Monitoring and Reporting Program; and

WHEREAS, after considering all evidence presented, both oral and written, the Planning Commission adopted the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Master Plan Amendment and recommended that the City Council do the same for the General Plan Amendment and Zone Change; and

WHEREAS, after considering all evidence presented, both oral and written, the Planning Commission also approved the Master Plan Amendment subject to City Council approval of the General Plan Amendment and Zone Change which the Planning Commission also recommended be adopted; and

WHEREAS, a notice of public hearing for the City Council meeting was published in the Inland Valley Daily Bulletin and mailed to all owners of properties within 300 feet of the property; and

WHEREAS, on February X, 2026, the City Council held a public hearing on the Zone Change and General Plan Amendment as well as the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, at which time it considered all evidence presented, both written and oral; and

WHEREAS, prior to adopting this Ordinance the City Council adopted Resolution No. XXX adopting a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program and also adopted Resolution No. XXX amending the General Plan land use designation for the North and South Gateway Sites;

NOW, THEREFORE, the City Council of the City of the City of La Verne does hereby ordain as follows:

Section 1. WHEREAS clauses. The City Council hereby finds each of the WHEREAS clauses stated above to be true and correct and incorporates them as findings of fact.

Section 2. Approval. The City Council hereby approves the Zoning Change from Planned Residential to Institutional for the following three sites as shown on Exhibit A, attached hereto and incorporated herein by reference:

- A. North Gateway Site – AINs 8381-010-028, and 8381-010-033.
- B. South Gateway Site – AIN 8381-010-006.
- C. Zone Change Site – AIN 8381-012-013

Section 3. Findings. In approving these changes to Institutional the City Council HEREBY FINDS AND DETERMINES that Case No. 114-25ZC satisfies California Government Code Sec. 65358 and the findings of Sections 18.112.060 and 18.112.070 of the La Verne Municipal Code in that:

1. The proposed Zone Change is consistent with the land use designation of the General Plan and implements the policies of the City’s Housing Element.
2. The Zone Change serve the public necessity, convenience, and general welfare in that it provides a foundation for allowing the development of additional senior housing units in the Hillcrest community, thereby allowing the development of seven new, low-impact senior residential units that will bring high quality housing to the La Verne community.
3. The Zone Change is consistent with good city planning practices in that it designate Hillcrest Homes property as Institutional, to be consistent with the rest of the facility.

Section 4. Effective Date. This ordinance shall become effective on the 31st day after passage.

Section 5. Attestation. The Mayor shall sign and the City Clerk shall attest to the passage of this ordinance.

PASSED, APPROVED AND ADOPTED this ___ day of February 2026 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Mayor, City of La Verne

ATTEST:

Debra Fritz, Deputy City Clerk