

EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, the environmental impacts associated with the project, and mitigation measures recommended to mitigate identified significant impacts.

PROJECT SYNOPSIS

Project Applicant

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Project Description

The proposed Crestridge Senior Housing project would involve the development of a senior-restricted (55+ years of age or older) for-sale residential community. The proposed project would include 60 attached residential units at an overall density of 6.15 units per acre. The units would be two stories in height with up to five residences per structure. Maximum building heights would be approximately 27 feet from finished grade. Several proposed buildings would exceed 16 feet in height above existing grade, and thus the project requires approval of a Conditional Use permit. The approximately 9.76-acre project site is located at 5601 Crestridge Road in the north-central portion of the City of Rancho Palos Verdes.

To accomplish the project, the existing slope would be excavated to accommodate flat building pads stepping gradually upward. Much of the ridge itself would be removed and graded generally flat. Site preparation would involve excavation of approximately 145,000 cubic yards of material (soil and rock) and placement of approximately 2,000 cubic yards of fill material. Project grading and construction would occur over approximately 13 months and be completed in 2014. The northern portion of the site adjacent to Vista del Norte preserve would be landscaped and developed with a system of paved pedestrian paths.

ALTERNATIVES

As required by CEQA, the EIR examines a range of alternatives to the proposed project. Studied alternatives include the following alternatives.

No Project (Alternative 1) – The No Project Alternative assumes that development of the proposed project would not occur. The site would remain an undeveloped hillside. The site would remain in its current condition and no improvements (including trails) would occur. It should be noted that the No Project alternative would not preclude development of the site in the future.

Reduced Project Alternative (Alternative 2) - This alternative assumes that 12 new senior-restricted (55+ years of age or older) for-sale residential units would be developed on the project site. These units would be located along Crestridge Road and would correspond to



units 1 to 12 as shown on the site plan for the proposed project. The design and layout of these units would be similar to that of the proposed project in that they would be townhome-style and single-level living stacked flat residences. The units would be attached and two stories in height. As with the proposed project, the height of several of these units would exceed 16 feet above existing grade; therefore, a conditional use permit would be required. As with the proposed project, access would be provided through the site to the City-owned lands (Vista Del Norte Preserve) to the north. The undeveloped portion of the property would be restored with native vegetation, with pedestrian trails connecting this area of the site to the adjacent preserve.

Open Space Preserve Alternative (Alternative 3) - This alternative would involve incorporation of the site into the adjacent Vista Del Norte Ecological Preserve and maintaining the site as open space. Recreational amenities would be added to the site for use by the public, including trails connecting to the existing Vista Del Norte Ecological Preserve, which would replace the existing informal paths used by the public at present. Amenities such as an overlook area with seating would also be added.

This alternative would require a change in the land use designation and zoning for the site from Institutional to Open Space. As part of this alternative, the site could be designated as reserve open space under the Rancho Palos Verdes Natural Communities Conservation Planning (NCCP) Subarea Plan. It should be noted that this alternative would not achieve any of the project objectives discussed in Section 2.0 (Project Description).

Other Institutional Use (Alternative 4) - This alternative would involve development of an approximately 18,000 square foot, single-story (16 feet maximum height) building, or strip of buildings depending on the use or uses at the site, directly adjacent to Crestridge Road. The remainder of the site would be left in its current undeveloped state. Uses allowed in the Institutional zone and that could be accommodated by this type of development include, but are not limited to: minor professional and retail commercial uses, clinics and sanitariums (such as an animal hospital), educational uses and places used primarily for religious services, including parochial schools and convents.

Grading at the site would be limited to only what is required to accommodate the building and the supporting infrastructure; retaining walls would be constructed at the rear of the structure to limit the amount of alteration required to the slopes north of Crestridge Road. No on-site parking would be provided as part of this alternative; therefore, all workers and visitors to the site would be required to use on-street parking.

This alternative would not include provision for a pedestrian link to the adjacent Vista Del Norte Preserve.

SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Table ES-1 summarizes the proposed project's significant environmental impacts, recommended mitigation, and residual impacts. Please note that a number of potential impacts are addressed in the Initial Study (Appendix A to the EIR), where they were determined to be less than significant without the need for further analysis in the EIR. These include impacts related to:



- Agricultural and Forestry Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public services
- Recreation
- Utilities and Service Systems

In the case of Cultural Resources, mitigation measures were provided in the Initial Study to reduce impacts to a less than significant level. Please refer to the Initial Study, Appendix A to this EIR, for further information related to these issues.

Table ES-1 Summary of Environmental Impacts, Mitigation Measures and Residual Impacts

Impact	Mitigation Measures	Residual Impact
AESTHETICS		
<p>AES-1 The proposed Crestridge Senior Housing project is located in an area with rolling topography allowing views of developed and undeveloped hillsides in several directions from public and private viewpoints. The proposed project would alter the view of the project site from several of these viewpoints, but would not block or otherwise have a substantial adverse effect on a scenic view or vista, including those identified in the General Plan. This is a Class III, adverse, but <i>less than significant</i> impact.</p>	<p>None required. The following mitigation measure is <u>recommended</u>:</p> <p>AES-1 Tree Maintenance. Prior to issuance of building permits, the applicant shall prepare and submit for City review and approval a landscape maintenance plan for the project that includes a requirement to undertake tree trimming at regular intervals, or as necessary, to prevent trees at the site from extending beyond one foot above the roof of the adjacent or closest structure (to the tree/foliage). Trees shall be of a species that can be maintained at such heights.</p>	<p>Less than significant</p>
<p>AES 2 The proposed project would introduce structural development, new landscaping, and hardscape to an open and undeveloped site, and project grading would substantially alter the site's slope and ridgeline topography. In addition, the site is identified on the Rancho Palos Verdes General Plan Visual Aspects Map as a "canyon and ridge" feature and as "Undeveloped Lands Impacting Visual Character;" grading for and construction of the proposed project would eliminate both of these attributes. Impacts to the existing visual character and quality of the site and its surroundings would therefore be Class I, <i>significant and unavoidable</i>.</p>	<p>None available.</p>	<p>Significant and unavoidable.</p>



**Table ES-1 Summary of Environmental Impacts,
 Mitigation Measures and Residual Impacts**

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<p>AES-3 The proposed project would result in new sources of light and glare on and around the project site due to introduction of new buildings, hardscape and associated lighting. Some of the new light and glare would be visible from public and private viewpoints. However, with required adherence to the lighting restrictions in City’s zoning ordinance, impacts related to light and glare would be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>
AIR QUALITY		
<p>AQ-1 Construction activity would generate on and off site air pollutant emissions that would exceed SCAQMD construction thresholds for NOx and PM10. On-site construction-related emissions would also exceed SCAQMD LSTs for PM10 and PM2.5. However, with implementation of mitigation, temporary construction impacts would be Class II, <i>significant but mitigable</i>.</p>	<p>AQ-1(a) Construction Equipment Controls. The following shall be implemented during construction to minimize emissions of NOx associated with diesel-fuelled construction equipment.</p> <ol style="list-style-type: none"> 1. All diesel construction equipment shall meet Interim Tier 4 EPA emission standards. 2. Construction contractors shall minimize equipment idling time throughout construction. Engines shall be turned off if idling would be for more than five minutes. 3. Equipment engines shall be maintained in good condition and in proper tune as per manufacturers’ specifications. 4. The number of pieces of equipment operating simultaneously shall be minimized. 5. Construction contractors shall use alternatively fueled construction equipment (such as compressed natural gas, liquefied natural gas, or electric), when feasible. 6. The engine size of construction equipment shall be the minimum practical size. 7. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated clean diesel engines) shall be utilized wherever feasible. 8. During the smog season (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time. <p>AQ-1(b) Fugitive Dust Control Measures. The following shall be implemented during</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts,
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	<p>construction to minimize fugitive dust emissions:</p> <ol style="list-style-type: none"> 1. All exposed, disturbed, and graded areas onsite shall be watered three times (3x) daily until completion of project construction to minimize the entrainment of exposed soil. 2. Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavating activities. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities. 3. Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities: <ul style="list-style-type: none"> • Trucks transporting material on and off the site must be tarped from the point of origin or must maintain at least one foot of freeboard. • All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. 4. Ground cover must be replaced in disturbed areas as quickly as possible. 5. During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to affect adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust from being an annoyance or hazard, either off-site or on-site. 6. The contractor must provide adequate loading/unloading areas that limit track-out onto adjacent roadways through the utilization of wheel washing, rumble plates, or another method achieving the same intent. 	



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	<ol style="list-style-type: none"> 7. Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads. 8. Personnel involved in grading operations, including contractors and subcontractors, shall wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations. 9. All residential units located within 500 feet of the construction site must be sent a notice regarding the construction schedule of the proposed project. A sign legible at a distance of 50 feet must also be posted in a prominent and visible location at the construction site, and must be maintained throughout the construction process. All notices and the signs must indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints. 10. Visible dust beyond the property line emanating from the project must be prevented to the maximum extent feasible. 11. Signs shall be posted on-site limiting construction traffic to 15 miles per hour or less. 12. Dust control requirements shall be shown on all grading plans. 13. These control techniques must be indicated in project specifications. Compliance with the measure shall be subject to periodic site inspections by the City. 	
<p>AQ-2 Operation of the proposed project would generate criteria air pollutant emissions. However, regional emissions would not exceed SCAQMD operational significance thresholds. Therefore, operational impacts to regional air quality would be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>AQ-3 The proposed project would be consistent with the AQMP. Impacts would be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>



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<p>AQ-4 Vehicle traffic associated with the proposed project could incrementally increase localized carbon monoxide (CO) levels. However, CO levels would not exceed SCAQMD thresholds for further CO hotspot analysis and would not be expected to exceed federal or state ambient air quality standards. Impacts would be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>BIOLOGICAL RESOURCES</p>		
<p>BIO-1 The proposed Crestridge Senior Housing Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Impacts would be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>BIO-2 The proposed Crestridge Senior Housing Project would not 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 Game or U.S. Fish and Wildlife Service. Impacts would be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>BIO-3 The proposed Crestridge Senior Housing Project would not be expected to interfere substantially with the movement of native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. However, native bird species commonly encountered in urban areas could nest in the dispersed toyon shrubs and Brazilian peppertrees found at the project site. Impacts would be Class II, <i>significant but mitigable</i>.</p>	<p>BIO-3 Nesting Bird Surveys and Avoidance. Site disturbance shall be prohibited during the general avian nesting season (February 1 – August 30), if feasible. If breeding season avoidance is not feasible, a qualified biologist shall conduct a preconstruction nesting bird survey to determine the presence/absence, location, and status of any active nests on or adjacent to the project site. The surveys shall be conducted by a qualified biologist approved by the Community Development Department. The extent of the survey buffer area surrounding the site shall be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by MBTA and the Fish and Game Code of California, nesting bird surveys shall</p>	<p>Less than significant.</p>



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	<p>be performed twice per week during the three weeks prior to the scheduled vegetation clearance. In the event that active nests are discovered, a suitable buffer (e.g. 30-50 feet for passerines) should be established around such active nests and no construction within the buffer allowed until a qualified biologist has determined that the nest is no longer active (e.g. the nestlings have fledged and are no longer reliant on the nest). No ground disturbing activities shall occur within this buffer until the City-approved biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Nesting birds surveys are not required for construction activities occurring between August 16 and February 1.</p>	
<p>BIO-4 The proposed Crestridge Senior Housing Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. In addition, the project site is not within an adopted Habitat Conservation Plan area. However, potential introduction of non-native plant species associated with on-site landscaping could conflict with the adopted Natural Conservation Community Plan. Impacts would be Class II, significant but mitigable.</p>	<p>BIO-4(a) Construction Best Management Practices. The following measures shall be employed as part of construction monitoring for the site:</p> <ul style="list-style-type: none"> • Contractors shall be educated regarding the off-site Reserve and the need to keep equipment and personnel within the project site prior to the initiation of construction. • Temporary construction fencing shall be placed at the planned limits of disturbance adjacent to the Reserve. <p>BIO-4(b) Provisions for Invasive Species and Native Habitat Elements in the Landscaping Plan. No species listed in the Cal-IPC Invasive Plant Inventory (2006) or identified as potentially invasive ornamental species in the Rancho Palos Verdes NCCP Subarea Plan (2004) will be utilized in the landscaping plan for the site. Species listed in the Subarea Plan include everblooming acacia (<i>Acacia longifolia</i>), Sydney golden wattle (<i>Acacia cyclops</i>), Peruvian pepper tree (<i>Schinus molle</i>), Brazilian pepper tree (<i>Schinus terebenthifolia</i>), black locust (<i>Robinia pseudo-acacia</i>), myoporum (<i>Myoporum laetum</i>), gum tree (<i>Eucalyptus spp.</i>), and pines (<i>Pinus spp.</i>). In addition, to the extent feasible the proposed project shall incorporate native habitat elements into the landscaping plan for the 1.67-acre passive park with trails, scenic overlooks, and community gardens in the northern portion of the Crestridge Senior Housing development project. Native habitat elements include using locally sourced native shrubs such as toyon, California sagebrush, coastal bluff buckwheat, native grasses, and native perennial forbs as part of the planting palette.</p>	<p>Less than significant.</p>



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	<p>BIO-4(c) Construction Staging and Stockpiling Areas. Grading and building plans submitted for the proposed project for City review and approval shall identify areas for construction staging, fueling and stockpiling. These areas shall be located as far as practical from the Vista del Norte Preserve, and not closer than 70 feet from the Preserve boundary.</p>	
GEOLOGY AND SOILS		
<p>GEO-1 Seismically induced ground shaking could destroy or damage structures and infrastructure, resulting in loss of property or risk to human safety. However, mandatory compliance with applicable City of Rancho Palos Verdes and California Building Code requirements would reduce impacts to a Class III, <i>less than significant</i>, level.</p>	None required.	Less than significant.
<p>GEO-2 The slope stability analysis prepared for the project site concluded that the on-site existing and proposed slopes could be subject to landslides. This is considered a Class II, <i>significant but mitigable impact</i>.</p>	<p>GEO-2(a) Compliance with the recommendations included in the previous geotechnical studies undertaken at the site shall be required. These recommendations include maintenance of a uniform, near optimum moisture content in the slope soils, and avoidance of over-drying or excess irrigation, which will reduce the potential for softening and strength loss. In addition, slope maintenance shall include the immediate planting of the slope with approved, deep rooted, lightweight, drought resistant vegetation, as well as proper care of erosion and drainage control devices, and a continuous rodent control program. Brow ditches and terraces shall be cleaned each fall, before the rainy season, and shall be frequently inspected and cleaned, as necessary, after each rainstorm. Access to the slopes, including foot traffic outside of designated pedestrian footpaths, should be minimized to avoid local disturbance to surficial soils. The City of Ranch Palos Verdes Public Works Department shall review and approve all final plans for slope maintenance prior to issuance of a grading permit.</p> <p>GEO-2(b) The proposed retaining wall at the top of the existing cut slope at the eastern boundary of the site shall be designed as a buried retaining wall to support the project and underlying adverse geologic structure. The system requires a design and depth of embedment that would safeguard onsite improvements in the event the offsite slope failed.</p>	Less than significant.



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	<p>GEO-2(c) An as-graded geotechnical report shall be prepared by the project geotechnical consultant following completion of grading. The report shall include the results of in-grading density tests, and a map clearly depicting buttress fill keyway locations and depths, removal area locations and depths, sub-drainage system locations and depths and geological conditions exposed during grading.</p> <p>GEO-2(d) The applicant shall install permanent inclinometer stations at the site to allow the northern slope to be monitored for possible movement following implementation of the project. The number and location of the inclinometer stations shall be determined by the City Geologist. The applicant shall submit a record of inclinometer readings along with any recommendations from a geotechnical engineer to the City every six months during the lifetime of the project or until the City Geologist agrees that semi-annual readings are no longer necessary. In addition, readings and geotechnical recommendations shall be submitted to the City following a heavy rainfall event (>2 times average monthly rainfall) or following a magnitude 5.0 or greater seismic event within 20 miles of the project site.</p> <p>If the geotechnical engineer determines that sufficient movement has taken place that warrants further corrective or preventative action, the project applicant shall be responsible for all expenses associated with the costs of implementing any remediation recommended by the geotechnical engineer to ensure that the slope remains stable. Further monitoring by inclinometers may be required, if recommended by the geotechnical engineer or required by the City.</p>	
<p>GEO-3 The proposed project is located in an area underlain by expansive soils. Impacts relating to expansive soils are considered Class II, <i>significant but mitigable</i>.</p>	<p>GEO-3(a) Geotechnical Recommendations. Prior to issuance of any Grading Permit or Building Permit, the project applicant shall comply with all recommendations contained within the Geology and Geotechnical Investigation prepared by Group Delta Consultants (2003) including:</p> <ul style="list-style-type: none"> • Following grading, the expansion potential of the exposed subgrade shall be tested. The design of foundations and slabs shall consider the high expansion potential. Following completion of grading and until slabs and footings are poured, the exposed soil and bedrock materials shall be periodically wetted to prevent them from drying out. Pre-saturation is also 	<p>Less than significant.</p>



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	recommended. GEO-3(b) Expansive Soil Removal and/or Treatment. Suitable measures to reduce impacts from expansive soils could include one or more of the following techniques, as determined by a qualified geotechnical engineer and approved by the City of Rancho Palos Verdes Public Works Department: <ul style="list-style-type: none"> • Excavation of existing soils and importation of non-expansive soils. All imported fill shall be tested and certified by a registered Geotechnical Engineer and certified for use as a suitable fill material; and • On-site foundations shall be designed to accommodate certain amounts of differential expansion in accordance with Chapter 18, Division III of the UBC. 	
GREENHOUSE GAS EMISSIONS		
GHG-1 The proposed project would generate additional GHG emissions beyond existing conditions. However, GHG emissions generated by the project would not exceed the applicable significance thresholds. Impacts would be Class III, <i>less than significant</i> .	None required.	Less than significant.
GHG-2 The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Impacts would be Class III, <i>less than significant</i> .	None required.	Less than significant.
HYDROLOGY AND WATER QUALITY		
HWQ 1 During grading for and construction of the proposed project, the soil surface would be subject to erosion and the downstream watershed, including the Pacific Ocean, could be subject to temporary sedimentation and discharges of various pollutants. However, with implementation of NPDES requirements, impacts related to the potential for discharge of various pollutants, including sediment, would be Class III, <i>less than significant</i> .	None required.	Less than significant.
HWQ 2 Development of the proposed senior housing project would increase the amount of impermeable surfaces on the project	None required.	Less than significant.



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<p>site, and would also generate various urban pollutants such as oil, herbicides and pesticides, which could adversely affect surface water quality. Increased impermeable surfaces on the site could also increase the flow rate of stormwater off the site compared to existing conditions resulting in increased erosion in downstream drainage channels. However, with implementation of NPDES requirements and onsite stormwater detention facilities, impacts related to surface water quality would be Class III, <i>less than significant</i>.</p>		
NOISE		
<p>N-1 Project construction would intermittently generate high noise levels on and adjacent to the site. However, the project would be required to comply with the City's regulations pertaining to the allowable timing of construction activities, and construction noise would not be expected to exceed typical levels associated with grading and construction. Therefore, impacts would be Class III, <i>less than significant</i>.</p>	<p>Impacts would be less than significant; nonetheless, the following <u>recommended</u> mitigation measures would reduce the temporary noise levels associated with project construction.</p> <p>N-1(a) Noise Mitigation and Monitoring Program. The applicant shall provide, to the satisfaction of the Community Development Director, a Noise Mitigation and Monitoring Program that requires all of the following:</p> <ul style="list-style-type: none"> • Construction contracts that specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. • That property owners and occupants located within 0.25 miles of the project site shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the project. All notices shall be reviewed and approved by the Community Development Director prior to the mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and telephone number where residents can inquire about the construction process and register complaints. • That prior to issuance of any Grading or Building Permit, the Applicant shall demonstrate to the satisfaction of the City's Building Official how construction noise reduction methods such as shutting off idling equipment and vehicles, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment 	<p>Less than significant.</p>



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	<p>staging and parking areas and occupied residential areas, and electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible.</p> <ul style="list-style-type: none"> • That during construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. <p>N-1(b) Construction Vehicle Idling. During demolition, construction and/or grading operations, trucks shall not park, queue and/or idle at the project site or in the adjoining public rights-of-way before 7:00 am, Monday through Saturday, in accordance with the permitted hours of construction.</p> <p>N-1(c) Staging Area. The construction contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors (neighboring residences and institutional uses). This would reduce noise levels associated with most types of idling construction equipment.</p> <p>N 1(d) Diesel Equipment Mufflers. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.</p> <p>N 1(e) Electrically-Powered Tools and Facilities. Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.</p> <p>N-1(f) Restrictions on Excavation and Foundation/Conditioning. Excavation, foundation-laying, and conditioning activities shall be restricted to between the hours of 10:00 AM and 3:00 PM, Monday through Friday and located to maximize the distance between activity and sensitive receptors (neighboring residences and institutional uses).</p> <p>N-1(g) Additional Noise Attenuation Techniques. For all noise-generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels to the maximum extent feasible. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors.</p>	



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<p>N-2 Project construction activities could generate intermittent levels of groundborne vibration affecting residences and buildings adjacent to the project site. However, these impacts are temporary in nature and would not exceed existing thresholds. Therefore, impacts would be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>N-3 Project-generated traffic would incrementally increase noise levels on area roadways. However, the increase in noise would not exceed significance thresholds and would therefore be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>N-4 Operation of the proposed project would generate noise levels that may periodically be audible to existing uses near the project site. Onsite noise sources would include parking lot noise, deliveries and other service vehicles, visitors, and onsite machinery. However, noise from these sources would be below the thresholds used for this analysis and consistent with City Codes. Therefore, impacts would be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>TRAFFIC AND CIRCULATION</p>		
<p>T-1 Project-generated traffic would increase traffic volumes and incrementally reduce levels of service at each of the five study intersections. However, the level of service impact would not exceed City thresholds at any intersection. Therefore, impacts to study area intersections would be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>T-2 Project-generated traffic would not exceed LOS standards for Crestridge Road. Therefore, impacts to street segments would be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>T-3 Project-generated traffic would not affect vehicle storage capacity at the intersection of Crenshaw Boulevard/Crestridge Road. Storage capacity for the westbound left-turn lane at the intersection of Highridge</p>	<p>None required.</p>	<p>Less than significant.</p>



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<p>Road/Hawthorne Boulevard is currently inadequate and would remain inadequate in the Year 2015 scenario. However, project generated traffic would not exacerbate issues with storage capacity. Therefore, impacts to intersection queuing would be Class III, <i>less than significant</i>.</p>		
<p>T-4 Vehicles exiting and entering the site would experience delays equivalent to LOS B during the AM and PM peak period for Year 2015 traffic conditions. In addition, review of the current site plan indicates that the proposed project driveway would provide an adequate storage reservoir to accommodate vehicles entering the site. The internal circulation system is also deemed to be adequate. Therefore, impacts related to site access and internal circulation would be Class III, <i>less than significant</i>.</p>	<p>None required. The following mitigation measure is recommended: T-4 Site Access. Install a stop sign and stop bar at the proposed project driveway on Crestridge Road. This feature shall be shown on all project plans submitted for building permit review.</p>	<p>Less than significant.</p>
<p>T-5 Adequate vertical sight distance would be provided from the proposed project driveway to the crest on Crestridge Road. However, a motorist's sight distance could be obstructed by future project landscaping and/or hardscape along the project frontage. This is a Class II, <i>significant but mitigable</i> impact.</p>	<p>T-5 Maintain Sight Distance. Final project plans shall show that landscaping and/or hardscape at or near the proposed project driveway is designed such that a driver's clear line of sight is not obstructed.</p>	<p>Less than significant.</p>
<p>T-6 Project-generated trips at identified Congestion Management Program (CMP) locations would be below CMP thresholds for arterial monitoring intersection locations. Also, there are no CMP freeway monitoring locations in the vicinity of the proposed project. In addition, the existing transit service in the project area would adequately accommodate the increase of project generated transit trips. Impacts would therefore be Class III, <i>less than significant</i>.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>T-7 Access to Crestridge Road and the project site during project grading and construction would be provided via Highridge Road and Crenshaw Boulevard. Although there would be an increase of traffic during grading and construction, construction traffic would not result in any significant impacts to key</p>	<p>None required.</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts,
Mitigation Measures and Residual Impacts**

Impact	Mitigation Measures	Residual Impact
study intersections. Therefore, impacts relating to construction traffic would be Class III, <i>less than significant</i> .		

