

April 4, 2018

REVISED NOTICE

NOTICE IS HEREBY GIVEN that the City Council of the City of Rancho Palos Verdes will conduct a public hearing on **Thursday, April 26, 2018, at 6:00 PM** at Hesse Park Community Building, 29301 Hawthorne Boulevard, Rancho Palos Verdes, to consider:

A FINAL DRAFT OF THE UPDATED GENERAL PLAN DOCUMENT, LAND USE MAP, AND ASSOCIATED ENVIRONMENTAL ASSESSMENT: The final draft General Plan document is an update of the existing 1975 General Plan that reflects the current status of development in the City, current economic and demographic data, previous City Council land use decisions, and statutory requirements. The related updated draft General Plan Land Use Map includes the Eastview area, all City Council approved land use changes since 1975 and Planning Commission proposed land use changes. This project has been determined to have less than significant impact to the environment and thus a Mitigated Negative Declaration has been prepared.

The final draft of the Updated General Plan document, Land Use Map, and the Mitigated Negative Declaration are available on the City's website at the following link:
<http://www.rpvca.gov/356/General-Plan-Update>.

The original notice released on March 22, 2018 had the incorrect 7:00 PM starting time for the public hearing. The purpose of this revised notice is to inform you of the 6:00 PM starting time.

If you have any comments or concerns about the proposed project, please communicate those thoughts in writing to Deputy Director/Planning Manager So Kim, **by noon on Friday, April 13, 2018**. By doing so, you will ensure that your comments are taken into consideration. Written comments submitted after noon, April 13, 2018, will be given to the City Council on the night of the meeting. Please note that written materials, including emails, submitted to the City are public records and may be posted on the City's website. Accordingly, you may wish to omit personal information from your written materials as it may become part of the public record. In addition, City meetings may be televised and may be accessed through the City's website.

If you would like the opportunity to review the Final Draft of the Updated General Plan Document, Land Use Map, and the Mitigated Negative Declaration, they are on file in the Community Development Department at 30940 Hawthorne Boulevard, Rancho Palos Verdes, and are available for review from 7:30 a.m. to 5:30 p.m. Monday through Thursday, and from 7:30 a.m. to 4:30 p.m. Friday. Additionally, a Staff Report will be prepared for the April 26th City Council meeting. At the end of the day on April 20th, said report will be available for viewing on the City's website (<http://www.rpvca.gov/356/General-Plan-Update>).

If you have any questions, please contact Deputy Director/Planning Manager So Kim at (310) 544-5222 or via email at sok@rpvca.gov.

Sincerely,



FOR AM

Ara Mihanian, AICP
Director of Community Development

NOTE: STATE GOVERNMENT CODE SECTION 65009 NOTICE: If you challenge this application in court, you may be limited to raising only those issues you or someone else raised in written correspondence delivered to the City of Rancho Palos Verdes during the public review period described in this notice.

30940 HAWTHORNE BOULEVARD / RANCHO PALOS VERDES, CA 90275-5391 / (310) 544-5228 / FAX (310) 544-5293 WWW.RPVCA.GOV



City of Rancho Palos Verdes

Mitigated Negative Declaration

April 2018



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INITIAL STUDY

Project Title: Rancho Palos Verdes General Plan Update

Lead Agency Name & Address:

City of Rancho Palos Verdes
Community Development Department
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Contact Person and Phone Number:

So J. Kim, Deputy Director/Planning Manager
(310) 544-5222
sok@rpvca.gov

Project Location: The project site is the entire City of Rancho Palos Verdes (City), which is located in southwestern Los Angeles County, along the Palos Verdes Peninsula of the Southern California coastline and approximately 25 miles southwest of downtown Los Angeles.

Project Sponsor's Name and Address:

City of Rancho Palos Verdes
Community Development Department
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

General Plan Designations:

Varies. As part of the General Plan Update project, there are proposed changes to the land use designation(s) for various properties to: 1) ensure consistency between the General Plan Land Use Map and the City's Zoning Map; 2) ensure consistency between the General Plan Land Use Map and the City's Coastal Specific Plan Map; 3) add a new "Open Space Preservation" land use designation to address the preserve properties designated through the City's NCCP; 4) clarify that the location of the "Hazard" land use designation is located only within existing active Portuguese Bend Landslide areas and bluff top areas, while a new "Open Space Hillside" designation is located in canyon areas; and 5) clarify the type of "Recreational" land use designation (either "Passive" or "Active") for all City park areas. See attached Appendix B for a list of all proposed land use changes.

Zoning:

Varies. While this project (General Plan Update) does not change any existing zoning designations, as a result of this project, to ensure consistency between the General Plan Land Use Map and Zoning Map, future changes to the Zoning Map and Ordinance to implement the changes noted above (see "General Plan Designations" above) will be necessary.

Prior Environmental Document:

An Environmental Impact Report was prepared for the original 1975 General Plan.

Description of Project:

The proposed project is an Amendment to the City of Rancho Palos Verdes' General Plan. Full copies of the proposed Final Draft of the updated General Plan can be found on the City's website (<http://www.rpvca.gov/356/General-Plan-Update>), at the Planning Division of City Hall, and at the Miraleste and Peninsula Center libraries. Compact Disc and hard copy versions of the General Plan Update may also be purchased at City Hall in the Planning Division.

Background:

The original General Plan was adopted on June 26, 1975. With the exception of relatively major General Plan amendments to address the adoption of the City's Coastal Specific Plan (1978), annexation of the "Eastview" portion of the City (1984), and the State Mandated Housing Element Updates (most recently 2014), only a variety of relatively minor amendments to the original General Plan have occurred to date. Thus, since adoption in 1975, the original General Plan had never been comprehensively updated.

At its January 12, 2002 meeting, the City Council discussed master plan issues and specifically focused upon updating the City's General Plan. The City Council acknowledged that portions of the General Plan need updating and directed Staff to take the initial steps to assist the City Council in determining the direction and extent of the needed update. The City Council expressed that a thorough review of the goals and policies was a necessary first step, and that this would help to define the direction and extent of future updating work to be conducted by the Council, Staff, and the community. Further, similar to the effort to adopt the first General Plan, the City Council expressed the importance of including public input, encouraging the use of local talent within the community, and specifically forming a General Plan Update Steering Committee to assist in the update process. The City Council then determined that one person from each of the following Commissions, Committees and Organizations within the community (but two persons from the Planning Commission) should be represented on the General Plan Update Steering Committee:

- City's Planning Commission
- City's Recreation and Parks Committee
- City's Finance Advisory Committee
- City's Traffic Committee
- City's Equestrian Committee
- City's Disaster Preparedness Committee
- Council of Homeowner's Association
- Council of Homeowner's Association – Eastview Representative
- Peninsula Seniors
- Peninsula Youth Recreation League Council
- Docents – Los Serenos de Point Vicente
- School District
- Chamber of Commerce
- Palos Verdes Peninsula Land Conservancy

The purpose of the Steering Committee was to review all of the goals and policies of the General Plan and to make recommendations as to the extent to which such goals and policies needed to be maintained, amended or eliminated, and whether new goals and policies needed to be added.

Additionally, in order to assist the City's undertaking of its General Plan Update; a non-City sponsored "grass-roots" committee of more than 210 residents formed for the purpose of preparing a "Goals Report" that identified various goals for the City. This "Goals Report" was

provided to each member of the Steering Committee, which also considered it in making the Steering Committee's own review and findings in its report to the City Council.

Beginning on October 30, 2002, the Steering Committee held a total of 22 public meetings, on an average of once a month. Through the Committee's work, the City Council learned that, apart from the need for some textual changes to the goals and policies, as well as changes to the factual information within the Plan, for the most part the context of the existing goals and policies that were created in 1975 still applied through to the present. As such, given that there are no significant changes to the vision, goals or policies from the original General Plan, this project has been termed as an "Update".

During the preparation of the updated General Plan, the Planning Commission held 70 public meetings prior to their consideration of this Initial Study/Negative Declaration of the General Plan Update. Additionally, the Finance Advisory Committee, Traffic Safety Commission and the Emergency Preparedness Committee all provided input on the Fiscal, Circulation and Safety Elements, respectively, during public meetings. Prior to each meeting on the General Plan, a public notice was published in the Peninsula News and delivered through the City's list-serve email subscribers list. Additionally, public notification was also provided in cases where Land Use Map changes were proposed to specific properties.

Summary of Amendments:

While the proposed General Plan Update does include changes to the existing General Plan's goals and policies, text, and graphics, these changes do not result in significant changes to the City's overall vision of its development pattern, including no changes to the existing development envelopes or intensification of existing land uses that would necessitate additional infrastructure facilities, or result in increased traffic.

With exception to the General Plan Housing Element, which tracks on a separate State Mandated updating schedule and which was adopted by the City in 2014 and certified by the California Department of Housing and Community Development (HCD) as being in compliance with State Law, all of the other General Plan elements are being amended to some degree through this project. The original 1975 General Plan was divided into six separate sections; I) Introduction, II) Natural Environment Element, III) Social/Cultural Element, IV) Urban Environment Element, V) Land Use Plan, and VI) Fiscal Element. The proposed project re-organizes the existing plan into nine separate sections to enhance the document's ease of use.

Below is a brief summary of the changes to each element.

- Introduction: The section provides an overview/history of the Palos Verdes Peninsula and the City, background on the State requirements/guidelines of a General Plan, and background on the City's process in preparing the final draft of the updated General Plan. Changes to this section are proposed to bring the 1975 document up to date.
- Circulation Element: This section presents a plan to ensure that utilities and transportation, including public transportation services, are constantly available to permit orderly growth and to promote the public health, safety, and welfare. This Element provides a framework within which individual property owners can plan the development of their property and be assured that basic infrastructure and services are available and adequate. This Element provides an area-wide assessment of the different public transit, services, and utilities for a broader understanding of service provision. Further, it is envisioned that transportation improvements (new or retrofitted) will provide opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral

elements of the transportation system, thereby using complete street concepts to integrate the needs of all users of the roadway system consistent with the California Complete Streets Act of 2008.

- Conservation and Open Space Element: This section provides an evaluation of the basic ecological and environmental units dealing with the natural factors of land, climate, hydrology, biotic resources, geotechnical factors, and the systematic relationships that must exist among them. This Element provides a discussion of each of these ecological and environmental units as it applies individually to Rancho Palos Verdes, then in appropriate classification combinations. Each of these combinations is classified into two categories: (1) preservation of natural resources and open space, and (2) public health and safety. These two categories are combined to develop the Conservation and Open Space Element, which becomes a guide for the City's natural environmental resource management policies.
- Environmental Justice Element: This section address environmental justice through the development of a comprehensive set of goals and policies, consistent with State requirements, to encourage greater public participation and reduce environmental hazards to target populations in the City. This Element serves as a blue-print for the physical development of the City and is intended to assist elected and appointed officials in the decision-making process.
- Fiscal Element: This section establishes the policy framework necessary to guide all of the City's short- and long-term fiscal decisions. In addition to identifying policies that City officials will follow in conducting the financial affairs of the City, it serves as a planning document to assist in making fiscal decisions from a comprehensive perspective. It is intended to ensure that the fiscal aspects of policy issues are considered whenever and wherever possible.
- Land Use Element: This section is a composite of the other elements of the General Plan. The determination of appropriate land uses is derived from the natural environmental, socio/cultural, and urban environmental constraints and opportunities analyzed throughout the General Plan. Other sections of the General Plan also contain land use policies.
- Determinants of appropriate uses include the following: natural environmental constraints: climate, geotechnical factors, hydrology, and biotic resources; social and cultural resources and needs of the community and region; existing and future adjacent development patterns, intensities, and structural types; capacity of infrastructure, both local and regional; safety; and visual and noise considerations.
- Noise Element: This section identifies existing and potential future sources of noise within the community, and to identify strategies to limit the exposure of the community to excessive noise levels.
- Safety Element: This section identifies hazards; assesses vulnerability; analyzes risk; and contains goals, policies, and objectives to reduce risk and prevent loss from future natural hazard events within the City of Rancho Palos Verdes (City). This Element first discusses the various hazards that may impact the City, including wildfire hazards, flood hazards, geologic hazards, and other hazards. This discussion is followed by Emergency Services available to the City in addressing these hazards, including risk assessment, leading to policies to help address these impacts.

- Visual Resources Element: This section provides guidance through establishment of goals and policies to ensure the continued preservation, restoration, and enhancement of significant visual resources within the City.

Summary of Impacts and Mitigation Measures:

The City is built out with minimal vacant developable lots scattered throughout the City, mostly in established neighborhoods. The General Plan assumes a complete build out of the City by year 2035. The General Plan Update contemplates a slight population increase through the General Plan build-out. The bulk of this increase will be reflected in low density residential development. The City's adopted and certified 2013-2021 Housing Element contemplates modest gains in population growth projections. More specifically, the Southern California Association of Governments 2012 Regional Transportation Plan Forecast shows an increase of 100 persons and 100 households over a period of 12 years (between 2008 and 2020). Taking into account the average gain from the current year of 2018, the projected increase is approximately 136 persons and 136 households by year 2035. With the current population at 42,435, this is less than a 1% increase for the next 17 years.

The General Plan does not entitle any development project or require that the City meet the buildout projections. Subsequent implementation and projects under the General Plan would be evaluated for consistency with the plan and in light of the environmental analysis provided in this Mitigated Negative Declaration. Given the limited number of vacant infill lots in the City, combined with a modest projected population increase by 2035, the continued compliance and implementation of General Plan goals and policies, Municipal Code, NCCP/HCP Plan, and adopted guidelines (Height Variation, View Restoration, Neighborhood Compatibility), the impacts from implementing the General Plan will remain less than significant, with appropriate additional mitigation measures to address air quality and noise impacts as a result of future short-term construction. Below lists the required mitigation measures to reduce future construction related air quality (AQ-) and noise (N-) impacts to a less than significant level.

- AQ-1: During construction, including grading, excavating, and land clearing, storage piles and unpaved disturbed areas shall be continuously stabilized or covered when material is not being added to or removed from the pile.
- AQ-2: During construction, including grading, excavating, and land clearing, measures shall be taken in areas disturbed to prevent emitting dust and to minimize visible emissions from crossing the boundary line.
- AQ-3: During construction, including grading, excavating, and land clearing, construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off site.
- AQ-4: During construction, including grading, excavating, and land clearing, the Applicant's contractor shall be responsible for minimizing bulk material or other debris from being tracked onto the City's public roadways, and if tracked, the Applicant's contractor shall be responsible for cleaning up the impacted City's public roadways.
- AQ-5: During construction, including grading, excavating, and land clearing, no trucks shall be allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either: covered with tarps; wetted and loaded such that the material does not touch the

front, back, or sides of the cargo compartment at any point less than 6" from the top and that no point of the load extends above the top of the cargo compartment.

- AQ-6: Prior to the issuance of any Grading or Building Permits, the Applicant shall demonstrate to the Director of Community Development's satisfaction that dust generated by grading activities shall comply with the South Coast Air Quality Management District Rule 403 and the City Municipal Code requirements that require regular watering for the control of dust.
- AQ-7: During construction, including grading, excavating, and land clearing, all excavating and grading activities shall cease when winds gusts (as instantaneous gusts) exceed 25 mph. To assure compliance with this measure, grading activities are subject to periodic inspections by City staff.
- AQ-8: During construction, including grading, excavating, and land clearing, construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.
- N-1: During construction, including grading, excavating, and land clearing, storage piles and unpaved disturbed areas shall be continuously stabilized or covered when material is not being added to or removed from the pile.
- N-2: Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. Non-noise producing equipment, such as trailers, may be located as a sound barrier between the stationary noise sources and sensitive receptors.
- N-3: Locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors during all project construction.
- N-4: Construct a temporary sound barrier/wall. The temporary construction barriers can use particle boards or gypsum boards, with no gaps or holes in them that could potentially deteriorate the noise attenuation effect.
- N-5: Unless safety provisions require otherwise, adjust all audible back-up alarms at the lowest volume appropriate for safety purposes.
- N-6: Include sound-deadening material (e.g., apply wood or rubber liners to metal bin impact surfaces) to line or cover hoppers, storage bins, and chutes.
- N-7: When feasible to do so, the construction contractor shall provide staging areas on-site to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between staging activities and neighboring properties.
- N-8: Use noise attenuating shields, shrouds, or portable barriers or encloses to reduce operating noise of noise producing equipment, such as jackhammers and pavement breakers.

Other Agencies Whose Approval is Required: None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the 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 the mitigation measures described under Summary of Impact and Mitigation Measures have been added to the project. 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 significant effect(s) 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 earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated". An ENVIRONMENTAL IMPACT REPORT is required but 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, there WILL NOT be a significant effect in this case because all potentially significant effect (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed project

Signature:



Date: 3-21-2018

Printed Name: So Kim, Deputy Director/Plng Manager

For: City of Rancho Palos Verdes

EVALUATION OF ENVIRONMENTAL IMPACTS:

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the proposal:					
a) Have a substantial effect on a scenic vista?	1			√	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historical buildings, within a state scenic highways?	1			√	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	1,8			√	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	1,8			√	
<p>Comments:</p> <p>a) The City of Rancho Palos Verdes is mostly built-out, with only handful of vacant developable lots scattered throughout the City, mostly within existing residential tracts, that can accommodate additional development. The General Plan update ("project") is based on a built-out scenario of the City.</p> <p>Upon incorporation, the City developed the policies in its General Plan and has adopted various planning documents to assist the public in proposing and reviewing developments in accordance to the General Plan and Municipal Code to preserve visual resources, including scenic vistas. The Visual Resources Element describes a vista is defined as a confined view that is usually directed toward a dominant element or landmark (e.g. lighthouse). A vista, unlike a view, may be created by features that visually frame the vista. Each vista has, in simplest terms, a viewing station, an object or objects to be seen, and intermediate features that frame the vista. If one or more of the elements already exist and are allowed to remain, then the others must be designed in harmony. There are no officially designated scenic highways within the City.</p> <p>Future actions under the project have the potential to encroach on scenic vistas, through the introduction of new structures. However, the General Plan includes the following Visual Resources Element's goals and policies that direct future discretionary projects to ensure the continued preservation, restoration, and enhancement of significant visual resources within the City that guides development in a manner that enhances and preserve vistas and the visual character while being compatible with a neighborhood; and new light sources must be mitigated to prevent light pollution associated with developments. Impacts to vistas, visual character, and day and nighttime views as a result of new light sources would be less than significant because developments would comply with the goals and policies of the General Plan and the following adopted guidelines to protect visual resources and the aesthetics of the community. Therefore, no additional mitigation is required.</p> <p>Visual Resource Element's Goal:</p> <ul style="list-style-type: none"> • Preserve views and vistas for the public benefit and, where appropriate, the City should strive to enhance and restore these resources and the visual character of the City, and provide and maintain access for the benefit and enjoyment of the public. <p>Visual Resources Element Policies:</p> <ul style="list-style-type: none"> • Develop controls to preserve existing significant visual aspects from future disruption or degradation. • Enhance views and vistas where appropriate, taking into account traffic safety along major thoroughfares. • Preserve and enhance existing positive visual elements and restore those that have been lost. • Consider the visual character of neighborhoods consistent with the General Plan and Neighborhood Compatibility Guidelines. • Develop and post signs regarding vista points to provide safe off-road areas to enjoy views. • Develop and maintain, in conjunction with appropriate agencies, public access to paths and trails for the enjoyment of views. 					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> • For developments that are proposed within areas that impact the visual character of a corridor, require developers to incorporate treatments into their projects that enhance a corridor's imagery. • Require developments that will impact corridor-related views to mitigate their impacts. • Develop a program for the restoration of existing areas that negatively impact view corridors. • Require residents and developers to mitigate light pollution associated with developments. • Maintain strict sign standards to ensure that signs are harmonious with the buildings, neighborhood, and other signs in the area. • Work with adjoining jurisdictions to preserve and restore the view corridors from major thoroughfares, taking into account traffic safety. <p><u>View Restoration and Preservation Ordinance and Guidelines</u> - In November 1989 the voters of the City of Rancho Palos Verdes passed an initiative to protect views by establishing height limits for residential structures and foliage. This View ordinance was codified into the City's Municipal Code. Subsequently, guidelines and review procedures were adopted by the City Council to implement the ordinance and codes related to building structure heights and for view impairment caused by foliage. These guidelines are known as the Height Variation Guidelines and the View Restoration and Preservation Guidelines and Procedures, respectively. To be consistent with the intent to protect views and vistas from residential properties, the City Council also adopted a policy to protect views impaired by foliage located on City-owned property. View restoration requests involving City-owned trees are processed by the City through the issuance of a City Tree Review Permit application pursuant to the City's Municipal Code.</p> <p><u>Guidelines and Procedures for Neighborhood Compatibility</u> - The City of Rancho Palos Verdes' General Plan contains policies regarding many aspects of residential development including neighborhood compatibility. Neighborhood compatibility is an urban design concept that attempts to balance new residential development with the preservation of the rural and semi-rural character of the City. To this end, in 2003, the City adopted recommended Neighborhood compatibility guidelines for property development in the City as a means to further the objectives of the General Plan to preserve and enhance the character of established neighborhoods. The suggested neighborhood compatibility guidelines are meant to assist residents and developers in the preparation and design of residential development projects by review of a project's scale, architecture and setbacks within the context of the immediate, surrounding neighborhood.</p> <p><u>Coastal Specific Plan</u> - A Coastal Specific Plan was prepared in 1978 to further study and assess resources along the Rancho Palos Verdes coastline. One of the goals of the Coastal Specific Plan was to provide additional guidance beyond the General Plan and further define policy for visual resources and development along the coastline. Accordingly, the Coastal Specific Plan further defined the General Plan's concepts of visual corridors and viewing focal points as they pertain to the City's coastline. The Coastal Specific Plan also contains community design guidelines to ensure public and private development conforms to the principles set forth in the General Plan.</p> <p><u>Western Avenue Specific Plans</u> - The intent and purpose of the Western Avenue Specific Plans were to establish a guide for the comprehensive redevelopment or renovation of the existing commercial development located along Western Avenue. The Specific Plans include design and regulatory standards that are tailored to the unique features and characteristics of the area. In addition, the Specific Plans were prepared to protect adjacent residential property from the impacts of commercial development and to encourage the revitalization of the area. The plans identify themes that both create a Rancho Palos Verdes identity and distinguish the area from neighboring Los Angeles. The plans integrate the unique aspects of the Eastview area into the overall character of Rancho Palos Verdes, assist in preserving views, and improve the urban design for this area.</p>					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES: Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?	1, 2, 8				√
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	2			√	
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 Gov't Code section 5104(g))?	2, 8				√
d) Result in the loss of forest land or conversion of forest land to non-forest use?	1, 2				√
e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to a non-agricultural use?	1, 2			√	
Comments: There is only one specific area in the City designated for Agricultural use, which makes up a portion of a future public park. This future park consists of 17 acres of undeveloped land that lies over an active landslide area. This area was purchased by the City in 2005 for the purpose of providing an access point or gateway to the City's abutting Open Space Preserve area, particularly for equestrian use. The City has an in-concept plan for the subject area with the Agricultural land use designation to be developed with an equestrian park. This area is not used for agricultural use and the City does not have future plans for agricultural purposes. As such, there is no conversion of farmland that is proposed as part of the project. The land use for this one remaining area is proposed to be changed from Agricultural to Recreational-Passive to accommodate the future park. However, this does not remove the agricultural use in the City as it is allowed in Residential and Open Space land use designations either by-right or with an approval of a Conditional Use Permit, depending on the size. Therefore, the project would cause less than significant impact to agricultural use in the City and no mitigation is required. With regards to forest land, there are none in the City and therefore, the project would result in no impact.					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY: Would the proposal:					
a) Conflict with or obstruct the implementation of any applicable air quality plan?	1, 5, 15				√
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	1, 5, 15		√		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that	1, 5, 15			√	

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
exceed quantitative thresholds for ozone precursors)?					
d) Expose sensitive receptors to substantial pollutant concentrations?	1, 5, 15		√		
e) Create objectionable odors affecting a substantial number of people?	1, 5, 15		√		
<p>Comments: South Coast Air Quality Management District (AQMD) is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties, the smoggiest region of the United States. Rancho Palos Verdes is part of the Western Region of AQMD's four-county jurisdiction. AQMD is responsible for controlling emissions primarily from stationary sources of air pollution, including anything from large power plants and refineries to the corner gas station. The City of Rancho Palos Verdes is located adjacent to the Pacific Ocean with mild winds that typically transport the air pollutants generated in the urbanized areas of the Los Angeles Basin, away from the City and towards the inland areas to the east. As a result, with the rare exception of on-to-off shore wind conditions (known as the Santa Anas, or Santa Ana winds), the City of Rancho Palos Verdes' air pollutant level is better than the Los Angeles basin and consistently registers below the State and Federal emission standards. Specifically, the City is located at the southwest tip of the South Coast Air Basin, which is an area of non-attainment for Federal air quality standards for ozone (O₃), carbon monoxide (CO), and suspended particulate matter (PM¹⁰ and PM^{2.5}). The implementation of the project would guide future development in the City in a manner that could temporarily generate air pollutant emissions during short-term construction. Based upon the AQMD guidelines for estimating air quality impacts from construction activities, the development of individual 1-acre parcels would not exceed Localized Significance Thresholds (LSTs) for nitrous oxides (NO_x), CO, PM¹⁰ or PM^{2.5}. The General Plan policies below are intended to mitigate potential significant impacts, to a less than significant level.</p> <p>Conservation and Open Space Element Policy:</p> <ul style="list-style-type: none"> Collect baseline data for air and water quality to develop standards for evaluation of the impacts of current or proposed development in and adjacent to Rancho Palos Verdes. <p>Environmental Justice Element Policy:</p> <ul style="list-style-type: none"> Implement policies and programs identified in the City's Emissions Reduction Action Plan (ERAP) in order to improve air quality in the City. <p>Safety Element Policies:</p> <ul style="list-style-type: none"> Continue to review development proposals for potential regional and local air quality impacts per the California Environmental Quality Act, and if potential impacts are identified, require mitigation to reduce the impact to a level that is less than significant, where technically and economically feasible. Continue to enforce Title 24 of the California Code of Regulations¹ building construction requirements and apply standards that promote energy conservation. <p>While, compliance with the existing federal and state regulations, AQMD rules and regulations, and the above General Plan policies may reduce air quality impacts, construction emissions may still result in a potentially significant impact. To reduce construction-related emissions to a level less than significant, the following mitigation measures would be required.</p> <p>Mitigation Measures:</p> <p>AQ-1: During construction, including grading, excavating, and land clearing, storage piles and unpaved disturbed areas shall be continuously stabilized or covered when material is not being added to or removed from the pile.</p> <p>AQ-2: During construction, including grading, excavating, and land clearing, measures shall be taken in areas disturbed to prevent emitting dust and to minimize visible emissions from crossing the boundary line.</p> <p>AQ-3: During construction, including grading, excavating, and land clearing, construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off site.</p>					

¹ Title 24 of the California Code of Regulations, also titled the Energy Efficiency Standards for Residential and Nonresidential Buildings, was created and is periodically updated by the California Building Standards Commission in response to a legislative mandate to reduce California's energy consumption.

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>AQ-4: During construction, including grading, excavating, and land clearing, the Applicant's contractor shall be responsible for minimizing bulk material or other debris from being tracked onto the City's public roadways, and if tracked, the Applicant's contractor shall be responsible for cleaning up the impacted City's public roadways.</p> <p>AQ-5: During construction, including grading, excavating, and land clearing, no trucks shall be allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either: covered with tarps; wetted and loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than 6" from the top and that no point of the load extends above the top of the cargo compartment.</p> <p>AQ-6: Prior to the issuance of any Grading or Building Permits, the Applicant shall demonstrate to the Director of Community Development's satisfaction that dust generated by grading activities shall comply with the South Coast Air Quality Management District Rule 403 and the City Municipal Code requirements that require regular watering for the control of dust.</p> <p>AQ-7: During construction, including grading, excavating, and land clearing, all excavating and grading activities shall cease when winds gusts (as instantaneous gusts) exceed 25 mph. To assure compliance with this measure, grading activities are subject to periodic inspections by City staff.</p> <p>AQ-8: During construction, including grading, excavating, and land clearing, construction equipment shall be kept in proper operating condition, including proper engine tuning and exhaust control systems.</p>					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES: Would the proposal:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of fish and Game or US Fish and Wildlife Service?	8			√	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	8			√	
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...), through direct removal, filling, hydrological interruption, or other means?	8			√	
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?	8			√	

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	8			√	
f) Conflict with the provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	8, 12			√	
<p>Comments:</p> <p>In 1996, Rancho Palos Verdes entered into an agreement with the State Department of Fish and Game (whose name was subsequently changed to the State Department of Fish and Wildlife) and U.S. Fish and Wildlife Service, collectively referred to as "Wildlife Agencies", to take the lead in the preparation of a Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP). The City's NCCP/HCP identifies and provides for protection and management of a diverse natural wildlife while allowing for compatible public use and appropriate development growth. The NCCP/HCP also provides comprehensive management and conservation of multiple species, including but not limited to species listed under the California Endangered Species Act or federal Endangered Species Act of 1973. The City developed a landscape-scale database of biological resources and land-use information to allow the City and Wildlife Agencies to make informed land-use and conservation decisions for future projects. This database mapped the vegetation communities and sensitive species distributions, along with their potential habitat. The NCCP/HCP also provided measures for habitat restoration of disturbed areas within the Preserve, with a required minimum level of restoration and enhancement to be accomplished each year. Approximately 8,616.6 acres of land are within the NCCP/HCP area, including native habitats, non-native habitats, disturbed areas, and developed lands. Although the NCCP/HCP covers vegetation and wildlife species found across the entire City, it also created a designated "Preserve" to conserve and re-vegetate sensitive native habitats within Rancho Palos Verdes and provide adequate habitat linkages between patches of conserved habitat.</p> <p>Through a partnership with the Palos Verdes Peninsula Land Conservancy (PVPLC), the City was able to acquire upwards of 1,400 acres of land through public dedications of City-owned land, private donations of land and formal land purchases. This partnership not only lead efforts in the various forms of land acquisitions for the designated Preserve areas, but also provided necessary support for the design and implementation of the formal NCCP/HCP. The City is in the process of updating the NCCP/HCP at this time. Due to the large quantity of land acquired by the City and the desire to ensure that sensitive, native habitats are re-vegetated and conserved over time, the City also created a new General Plan Land Use designation referred to as the <i>Open Space Preservation</i> for these areas. The Land Use Element describes the purpose of the <i>Open Space Preserve</i> as providing permanent open space buffers within the community; protecting sensitive plant and animal communities; and providing opportunity for passive recreational uses. This designation includes portions of properties acquired by the City for open space purposes that previously had other Land Use Designations such as Hazard and Residential. These properties have been consolidated under the ownership of the City to form the "backbone" of the Palos Verdes Nature Preserve. Additionally, the Land Use Element includes a new policy requiring that all land within the Open Space Preservation land use designation be utilized in compliance with the City's NCCP. The Open Space Conservation Element also includes the following goals and policies specific to NCCP, therefore the project would result in less than significant impact and no additional mitigation is necessary:</p> <p>Conservation and Open Space Element Goals:</p> <ul style="list-style-type: none"> To conserve, protect, and enhance the City's natural resources; beauty; and open space for the benefit and enjoyment of its residents and the residents of the entire region. Future development shall recognize the sensitivity of the natural environment and be accomplished in such a manner as to maximize the protection of it. To protect and preserve all significant archaeological, paleontological, and historical resources within the City. <p>Conservation and Open Space Element Policies:</p> <ul style="list-style-type: none"> In addition to the State-designated Abalone Cove Ecological Reserve, establish the rocky intertidal areas throughout the remainder of the City's coastline as marine reserves and enforce all regulations concerning marine resources (Resource Management District RM 7). Require developments within or adjacent to wildlife habitats (RM 8) to describe the nature of the impact on the wildlife habitat and provide mitigation measures to fully offset the impact. 					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> Require developments within Resource Management Districts containing natural vegetation (RM 9) to revegetate with appropriate native plants wherever possible when clearing of vegetation is required. Maintain the existing natural vegetation of the City in its natural state in all existing and proposed developments, to the extent commensurate with good fire protection policies, and encourage the re-establishment of appropriate native plants, especially fire retardant natives such as saltbrush, near fuel modification setback areas. Implement the Rancho Palos Verdes NCCP/HCP. Continue to implement the City's Natural Overlay Control District and its performance criteria. Continue to implement the natural environment policies of the Coastal Specific Plan. Collect baseline data for air and water quality to develop standards for evaluation of the impacts of current or proposed development in and adjacent to Rancho Palos Verdes. Pursue the acquisition of rights over the offshore tidelands area related to the City's coastline. Develop proposals for grants and recognition as protected areas. Encourage study of and funding to preserve native flora and fauna. Work with neighboring jurisdictions to manage contiguous wildlife and habitat areas and recreational amenities such as trails. Encourage the restoration of vegetation throughout the City to indigenous native plant species. Encourage use of locally native plant species in City landscaping. Develop balanced programs to provide safe public access to the coastline consistent with protecting the environment. Promote programs to encourage volunteer efforts to repair, protect, and improve the environment. Make every effort to preserve or restore natural hydrology when projects impact canyons or other natural drainage areas when such efforts do not conflict with public safety. Ensure the maximum preservation of the natural scenic character and topography of the City consistent with reasonable economic uses. <p>Land Use Element Policy:</p> <ul style="list-style-type: none"> All land with an Open Space Preservation Land Use Designation shall be used in compliance with the City's Natural Community Conservation Plan / Habitat Conservation Plan (NCCP/HCP). <p>Safety Element Policy:</p> <ul style="list-style-type: none"> Continue to support the preservation of natural resources and open spaces throughout the City. <p>With the acquisition of land since the original adoption of the 1975 General Plan, new land use designation of <i>Open Space Preserve</i> for protection of these areas and policies within the Land Use and Open Space Conservation Elements, there will be no adverse effect on any sensitive or protective species, riparian habitat, or wetlands and there will be no interference with the movement of native or migratory fish or wildlife species as a result of the proposed General Plan Update. Future projects would be required to comply with applicable local ordinances and the City's NCCP, ensuring the protection and appropriate mitigation for any impacted biological resources. Additionally, the project does not create any conflict with local policies, ordinances, or with the City's NCCP. Therefore, no additional mitigation is required as there will be less to no impacts to biological resources as a result of the project.</p>					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES: Would the proposal:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	1, 7				√
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	1, 7				√
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	1, 7				√
d) Disturbed any human remains, including those interred outside of formal cemeteries and Native American burial sites?	1, 7				√
Comments: <p>The Conservation Open Space Element identifies the grove of trees planted at Ryan Park; Malaga Cove Library; the lighthouse at Point Vicente, which has guided sailors since 1924 and was placed on the National Register of Historic Places in 1980; Portuguese Bend, which served as a pick-up point for smuggling operations when the land was ruled by Spanish viceroys; Villa Francesca (i.e., the peppertree gatehouse to the Portuguese Bend community), which was placed on the National Register of Historic Places in 1986; the estate of Frank Vanderlip, principal founder and developer of much of the Palos Verdes Peninsula; the Harden Estate (i.e., the Portuguese Point gatehouse); the Portuguese Bend Riding Club and stables, which serves as the hub of a social sector in the area; and Wayfarers Chapel, which was designed by Lloyd Wright, son of the renowned American architectural pioneer Frank Lloyd Wright, and placed on the National Register of Historic Places in 2005. These sites and structures represent the major historical points in Rancho Palos Verdes. Several other features, such as the Narcissa gatehouse to Portuguese Bend, are also well known, but they are more points of interest than points of historical significance, given the criteria promulgated in the National Historic Preservation Act of 1966. There are no changes to these historical and archaeological sites as part of the project, and therefore there are no impacts to historical and archaeological resources.</p> <p>Paleontological resources or fossil remains, are not considered endangered due to their wide distribution through the Peninsula. However, should a particular site exhibit a high degree of paleontological significance as a result of its own CEQA analysis as part of a future development proposal, applicable preservation, excavation and/or no action option would be added as conditions of approval. Additionally, outside of the Green Hills Memorial Cemetery, there are no known sites with human remains that would be disturbed as a result of the project. However, if human remains are discovered as part of construction or other ground-disturbing activities, the City would be notified and work would immediately halt. The County coroner would be notified according to California Public Resources Code Section 5097.98 and California Health and Safety Code Section 70850.5. If the remains are determined to be Native American, the coroner would notify the Native American Heritage Commission and the procedures outlined in CEQA Section 15064.5(d) and (e) would be followed. Therefore, there will be no impacts as a result of the project.</p>					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS: Would the proposal:					
a) Expose people or structure to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	6				√

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	6			√	
iii) Seismic-related ground failure, including liquefaction?	6			√	
iv) Landslides?	2, 6, 8, 12			√	
b) Result in substantial soil erosion or the loss of topsoil?				√	
c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	6, 8, 12			√	
d) Be located on expansive soil, as defined in the Uniform Building Code, thus creating substantial risks to life or property?				√	
e) Have soils incapable or adequately supporting the use of septic tanks or alternative wastewater disposal systems, where sewers are not available for the disposal of wastewater?	6, 12			√	

Comments:

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. According to the State of California Department of Conservation website, the City of Rancho Palos Verdes is not one of the cities identified as being affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1999. However, the Seismic Zone Map released in March 25, 1999 show earthquake induced landslides and liquefaction zones in portions of the City of Rancho Palos Verdes. The project does not function as an entitlement that allows development on specific properties. However, land use changes that may lead to subsequent consistency zone changes may allow for a less stringent development regulations on some properties. More specifically, there are disparities between the mapping of the General Plan's Hazard areas and the Zoning Map's Hazard boundaries, along with a history of inaccuracies as to hazard mapping raised by the residents throughout the years. To address this issue, the City Geologist was tasked to review the General Plan's mapped Hazard areas to determine if it was consistent with existing topographic and geologic conditions that warranted such zoning pursuant to the General Plan. Based on reviewing the Hazard areas throughout the City, the City Geologist found that some boundary lines need to be adjusted as the Hazard designation included developed or developable portions of parcels, which are not considered hazardous areas from a geologic standpoint. Additionally, applicable site-specific environmental geological analysis as well as compliance with the Uniform Building Code are required prior to any development over non-hazard designated areas to prevent or mitigate potential adverse impacts. The project would not change conditions related to ground shaking, landslides, lateral spreading, subsidence, liquefaction, or collapse because of the lack of land use changes that could implicate these geologic conditions. Implementation of existing laws, regulations, policies, and the following General Plan goals and policies would minimize seismic hazards impacts to people and structures; erosion and loss of topsoil; development in areas with unstable or expansive soil; use of septic tanks to a less than significant impact level. Therefore, no additional mitigation is required.

Circulation Policy:

- Discourage the installation or extension of any infrastructure component into any area known to be hazardous unless appropriate liability safeguards (such as geological hazard abatement districts) are in place and adequate mitigation measures are incorporated into the design.

Conservation and Open Space Policy:

- Permit development within the Sea Cliff Erosion Area (Resource Management, RM 1) only if demonstrated, through detailed geologic analysis, that the design and setbacks are adequate to ensure public safety and to

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>maintain physical, biologic, and scenic resources. Due to the sensitive nature of RM 1, this area is included as an integral part of the Coastal Specific Plan.</p> <ul style="list-style-type: none"> Require any development within the Resource Management Districts of high slopes (RM 3) and dormant landslide area (RM 5) to perform at least one, and preferably two, independent engineering studies concerning the geotechnical, soils, and other stability factors (including seismic considerations) affecting this site following established geological industry standards. Prohibit activities that create excessive silt, pollutant runoff, increase canyon-wall erosion, or potential for landslide within Resource Management Districts containing hydrologic factors (RM 6). Seek funding for the identification, acquisition, preservation, and/or maintenance of historic places and archaeological, paleontological, and geological sites. <p>Safety Element Goal:</p> <ul style="list-style-type: none"> Protect life and property and reduce adverse economic, environmental, and social impacts resulting from any geologic activity. <p>Safety Element Policy:</p> <ul style="list-style-type: none"> Adopt and enforce building codes, ordinances, and regulations using best practices that include design and construction standards based upon appropriate levels of risk and hazard. 					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS: Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	5, 15				√
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	5, 15				√
<p>Comments:</p> <p>As a member of the South Bay Cities Council of Governments (SBCCOG), the City collaborated with the SBCCOG on the development of the ERAP. The City has conducted two inventories of community-wide greenhouse gas emissions, one for the baseline year of 2005 (future emissions reductions will be measured against this year) and another for 2007. Additionally, the SBCCOG calculated inventories for 2010 and 2012. The City's community and municipal GHG emissions decreased 8 percent from 2005 to 2012, falling from 289,289 Metric Ton(MT)CO₂e in 2005 to 266,176 MTCO₂e in 2012.</p> <p>The Business-As-Usual forecasts estimate future emissions consumption patterns and emission factors with the anticipated growth in the City. Anticipated growth is estimated using data from regional planning scenarios developed by Southern California Association of Governments, the City, and other relevant sources. The City's community and municipal Business-As-Usual emissions in 2020 are estimated to be 262,363 MTCO₂e, or approximately a 9.5% decrease from the 2005 baseline emissions of 289,289 MTCO₂e. By 2035, emissions are estimated to decrease by approximately 9.4% from the baseline level to 262,083 MTCO₂e. The City's greenhouse gas inventory is summarized in the table below.</p>					
CITYWIDE GREENHOUSE GAS INVENTORY (MTCO₂e)					
Category	2005 Baseline	BAU 2020	2035	Adjusted BAU 2020	Adjusted 2035
Municipal Emissions	2,291	2,291	2,291	2,177	2,177
Community Emissions	287,025	260,072	259,792	229,481	190,653
<i>Total Citywide Emissions</i>	<i>289,289</i>	<i>262,363</i>	<i>262,083</i>	<i>231,658</i>	<i>192,830</i>

Reduction from 2005 Baseline	—	-9.5%	-9.4%	-20%	-33%
<p>Numerous State measures, have been approved and/or adopted that will reduce GHG emissions in the City, once implemented. These measures do not require additional City action, but are accounted for in the City's emissions forecasts to provide a more accurate picture of future emissions and the level of action needed to reduce emissions to levels consistent with State recommendations. This forecast is called the Adjusted Business-As-Usual forecast. Under the Adjusted Business-As-Usual scenario, City emissions were estimated to be 231,658 MTCO₂e in 2020 and 192,830 MTCO₂e in 2035. These emissions levels are 20% lower in 2020 than 2005 levels and 33% lower than 2005 levels by 2035. In 2020, the City is expected to meet the State-aligned reduction target through existing efforts and legislation. In 2035, the City would need to reduce 44,270 MTCO₂e emissions below the 2035 Adjusted Business-As-Usual scenario to meet the State-aligned target. As a result, there will be no impacts as a result of the project.</p> <p>The City has started implementing new reduction measures and/or augmenting existing efforts as outlined in the City's ERAP to meet the State-aligned target. Ongoing implementation of reduction measures provides additional reductions that will further help mitigate climate change and provide additional coverage if State measures do not achieve their anticipated reductions. The ERAP measures primarily focus on ways to reduce energy as energy usage accounted for 42% of all City GHG emissions in 2012. The City is implementing energy efficiency strategies, as outlined in the ERAP, to increase energy efficiency in both existing and new residential and commercial development, increase energy efficiency through water efficiency, and decrease energy demand through reducing the urban heat island effect. These City actions, combined with state measures, will lead to a 24% reduction from 2005 levels by 2020 and 54% reduction from 2005 levels by 2035. The City also includes the following General Plan goals and policies. Therefore, there is no conflict with an applicable plan and no impacts as a result of the project.</p> <p>Noise Element Policies:</p> <ul style="list-style-type: none"> • Encourage the state and federal governments to actively control and reduce vehicle noise emissions. • Encourage state law enforcement agencies to vigorously enforce all laws that call for the control and/or reduction of noise emissions. • Coordinate with all public agencies, especially our adjoining jurisdictions to study and/or control noise emissions. <p>Environmental Justice Policy:</p> <ul style="list-style-type: none"> • Implement policies and programs identified in the City's Emissions Reduction Action Plan (ERAP) in order to improve air quality in the City. <p>Safety Element Policies:</p> <ul style="list-style-type: none"> • Continue to work with South Bay Cities Council of Governments to develop an Energy Efficient Climate Action Plan and a Climate Action Plan that would include strategies that consider the unique characteristics and conditions of the City. • Promote new energy efficient buildings and retrofit existing public facilities to be as energy efficient as feasible. • Continue to manage the City transportation fleet's fueling standards to achieve the greatest number of hybrid and alternative fuel vehicles. • Support development of publicly accessible alternative fuel infrastructure. • Encourage utility companies to provide informational literature about energy conservation for the public at City facilities. • Improve pedestrian, bicycle, and public transportation routes and amenities to serve the travel needs of residents and visitors. Where feasible, connect major destinations such as parks, open spaces, civic facilities, retail, and recreation areas with pedestrian, bicycle, and public transportation infrastructure; promote shared roadways; and require new development and redevelopment projects to provide pedestrian, bicycle, and public transportation amenities and streetscape improvements. • Continue to support the preservation of natural resources and open spaces throughout the City. • Continue to review development proposals for potential regional and local air quality impacts per the California Environmental Quality Act, and if potential impacts are identified, require mitigation to reduce the impact to a level that is less than significant, where technically and economically feasible. • Continue to enforce Title 24 of the California Code of Regulations² building construction requirements and apply standards that promote energy conservation. • Continue to promote and encourage participation in the City's Voluntary Green Building Construction Program and award participating developers with a streamlined entitlement process and up to 50% rebate on permitting fees. • Continue to implement the required components of the Congestion Management Plan (CMP) and continue to work with Los Angeles County on annual updates to the CMP.³ 					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with	Less Than Significant Impact	No Impact

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			Mitigation Incorporated		
8. 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 material?				√	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				√	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of and existing or proposed school?	1			√	
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?					√
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?					√
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?					√
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	1				√
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	1, 13			√	
Comments: a)-c) Implementation of the project would guide future development in the City in a manner that could result in the public's exposure to hazardous materials from increased transport, use, or accidental release of hazardous materials. Compliance with existing federal and state regulations and implementation of the following General Plan goals and policies would reduce risks of accidents associated with the routine transport, use, or disposal of hazardous materials					

² Title 24 of the California Code of Regulations, also titled the Energy Efficiency Standards for Residential and Nonresidential Buildings, was created and is periodically updated by the California Building Standards Commission in response to a legislative mandate to reduce California's energy consumption.

³ A CMP was enacted by the State Legislature to improve traffic congestion in California's urban areas. In accordance with the state statute, the Los Angeles County Metropolitan Transportation Authority adopted and updated several CMPs. Cities are required to continue adopting an annual self-certified conformance resolution for conformance with the CMP requirements.

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>to a less than significant level, therefore no additional mitigation is required. Additionally, the Municipal Code requires compliance with construction hours, approved haul routes, geologic recommendations and other conditions to mitigate or minimize any adverse environmental impacts. Therefore, no additional mitigation is required.</p> <p>Circulation Element Policies:</p> <ul style="list-style-type: none"> Discourage the installation or extension of any infrastructure component into any area known to be hazardous unless appropriate liability safeguards (such as geological hazard abatement districts) are in place and adequate mitigation measures are incorporated into the design. <p>Conservation and Open Space Policies</p> <ul style="list-style-type: none"> Based on current information from state and federal agencies, the City should periodically publish a list of toxic chemicals such as fertilizers, insecticides, and herbicides that are determined to be damaging to the environment, with particular concern for the marine environment. This list should be distributed to all applicants for business licenses in the City. Additionally, the City should make efforts (including brochures, pamphlets, website, and local community television) to continually inform and educate all residents and business operators about the impact of chemicals such as fertilizers, insecticides, and herbicides on the environment, and to encourage responsible use and disposal of such materials. <p>Environmental Justice Element Goal:</p> <ul style="list-style-type: none"> Protect the environment in order to reduce environmental hazards in the community. <p>Safety Element Policies:</p> <ul style="list-style-type: none"> Adopt and enforce building codes, ordinances, and regulations using best practices that include design and construction standards based upon appropriate levels of risk and hazard. <p>d) The Point Vicente Interpretive Center is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. This is a formerly used defense site where a Nike missile system was located. There was lead contaminated soil on the site that was remediated in 2003. There is on-going recurring review and site inspection every 5 years. This area is now a public park with a whale watching area, picnic tables, benches, and is home to the Point Vicente Interpretive Center with exhibits and a banquet room often rented for private events. As this area is already developed, there will be no impact caused by the project.</p> <p>e)-f) There are no airports located within or in close proximity of the City of Rancho Palos Verdes and therefore, there will be no impact caused by the project.</p> <p>g) The City is relatively built out with limited developable vacant parcels in various locations throughout the City. Since there is no concentration of vacant parcels in a single area and most are located within existing residential tracts, the future development of these parcels would not impair the implementation of or interfere with existing emergency plans. Therefore, there will be no impact caused by the proposed project.</p> <p>h) Wildland fires are uncontrolled, non-structure fires other than prescribed fires that occur in the wildland area. They are often considered beneficial to wildlands, as many plant species are dependent on the effects of fire for growth and reproduction. Heat waves, droughts, and cyclical climate changes such as increased vegetation due to heavy rainy seasons such as with El Niño can dramatically increase the risk and alter the behavior of wildfires. Development in some localities has extended into canyon areas and in some cases has reduced the fire hazard by removing the vegetation. However, development has also introduced the human element into more outlying locations, sometimes upslope from the fuel, thus increasing the fire hazard. The causes of wildland fires are numerous and include lightning, human carelessness, arson, and utility sparks either by transformer failure or wildlife shorting live lines. Nine out of ten wildfires are reportedly caused by some human interaction. Of all the fires recorded on the Peninsula, only 1 was caused by natural events such as lightning. The project does not create new lots, the proposed land use amendments do not create higher density uses, and only existing infill vacant lots will be developed in the future. With the implementation of the existing federal and state regulations and the following General Plan goals and policies, the exposure to people and structures to wildfires will be less than significant. Therefore, no additional mitigation is required.</p> <p>Conservation and Open Space Policies:</p> <ul style="list-style-type: none"> Maintain the existing natural vegetation of the City in its natural state in all existing and proposed developments, to the extent commensurate with good fire protection policies, and encourage the re- 					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>establishment of appropriate native plants, especially fire retardant natives such as saltbrush, near fuel modification setback areas.</p> <p>Safety Element Goal:</p> <ul style="list-style-type: none"> Provide for the protection of the public through effective law enforcement and fire protection programs and volunteer programs such as Neighborhood Watch and the Community Emergency Response Team. <p>Safety Element Policies:</p> <ul style="list-style-type: none"> Promote education and safety awareness pertaining to all hazards that affect Rancho Palos Verdes residents and adjacent communities. Adopt and enforce building codes, ordinances, and regulations using best practices that include design and construction standards based upon appropriate levels of risk and hazard. Encourage cooperation among adjacent communities to ensure law enforcement and fire protection mutual aid in emergency situations. Cooperate with the fire protection agency and water company to ensure adequate water flow capabilities with adequate back-up throughout all areas of the City. Continue to cooperate with fire protection agencies in utilizing public facilities for water and refueling location. Develop and implement stringent site design and maintenance criteria for areas of high fire hazard potential in coordination with fire protection agencies. Implement reasonable and consistent house numbering and street naming systems. Coordinate with the Fire Department to provide adequate emergency access to all streets, including the end points of cul-de-sacs, and along the sides of structures. Ensure the availability of paramedic rescue and fire suppression services to all areas of the City. Locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and healthcare facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identify construction methods or other methods to minimize damage if these facilities are located in flood hazard zones. Establish cooperative working relationships among public agencies with responsibility for flood, fire, and climate change protection. 					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY: Would the proposal:					
a) Violate any water quality standard or wastewater discharge requirements?	8			√	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater?	1, 8			√	
c) Substantially alter the existing drainage pattern of the site or areas, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on or off site?	1, 10			√	
d) Substantially alter the existing drainage pattern of the site or areas including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?	1, 10			√	

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) 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?	1			√	
f) Otherwise substantially degrade water quality?				√	
g) Place housing within a 100-year flood hazard area, as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?				√	
h) Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?				√	
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	11				√
j) Inundation by seiche, tsunami, or mudflow?	11				√

Comments:

Implementation of the project would provide for future development that could alter existing stormwater runoff and associated pollutants. However, the potential for stormwater flows to affect water quality would be controlled through implementation of Municipal Code Chapter 13.10 (Storm Water and Urban Runoff Pollution), which includes the City's Low Impact Development Ordinance (Municipal Code 13.10.065). Existing areas of future development would minimally affect groundwater recharge because existing areas of open space will be preserved and permeable areas are required (Municipal Code 17.02). Drainage review is required for all future development in the City. The properties within the City of Rancho Palos Verdes are exempted from Flood Hazard Maps due to its topographic nature. This action was initiated and accomplished by the County of Los Angeles prior to 1984 and this amendment will not affect the exemption. Regardless, implementation of the following General Plan policies and enforcement of existing grading (Municipal Code 17.76.040), erosion (Municipal Code 13.10 Storm Water and Urban Runoff Pollution Control), and floodplain (Municipal Code 15.42 Floodplain Management) regulations would result in less than significant impact. Therefore, no additional mitigation is required.

Circulation Element Goal:

- Work with other jurisdictions and agencies to ensure that there are adequate storm drains, water systems, and sewer systems to serve the residents.

Circulation Element Policies:

- Encourage the retention of all remaining natural watercourses in their natural state.
- Require developers to install and develop a mechanism for ongoing maintenance of necessary flood control devices in order to mitigate downstream flood hazards induced by proposed upstream developments.
- Require that all flood control/natural water source interfaces and systems minimize erosion.
- Promote compliance with regulations controlling pollution impacts generated by development runoff.
- Promote compliance with regulations controlling discharge of wastewater into the ocean.

Conservation and Open Space Element Policies:

- Stringently regulate irrigation, natural drainage, and other water-related considerations in new developments and existing uses affecting existing or potential slide areas.
- Prohibit activities that create excessive silt, pollutant runoff, increase canyon-wall erosion, or potential for landslide within Resource Management Districts containing hydrologic factors (RM 6).
- Make every effort to preserve or restore natural hydrology when projects impact canyons or other natural drainage areas when such efforts do not conflict with public safety.

Safety Element Policies:

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> Avoid or minimize the risks of flooding to new development. Evaluate whether new development should be located in flood hazard zones, and identify construction methods or other methods to minimize damage if new development is located in flood hazard zones. Maintain the structural and operational integrity of essential public facilities during flooding. Locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and healthcare facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identify construction methods or other methods to minimize damage if these facilities are located in flood hazard zones. Establish cooperative working relationships among public agencies with responsibility for flood, fire, and climate change protection. <p>i) j) There are no dams and levees in the City of Rancho Palos Verdes. Given that there are no rivers, there is no potential exposure to seiche. Additionally, all available buildable vacant areas are located significantly above sea level, preventing exposure to tsunamis. As evidenced in the City's zoning map, areas with potential susceptibility to mudflow, such as Open Space Hazard zones do not permit new residential construction. Therefore, there will be no impact.</p>					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. Would the proposal:					
a) Physically divide an established community?	1, 2				√
b) Conflict with any applicable land use plan, policy, or regulation including, but not limited to the general plan, specific plan, local coastal plan, or zoning ordinance?	1, 2, 3, 8				√
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	1, 4				√
<p>Comments:</p> <p>a) The project will have no impact to the established community since it simply takes into account the built-out scenario of the City. The existing developable vacant lots are located within existing residential tracts, peppered throughout the City. All future development will follow established land use patterns, applicable development standards and guidelines based on the designated zoning district (Municipal Code Title 17), subject to Neighborhood Compatibility Guidelines established by the City for residential development to ensure compatibility with the neighborhood, and the following General Plan goals and policies. Therefore, there will be no impact.</p> <p>Circulation Element Policy:</p> <ul style="list-style-type: none"> Review any proposed development, major new resource uses, or significant changes to resource systems for impacts to the surrounding neighborhood and community. <p>Land Use Policies:</p> <p><u>Compatibility of Adjacent Land Use Areas</u></p> <ul style="list-style-type: none"> Work in conjunction with neighboring jurisdictions when development plans are submitted to the City or other jurisdictions that generate impacts on the City across jurisdictional lines. <p><u>Residential</u></p> <ul style="list-style-type: none"> Require all new housing developed to include suitable and adequate landscaping, open space, and other design amenities to meet the City's standards. Encourage and assist in the maintenance and improvement of all residential neighborhoods so as to maintain local standards of housing quality and design. Maintain and update the Development Code with quality standards, being flexible to new technology and techniques of building. 					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> Require all developments that include open space held in private ownership to provide legal guarantees to protect these areas from further development and to establish mechanisms enforceable by the City to ensure continued maintenance. Encourage energy and water conservation in housing design. Require that development reasonably protects corridor-related views. Prohibit encroachment on existing scenic views reasonably expected by neighboring residents. Enforce height controls to reasonably minimize view obstructions. Encourage all development to preserve neighboring site privacy. Require all new housing and significant improvements to existing housing to consider neighborhood compatibility. <p><u>Commercial</u></p> <ul style="list-style-type: none"> Place commercial and institutional developments under the same building orientation controls as residential developments in regard to topographic and climatic design factors. Require that commercial and institutional activity buffer and mitigate negative impacts on adjoining residential areas. Require commercial and institutional development to be designed to maximize pedestrian safety. Require that scenic view preservation by commercial and institutional activities be taken into account not only in the physical design of structures and signs, but also in night lighting of exterior grounds. Require commercial and institutional sites to limit the exposure of parking and exterior service areas from the view of adjoining sites and circulation routes. Specify the mix of standard and compact parking spaces for new development to ensure that all parking requirements are met. Require adequate screening or buffering techniques for all new and existing commercial activities in order to minimize odors, light, and noise pollution. <p><u>Institutional (Public, Educational, and Religious)</u></p> <ul style="list-style-type: none"> Require any new schools and encourage existing schools to provide adequate on-site parking and automobile access. Incorporate the Coast Guard Station into Lower Point Vicente Park when it is deactivated. Coordinate with the school district on cross-jurisdictional issues. Encourage implementation of plans for pedestrian and bicycling networks linking residential areas with schools for the safety of children. Review the location and site design of future institutional uses to ensure their compatibility with adjacent sites. Encourage mitigation of the adverse aesthetic impacts of utility facilities. Encourage the unification of the Eastview students into the Palos Verdes Peninsula Unified School District. <p><u>Recreational</u></p> <ul style="list-style-type: none"> Encourage local groups to participate in the planning, development, and maintenance of recreation facilities. <p><u>Agricultural</u></p> <ul style="list-style-type: none"> Encourage preservation of agricultural activities. <p><u>Open Space Preservation</u></p> <ul style="list-style-type: none"> All land with an Open Space Preservation Land Use Designation shall be used in compliance with the City's Natural Community Conservation Plan / Habitat Conservation Plan (NCCP/HCP). <p>b) The proposed General Plan Update includes modifications to the Hazard boundary line, or a land use change for portions of 699 individual properties. The Hazard areas will be more accurate, limited to hillsides, areas of known active or historical landslides and areas where preservation of the topography was necessary to protect the public health, safety and welfare. The land use designation name for the "Hazard" areas will be changed to "Open-Space Hillside" for all properties except those within the Coastal Bluffs, Landslide Moratorium Area, and other known landslide areas.</p> <p>Additional land use changes are proposed to correct ambiguities between the General Plan Land Use Map and the Zoning Map. The primary reason for the differences is that the 1975 General Plan Land Use Map have colored 'blobs' that represent areas with different land uses while the 2012 Zoning Map includes individual parcels and is more</p>					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>accurate due to the use of more advanced technology to create the map. As such, the General Plan Land Use Map will include minor corrections to better represent the land use areas as intended.</p> <p>Additional land use changes are proposed for consistency with the existing uses of the site. More specifically, existing parks with recreational amenities and improvements have inconsistent land use designations of Residential, Agricultural, Commercial and Hazard. Land use designation changes to Recreational-Passive is proposed for these park properties for consistency with the current use of the sites. With these changes to the land use designations, there are no impacts as a result of the proposed General Plan Update.</p> <p>c) In 1996, the City entered into a Planning Agreement with the California Department of Fish and Game and the U.S. Fish and Wildlife Service to develop an NCCP (Natural Communities Conservation Planning) subarea plan that would encompass the entire City. The purpose of the NCCP is to identify and provide for the area-wide protection of natural wildlife diversity, while allowing for compatible and appropriate development and growth. Subsequently, in 2004, the City adopted a Palos Verdes Peninsula (PVP) Subarea NCCP Plan that identified an approximate 1,400-acre habitat preserve. In 2005 and 2009, the City completed land acquisitions necessary for the creation of the 1,400 acre Preserve identified in the 2004 NCCP. The City's NCCP requires the City to "amend relevant sections of the RPV General Plan to identify all Preserve lands and their attendant land use restrictions". Since the existing General Plan Land Use Map does not have a land use classification for "Preserve", a new land use designation of "Open Space Preservation" will be created to classify the preserve areas identified in the 2004 PVP NCCP/HCP Plan. The NCCP/HCP is being updated by the City at this time. The new "Open Space Preservation" will only apply to City-owned properties and one parcel owned by the Palos Verdes Peninsula Land Conservancy. Therefore, there are no impacts as a result of the project.</p>					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the proposal:					
a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	1				√
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?	1, 8				√
<p>Comments:</p> <p>Three exploratory wells were drilled in what is now Rancho Palos Verdes. The Lesco Oil Corporation well was drilled in June 1947 just south of what is now 25th Street, and the McVicar well, in the vicinity of what is now the Trump National Golf Club, was drilled in 1951. All of these wells were drilled along the coast, where the Miocene layer is deepest. According to the logs filed with the State Division of Oil and Gas, nothing was found in these wells. From 1948 to 1958, the land in Rancho Palos Verdes was quarried for basalt, diatomaceous earth, and Palos Verdes stone. The only valuable material known to exist in Rancho Palos Verdes that has not at one time or another been commercially extracted is basalt, which reportedly exists at the main branches of Agua Amarga Canyon. These quarries were operated for nearly 10 years, closing their operation in 1958. Considering the rather low market value of the various mineral resources in Rancho Palos Verdes relative to the land's value as residential or commercial real estate, it is highly unlikely that landowners of the remaining vacant parcels would wish to utilize the land for mining or quarrying operations. Given the community's goal of maintaining a rural atmosphere, conflicts which might otherwise arise relative to desired land use are not likely to occur. Therefore, there will be no impacts to mineral resources as a result of the proposed project.</p>					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the project result in:					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?	1, 9		√		
b) Exposure of persons to, or generation of, excessive groundbourne vibration or groundbourne noise levels?	1, 9		√		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	1, 9		√		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	1, 9		√		
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 a public use airport, would the project expose people residing or working in the project area to excessive noise levels?					√
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?					√
<p>Comments:</p> <p>The General Plan calls for a slight population increase though General Plan build-out. The bulk of this increase will be reflected in low-density residential development and therefore would not require the extensive and ongoing use of heavy trucks that commercial, industrial, or other land uses might induce. Heavy trucks are a major contributor to increased noise levels in the environment.</p> <p>In addition to the low-density residential growth that will continue to characterize Rancho Palos Verdes' future development, the State of California has set noise standards for motor vehicles. Since the state regulates noise emissions from motor vehicles, a major source of noise in Rancho Palos Verdes, the City is preempted from passing any laws or ordinances that call for stricter regulations or enforcement related to vehicle noise emissions. For this reason, the City is highly dependent on the state for control and enforcement in this area. Therefore, the City encourages the State Legislature and the state law enforcement agencies, such as the California Highway Patrol, to actively pursue legislation to reduce and control vehicle noise emissions and to vigorously enforce all such laws.</p> <p>After General Plan build-out, future traffic noise levels along the major arterials and collector roads within the City would add 0.2 to 0.7 dBA CNEL to corresponding existing traffic noise levels along arterials and major collector roads within the City. This range of traffic noise level change is not considered significant and thus no significant growth-related traffic noise impacts would occur on existing uses throughout the City.</p> <p>Based on the Land Use Element and Circulation Element of the General Plan, it is anticipated that development would occur on parcels along the City's major arterial roadways before General Plan build-out in 2040. To reduce potential noise impacts to these vacant parcels, the Noise Element includes the following goals and policies to reduce noise impacts and additional mitigation measures are listed below.</p> <p>Noise Element Goal:</p> <ul style="list-style-type: none"> Through proper land use planning and regulations, to provide for a quiet and serene residential community. <p>Noise Element Policies:</p> <p><u>Transportation Noise</u></p>					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> • Encourage through traffic to existing arterials and collectors so that local roads are not used as by-passes or shortcuts, in order to minimize noise. • Control traffic flows of heavy construction vehicles en route to and from construction sites to minimize noise. • Encourage the state and federal governments to actively control and reduce vehicle noise emissions. • Encourage state law enforcement agencies to vigorously enforce all laws that call for the control and/or reduction of noise emissions. <p><u>Community Noise</u></p> <ul style="list-style-type: none"> • Develop an ordinance to control noise commensurate with local ambiance. • Maintain current and up-to-date information on noise control measures, on both fixed-point and vehicular noise sources. • Coordinate with all public agencies, especially our adjoining jurisdictions to study and/or control noise emissions. <p><u>Land Use Planning and Noise Control</u></p> <ul style="list-style-type: none"> • Mitigate impacts generated by steady state noise intrusion (e.g., with land strip buffers, landscaping, and site design. • Regulate land use so that there is a minimal degree of noise impact on adjacent land uses. • Require strict noise attenuation measures where appropriate. • Review noise attenuation measures applicable to home, apartment, and office building construction, make appropriate proposals for the City zoning ordinance, and make appropriate recommendations for modifying the Los Angeles County Building Code as it applies to the City. • Require the minimization of noise emissions from commercial activities by screening and buffering techniques. <p>While construction of future development will be in compliance with the Noise Element goals and policies as well as applicable Municipal Code requirements, there may continue to be a potential for significant impact. To reduce construction-related noise levels to less than significant, the following mitigation measures would be required.</p> <p>Mitigation Measures</p> <p>N-1: During construction, including grading, excavating, and land clearing, storage piles and unpaved disturbed areas shall be continuously stabilized or covered when material is not being added to or removed from the pile.</p> <p>N-2: Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. Non-noise producing equipment, such as trailers, may be located as a sound barrier between the stationary noise sources and sensitive receptors.</p> <p>N-3: Locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors during all project construction.</p> <p>N-4: Construct a temporary sound barrier/wall. The temporary construction barriers can use particle boards or gypsum boards, with no gaps or holes in them that could potentially deteriorate the noise attenuation effect.</p> <p>N-5: Unless safety provisions require otherwise, adjust all audible back-up alarms at the lowest volume appropriate for safety purposes.</p> <p>N-6: Include sound-deadening material (e.g., apply wood or rubber liners to metal bin impact surfaces) to line or cover hoppers, storage bins, and chutes.</p> <p>N-7: When feasible to do so, the construction contractor shall provide staging areas on-site to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between staging activities and neighboring properties.</p> <p>N-8: Use noise attenuating shields, shrouds, or portable barriers or encloses to reduce operating noise of noise producing equipment, such as jackhammers and pavement breakers.</p> <p>e), f) The City of Rancho Palos Verdes does not contain, border on, or is in close proximity of any airports so as to cause exposure to noise levels resulting from an airport or a private air strip. Therefore, there will be no impact caused by the project.</p>					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. Would the project:					
a) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or major infrastructure)?	1				√
b) Displace existing housing, especially affordable housing?	1				√
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	1				√
Comments: a) The General Plan Update contemplates a slight population increase though General Plan build-out. The bulk of this increase will be reflected in low density residential development. The City's adopted 2013-2021 Housing Element contemplates modest gains in population growth projections. More specifically, the Southern California Association of Governments 2012 Regional Transportation Plan Forecast shows an increase of 100 persons and 100 households over a period of 12 years (between 2008 and 2020). Taking into account the average gain of 8 persons per year, from the current year of 2015, the population is projected to increase by approximately 40 persons and 40 households by year 2020. With the current population at 41,643, this is less than a 1% increase for the next 5 years. Given the minimal increase in the projected population growth, there will be no impacts as a result of the proposed General Plan Update. b)-c) The General Plan's build-out scenario takes into account the development of all remaining developable parcels in the City, thereby creating more units. It does not involve displacing or replacing any existing housing, especially affordable housing. Therefore, there will be no impacts as a result of the projects.					
14. PUBLIC SERVICES.					
a) Would the project result in substantial adverse physical impacts associated with the provisions of 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 following public services:					
i) Fire protection?	1, 2			√	
ii) Police protection?	1, 2			√	
iii) Schools?	1, 2			√	
iv) Parks?	1, 2			√	
v) Other public facilities?	1, 2			√	
Comments: The General Plan Update contemplates a slight population increase though General Plan build-out. The bulk of this increase will be reflected in low density residential development. These remaining vacant lots are scattered within existing residential tracts in the City. Given the limited number of vacant lots within established residential tracts and a less than 1% increase in the population over the next 5 years, the impacts to public services would be nominal and therefore will result in less than significant impacts. No mitigation required.					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. RECREATION.					
a) Would the project increase the use of neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	1, 2			√	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	1, 2			√	
<p>Comments:</p> <p>The General Plan Update contemplates a slight population increase though General Plan build-out. The bulk of this increase will be reflected in low density residential development. These remaining vacant lots are scattered within existing residential tracts in the City. Given the limited number of vacant lots within established residential tracts and a less than 1% increase in the population over the next 5 years, the impacts to recreation would be nominal. The General Plan includes the following goals and policies to reduce impacts to recreational facilities. Therefore, the project will result in less than significant impacts. No additional mitigation is required.</p> <p>Circulation Element Policies:</p> <ul style="list-style-type: none"> Implement the Trails Network Plan to meet the recreational needs of the community while maintaining the unique character of the Peninsula. <p>Conservation and Open Space Policies:</p> <ul style="list-style-type: none"> Provide appropriate access to public land. Seek Los Angeles County, state, federal, and private funds to acquire, improve, and maintain recreational lands. Encourage institutions to provide public use of its recreation facilities. Encourage building additional parks and playing fields, where appropriate, for multiple uses by various recreational groups. <p>Environmental Justice Element Policies:</p> <ul style="list-style-type: none"> Encourage and provide facilities and resources for recreational, social, cultural, and educational programs for residences. Design recreational facilities including parks and trails for the use of older adults in the City with limited mobility. Continue to provide a variety of active and passive parks and recreational activities accessible to all residents. <p>Land Use Element Goal:</p> <ul style="list-style-type: none"> Endeavor to provide, develop, and maintain recreational facilities and programs of various types for a variety of activities. Land Use Element Policy: Encourage local groups to participate in the planning, development, and maintenance of recreation facilities. 					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION/TRAFFIC. Would the project:					
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to	1, 8				√

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?					
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				√	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?					√
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?				√	
e) Result in inadequate emergency access?	1				√
f) Conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	1, 8				√

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Comments:</p> <p>Given that the proposed increase in population and housing as a result of the General Plan Update's build out scenario is relatively minor with a projection of approximately 40 persons and 40 households by year 2020, along with most vacant lots located within established residential tracts scattered throughout the City, there will be no substantial adverse impacts to transportation and traffic levels, patterns, uses, access, etc. The housing unit increase will be site-specific and as with all construction, any proposed project resulting from the proposed amendment will be reviewed in regards to design and adequate parking capacity on-site. Additionally, the following General Plan goals and policies will apply and applicable site-specific traffic analysis will be reviewed prior to future construction for any potential impacts. Therefore, there will be less than significant impacts to transportation/traffic as a result of the project and no additional mitigation is required.</p> <p>Circulation Goals:</p> <ul style="list-style-type: none"> • Provide and maintain a safe, efficient, and comprehensive system of roads and trails, and coordinate them with other jurisdictions and agencies. • Facilitate mobility of residents through an adequate public transportation system with consideration of the City's demographics. • Where appropriate, use complete street concepts to integrate the needs of all users of the roadway system consistent with the California Complete Streets Act of 2008. <p>Circulation Policies:</p> <ul style="list-style-type: none"> • Balance traffic impacts to residential neighborhoods with efficient traffic flow and public safety by implementing appropriate traffic-calming measures. • Require any new developments or redevelopment to provide streets wide enough to support the City's future traffic needs and to address potential impacts to nearby intersections resulting from such developments. • Encourage synchronization and coordination of traffic signals along arterials. • Ensure that future residential developments provide direct access to roadways other than arterials. • Work with other Peninsula cities and/or regional agencies to improve public transportation on the Peninsula and to provide access to other destinations in the region. • Implement the Trails Network Plan to meet the recreational needs of the community while maintaining the unique character of the Peninsula. • Coordinate and cooperate with neighboring jurisdictions to develop trail networks. • Prohibit motorized vehicles from using paths and trails, except for disabled access and emergency or maintenance vehicles. • Require that all new developments, where appropriate, establish paths and trails. • Seek funding for acquisition, development, and maintenance of trails. • Implement trails on existing rights-of-way and easements in accordance with the Trails Network Plan. Where applicable, consideration should be given to adding crosswalk pushbuttons at proper equestrian height levels where equestrian trails traverse signalized intersections. • Include safety measures, such as the separation of uses, fences, and signage, in the design and construction of paths and trails. • Encourage the safe and courteous use of trails by educating users as appropriate. • Provide appropriate public access to the City shoreline. • Explore options to develop a City equestrian park. • Require adequate off-street parking for all existing and future development. • Develop appropriate ordinances to regulate street parking, parking on narrow residential streets, and parking of recreational, commercial, and/or oversized vehicles. • Coordinate and cooperate with school districts, and parent and community groups to provide safe and proximate access to schools. • Require detailed analysis for all proposals to convert local public roads into private streets or retain new local roads as private property. Conditions for establishing private streets should include: <ul style="list-style-type: none"> ○ The road is a truly local road and is not needed as a collector or arterial road. ○ Provisions are made to guarantee the future upkeep of the streets. ○ Dedication of non-vehicular easements may be required. • Reflect the elements of the City's Trails Network Plan in appropriate City processes and procedures. For each trail category, the City's action should include the following: <ul style="list-style-type: none"> ○ Category I (Definition: These trails are defined as existing, dedicated trails that meet the City's trail standards. Inspect and maintain all existing trails on a regular basis. 					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> Category II (Definition: These trails are defined as proposed trails and trail segments that cross undeveloped, privately owned land that is zoned as being developable). These trails and trail segments should be implemented when the respective parcels of land are developed. Consider these trails, or alternate approaches to provide equivalent access, in all new developments. Category III (Definition: These trails are defined as proposed trails and trail segments that are located on existing trail easements, City property, or street rights-of-way, and that require implementation or improvements). Require consideration by the City Department of Public Works or the Department of Recreation and Parks of these trails or alternate approaches to provide access prior to bid solicitation for projects. Category IV (Definition: These trails are defined as proposed trails and trail segments that cross privately owned land designated as Open Space or Open Space Hazard, or on land owned by a public utility or public agency). These trails and trail segments involve the acquisition of easements and may require implementation or improvements. Implement these trails by soliciting voluntary offers to dedicate easements. Where appropriate, the City should seek the dedication of an easement as a mitigation measure for significant property improvements. Category V (Definition: These trails are defined as proposed trails that would primarily benefit neighborhood residents and that cross privately owned land). Implement these trails only upon initiation by affected property owners or community groups. The City shall provide appropriate support to the property owners offering easements. If City land is sold, record any appropriate public access easement, restriction, reservation, and/or right-of-way. Provide descriptions of relevant trails in the Trails Network Plan to potential applicants when inquiries for development are first made. Design and construct new trails in accordance with the Trails Network Plan and other national, state, and local standards, where appropriate. When constructing paths and trails, require the use of construction techniques that minimize the impact on the environment. Align trails to maximize access to scenic resources, where appropriate. Include the bikeways in the Conceptual Bikeways Plan or alternate approaches to provide access, prior to approval of proposals for land development through a subdivision of land application and/or conditional use permit application. Require consideration of the inclusion of bikeways in the Conceptual Bikeways Plan or alternate approaches to provide access during project design for all City Department of Public Works or Department of Recreation and Parks projects. <p>Environmental Justice Policy:</p> <ul style="list-style-type: none"> Promote the use of alternate modes of transportation including biking and walking. <p>Safety Element Policy:</p> <ul style="list-style-type: none"> Improve pedestrian, bicycle, and public transportation routes and amenities to serve the travel needs of residents and visitors. Where feasible, connect major destinations such as parks, open spaces, civic facilities, retail, and recreation areas with pedestrian, bicycle, and public transportation infrastructure; promote shared roadways; and require new development and redevelopment projects to provide pedestrian, bicycle, and public transportation amenities and streetscape improvements. 					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				√	
b) Require or result in the construction of new water or wastewater treatment				√	

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?					
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				√	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				√	
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				√	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				√	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				√	
<p>Comments: The General Plan Update contemplates a slight population increase though General Plan build-out. The bulk of this increase will be reflected in low density residential development. These remaining vacant lots are scattered within existing residential tracts in the City. Given the limited number of vacant lots and a less than 1% increase in the population over the next 5 years (by 2020), compliance with federal, state, and the following General Plan goals and policies, the impacts to utilities and service systems would be nominal. Therefore, there will be less than significant impact as a result of the project and no additional mitigation is required.</p> <p>Circulation Goal:</p> <ul style="list-style-type: none"> Work with other jurisdictions and agencies to ensure that there are adequate storm drains, water systems, and sewer systems to serve the residents. <p>Circulation Policies:</p> <ul style="list-style-type: none"> Ensure that the resource companies provide all areas of the City with adequate service, including adequate backup and growth capabilities. Encourage the use of alternative water and energy generation sources. Promote, practice, and encourage workable energy and water conservation techniques. Review any proposed development, major new resource uses, or significant changes to resource systems for impacts to the surrounding neighborhood and community. Encourage the use of recycled/reclaimed water in the irrigation of large open space areas, including golf courses, open space areas owned by homeowners' associations, and City parks and ballfields. Encourage the California Water Company to complete a conservation plan that provides for the availability of a recycled water system in the City. Underground all new power lines and communications cables and implement programs to place existing lines and cables underground, where feasible. Encourage the establishment of undergrounding assessment districts by homeowners in areas of existing overhead lines. Investigate funding sources to be used in local undergrounding programs for areas of existing overhead lines. <p>Conservation and Open Space Policies;</p>					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> Stringently regulate irrigation, natural drainage, and other water-related considerations in new developments and existing uses affecting existing or potential slide areas. <p>Safety Element Policies:</p> <ul style="list-style-type: none"> Cooperate with the fire protection agency and water company to ensure adequate water flow capabilities with adequate back-up throughout all areas of the City. 					
Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE.					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	4				√
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?	1				√
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	1				√
<p>Comments:</p> <p>a) In 1996, the City entered into a Planning Agreement with the California Department of Fish and Game and the U.S. Fish and Wildlife Service to develop an NCCP (Natural Communities Conservation Planning) subarea plan that would encompass the entire City. In 2004, the City adopted a Palos Verdes Peninsula (PVP) Subarea NCCP/HCP Plan that identified an approximate 1,400-acre habitat preserve. In 2005 and 2009, the City completed land acquisitions necessary for the creation of the 1,400 acre Preserve identified in the 2004 NCCP/HCP. The City is currently updating the HCCP/HCP Plan. Since the existing General Plan Land Use Map does not have a land use classification for "Preserve", a new land use designation of "Open Space Preserve" will be created to classify the preserve areas identified in the 2004 PVP NCCP Plan. The new "Open Space Preserve" only applies to City-owned properties and one parcel owned by the Palos Verdes Peninsula Land Conservancy. Therefore, there are no impacts as a result of the project.</p> <p>b)-c) The proposed General Plan Update is based on a future build out of the remaining vacant lots scattered within established low density residential tracts within the City, and maintenance of the existing development patterns of the community. The proposed project is a text update to the existing General Plan, its goals and policies along with a series of land use changes which will be reflected in the updated General Plan Land Use Map. As repeated in previous sections, the number of remaining lots are minimal and will consist of infill development within existing residential neighborhoods. Additionally, the projected population growth is less than 1% over the next 5 years. Furthermore, site specific analysis will be required prior to the development of any vacant lot. As such, the project will not have</p>					

Issues and Supporting Information Sources	Sources	Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
cumulatively considerable impacts and will have no significant adverse impacts to on human beings, either directly or indirectly.					

19. EARLIER ANALYSES.
Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D). In this case a discussion should identify the following items:
a) Earlier analysis used. Identify earlier analyses and state where they are available for review.
Comments: An EIR was certified with the original 1975 General Plan and a copy is available within the existing 1975 General Plan document (pages 253-261).
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.
Comments: The earlier EIR is sectioned into broader categories: Environmental Impact of the Proposed Action, Any Adverse Environmental Effects Which Cannot be Avoided if the Proposal is Implemented, Mitigation Measures Proposed to Minimize the Impact, Alternatives to the Proposed Action, the Relationship Between Local Short Term Uses of Man's Environment and the Maintenance and Enhancement of Long Term Productivity, Any Irreversible Environmental Changes Which Would be Involved in the Proposed Action Should it be Implemented, and the Growth-Inducing Impact of the Proposed Action. The EIR appeared to have answered all of the checklist items in more generalized format, referring to sections of the General Plan document itself. The EIR states that the General Plan document in itself is a mitigation measure as it proposes to protect and manage the natural environment of the City and, through the environmental analysis of specific development proposals, it is intended that specific mitigation measures would be required. Additionally, mitigation measures were often contained in policy statements of each element within the General Plan.
c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.
Comments: None.

20. SOURCE REFERENCES	
1	City of Rancho Palos Verdes, <u>Rancho Palos Verdes General Plan</u> , and associated Environmental Impact Report. Rancho Palos Verdes, California as amended through August 2001
2	City of Rancho Palos Verdes 2012 Zoning Map
3	City of Rancho Palos Verdes, <u>Coastal Specific Plan</u> and associated Environmental Impact Report, Rancho Palos Verdes, California: December 1978
4	City of Rancho Palos Verdes NCCP Phase 1 Map
5	ESA. Air Quality Technical Report. July 2017.
6	The Seismic Zone Map (3/25/99), Department of Conservation of the State of California, Alquist-Priolo Earthquake Fault Zone (5/1/99)
7	City of Rancho Palos Verdes Archeology Map
8	City of Rancho Palos Verdes Municipal Code
9	LSA. Noise and Vibration Technical Report. November 2017.
10	U.S. Geological Survey Map
11	Tsunami Inundation Map for Emergency Planning (Torrance & San Pedro Quadrangle: March 1, 2009)
12	FEMA. <u>DFIRM Map</u> . 2010
13	County of Los Angeles Fire Department. <u>Very High Fire Hazard Severity Zone Map</u> . 2009
14	ESA. Traffic Impact Analysis. August 2017.
15	ESA. Greenhouse Gas Technical Report. July 2017