CITY OF ROLLING HILLS ESTATES
INITIAL STUDY, ENVIRONMENTAL CHECKLIST

1. Project Title: Chase Bank

2. Lead Agency Name and Address: City of Rolling Hills Estates
4045 Palos Verdes Drive North
Rolling Hills Estates, CA 90274

3. Contact Person and Phone Number: Niki Cutler, AICP, Principal Planner
(310) 377-1577

4. Project Location: 828 Silver Spur Road (between Beechgate and Roxcove Drives)
Assessor's Parcel No. 7586-027-012
Rolling Hills Estates, CA 90274

(See Figures 1, 2, and 3: Regional Location, Project Location, and Aerial Photograph of the Site, as well as Section 8 *Description of Project* for additional details.)

5. Project Sponsor's Name and Address: Stantec Architecture, Inc.
19 Technology Drive, Suite 200
Irvine, CA 92618

6. General Plan Designation: Commercial General/Mixed-Use Overlay (CG/MU) (Planning Area 6) and within the Cultural Resources and Hazards Management Overlay Zones; a Scenic Corridor Overlay is also designed for the segment of Silver Spur Road that includes the project's frontage

7. Zoning: CG/MU (Commercial General/Mixed Use) Overlay District

8. Description of Project:

Project Location

The project site is located in the Peninsula Center (Rolling Hills Estates' primary commercial area) on the north side of Silver Spur Road, in the City of Rolling Hills Estates, Los Angeles County, California. The 0.57-acre site is bounded by Beechgate Drive on the east, Beechgate Road on the north and west, and Silver Spur Road on the south. The project site is located on map page 823 of the Los Angeles County Thomas Guide and on the *Torrance, California* 7.5-minute United States Geologic Survey (USGS) Topographic Quadrangle (Photorevised 1981) (Township 5 South, Range 14 West). See Figures 1 and 2, which illustrate the regional orientation of the City of Rolling Hills Estates and the project location, respectively.

Project History

The project site was previously the subject of an Environmental Impact Report (EIR) for the proposed Silverdes Medical Office Condominium Project (Silverdes Project), which consisted of a three-story, 29,642-ft^2 medical office building with two levels of underground parking. On February 24, 2009, the City Council of the City of Rolling Hills Estates approved the entitlements for the Silverdes Project and certified the corresponding EIR. The Silverdes Project, however, has not been built to date, and the project site is now proposed for the subject Chase Bank.

Given that the Silverdes Project EIR described the environmental conditions of the site as they existed in December of 2007 (when the Notice of Preparation was published) and considered the environmental impacts of a development project on the site, the Silverdes Project EIR is incorporated herein by reference in its entirety (Silverdes Medical Office Condominium Project, certified February 24, 2009, State Clearinghouse Number 2007121061). The Silverdes Project EIR determined that the project would not have any significant impacts on the environment with the incorporation of mitigation measures[1].

The Silverdes Project EIR is available for review upon request at the City of Rolling Hills Estates, 4045 Palos Verdes Drive North, Rolling Hills Estates, CA 90274 during normal business hours.

Given the differences between the proposed Chase Bank and the Silverdes Project (bank use rather than medical offices, one story rather than three stories, minimal grading rather than substantial grading/excavation for two underground parking levels, etc.), the lead agency has deemed it appropriate to conduct a separate CEQA document. Nonetheless, the City recognizes that the environmental conditions/setting of the site are largely the same as was described in the Silverdes Project EIR.

Project Characteristics

The proposed project consists of building a new 1-story, 4,404-square foot (ft^2), free-standing Chase Bank branch with a drive-thru ATM. Figure 4 presents the proposed site plan, and Figures 5 and 6 present elevation plans for the proposed bank. The details of the proposed project are described in the following sub-sections.

Architectural Design

The proposed bank is designed in a Spanish Mediterranean style with a mission-style, red tile roof and painted stucco facades. The proposed bank structure features articulated facades on all four elevations with recessed and projecting elements; a combination of arched and straight window/door frames; and an earth-tone color palate with offsetting white and beige facades and red clay-colored trim that matches the red tile roof. The proposed ATM canopy mimics the design of the proposed bank building with matching colors and materials.

[1] The Silverdes Project EIR evaluated the potential environmental effects of the then proposed medical office building, related to aesthetics, air quality, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services and utilities, and transportation and traffic.

The proposed bank building would have a maximum height of 29'-6½' (29 feet, 6 ½ inches) and the proposed ATM canopy would have a maximum height of 20'-3". The roof line of the proposed bank is varied due the articulating façade, with roof peaks at 19'-6", 25'-11", and 29'-6½" (the maximum proposed height).

Layout, Parking, and Circulation

The proposed bank building would be placed in the southeast corner of the site with parking bays along the north and west sides of the building that provide a total of 31 parking stalls. The proposed 2-lane drive-thru ATM canopy would be located in the western corner of the site, west of the proposed parking bay. Vehicular access to the site would be provided via three driveways: a full-access entry/exit from Beechgate Drive, a full-access entry/exit from Silver Spur Road, and an exit-only driveway onto Silver Spur Road from the proposed drive-thru lane.

Landscape Improvements

The proposed project includes landscaped areas located along all street frontages of the site with the largest landscaped area being located at the southwest corner of the site. Landscape plans are subject to review and approval by the City's Park and Activities Commission prior to the issuance of Building Permits. Approximately 30% of the site would be covered with landscaping.

Grading and Drainage

The proposed project involves grading of the site to create a building pad and to establish surface parking fields. Project grading includes 3,000 cubic yards (yds^3) of export and 500 yds^3 of import to account for the expansion potential of the existing soil onsite. The finished project site would generally slope from north to south. Storm water would be directed into parking lot gutters and grated trench drains, which would empty into an existing storm drain in Silver Spur Road.

Requested Discretionary Approvals

The proposed project requires the following City Discretionary actions:

City Discretionary Actions	
Decision Making Body	**Action Required**
Planning Commission	Precise Plan of Design
	Grading Permit

9. Surrounding land uses and setting:

The City of Rolling Hills Estates lies within the southwest portion of Los Angeles County on the Palos Verdes Peninsula. The Peninsula consists of rolling hills surrounded by the Pacific Ocean on three sides (the south, east, and west) and the Los Angeles Basin to the north. The project site lies in the City's main commercial area – the Peninsula Center.

From as early as 1947, the project site was utilized for agricultural purposes. Agricultural use continued until 1969, when the site was first developed as a gasoline service station. The site remained as a service station (Peninsula Auto Service/ARCO) until it was demolished in 2003.

The site is currently a vacant lot. Remnants from the previous service station that remain onsite include a concrete retaining wall and landscape bed along the northern boundary of the site, and the pole that held the sign of the previous service station in the southwest corner of the site. The landscape bed along the northern property boundary is planted with a row of mature cypress trees that are proposed to be removed with project construction. Figure 3 is an aerial photograph of the project site, and photographs of the site and the surrounding area are presented in Figure 7.

The surrounding area includes a commercial center (Town and Country Shopping Center) located to the south across Silver Spur Road, a two-story office building to the east across Beechgate Drive, single-family residences in the City of Palos Verdes to the north, and commercial uses to the northwest across Silver Spur Road.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

None.

11. References:

The documents listed below are incorporated into this document by reference and are available for review in the Planning Department of the City of Rolling Hills Estates, which is located in City Hall, 4045 Palos Verdes Drive North Rolling Hills Estates, CA 90274.

a. California, State of, the Resources Agency, Department of Conservation, Division of Mines and Geology. *Seismic Hazards Zone Map, Torrance Quadrangle*, 1999.

b. Rolling Hills Estates, City of, *General Plan,* 1992.

c. Rolling Hills Estates, City of, *Final Environmental Impact Report for the Proposed Rolling Hills Estates General Plan Update*, September 1992.

d. Rolling Hills Estates, City of. *Rolling Hills Estates Municipal Code*.

e. Rolling Hills Estates, City of. *Public Facilities Impact Fee Report*. June 13, 2008.

f. Rolling Hills Estates, City of. *Traffic Impact Analysis Methodology Guidelines*. June 14, 2004.

g. Environmental Impact Report (EIR) for the proposed Silverdes Medical Office Condominium Project (Silverdes Project),

h. South Coast Air Quality Management District. *Air Quality Analysis Guidance Handbook*.

i. South Coast Air Quality Management District. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

12. Appendices

A. Traffic Report, Stantec Consulting Services, Inc.

B. California Emissions Estimator Model (CalEEMod) Results (Air Quality and Greenhouse Gas Emission Modeling)

C. Geotechnical Investigation Report and Geotechnical Investigation Addendum 01, Stantec Consulting Corporation

D. Phase I and Phase II Environmental Site Assessments, Partner Science and Engineering, Inc.

REPORT PREPARERS

The following consulting firm assisted the City of Rolling Hills Estates in the preparation of this Initial Study:

Willdan Engineering
13191 Crossroads Parkway South, Suite 405
Industry, California 91746-3497

FIGURE 1 – REGIONAL ORIENTATION MAP

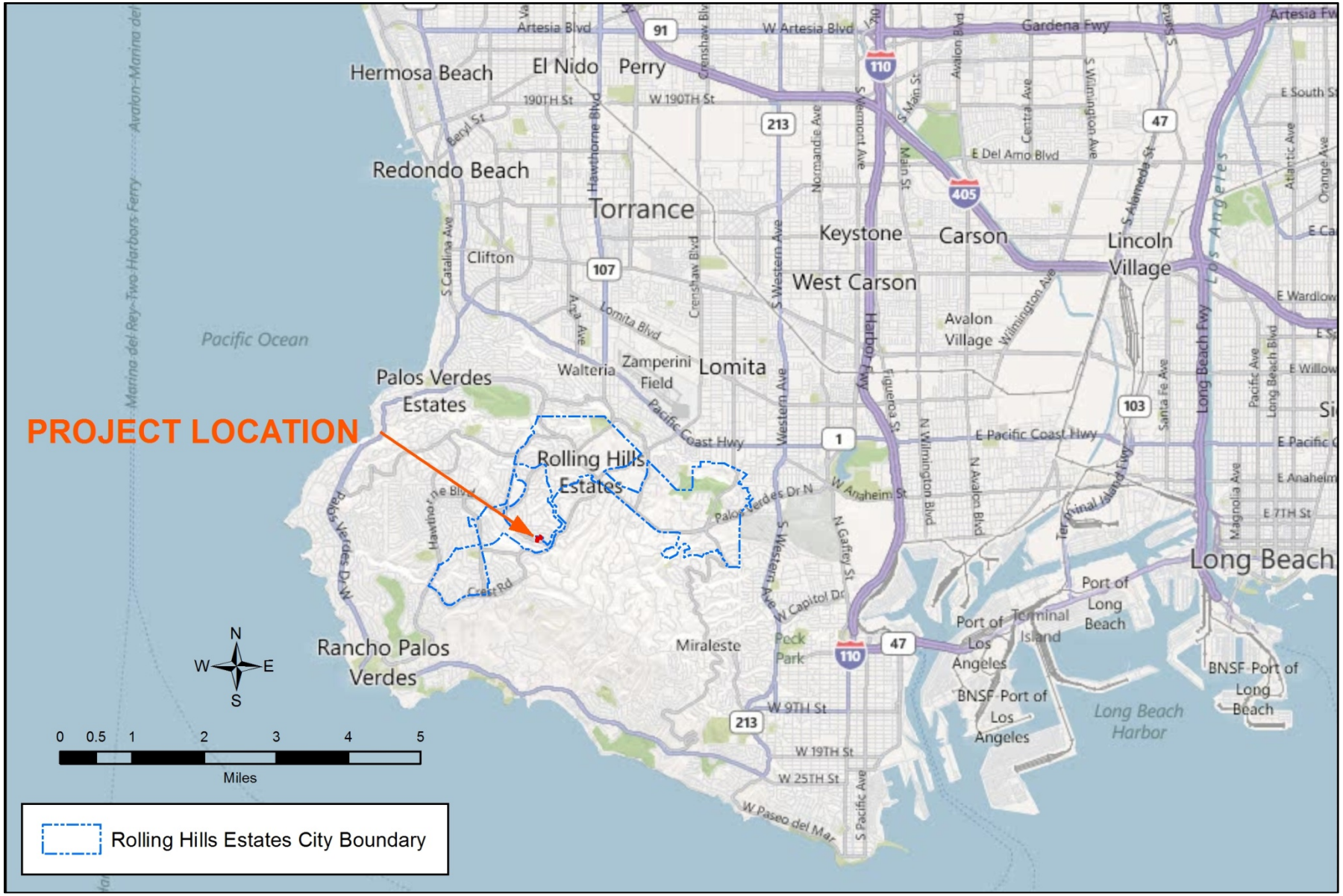


FIGURE 2 – PROJECT LOCATION MAP

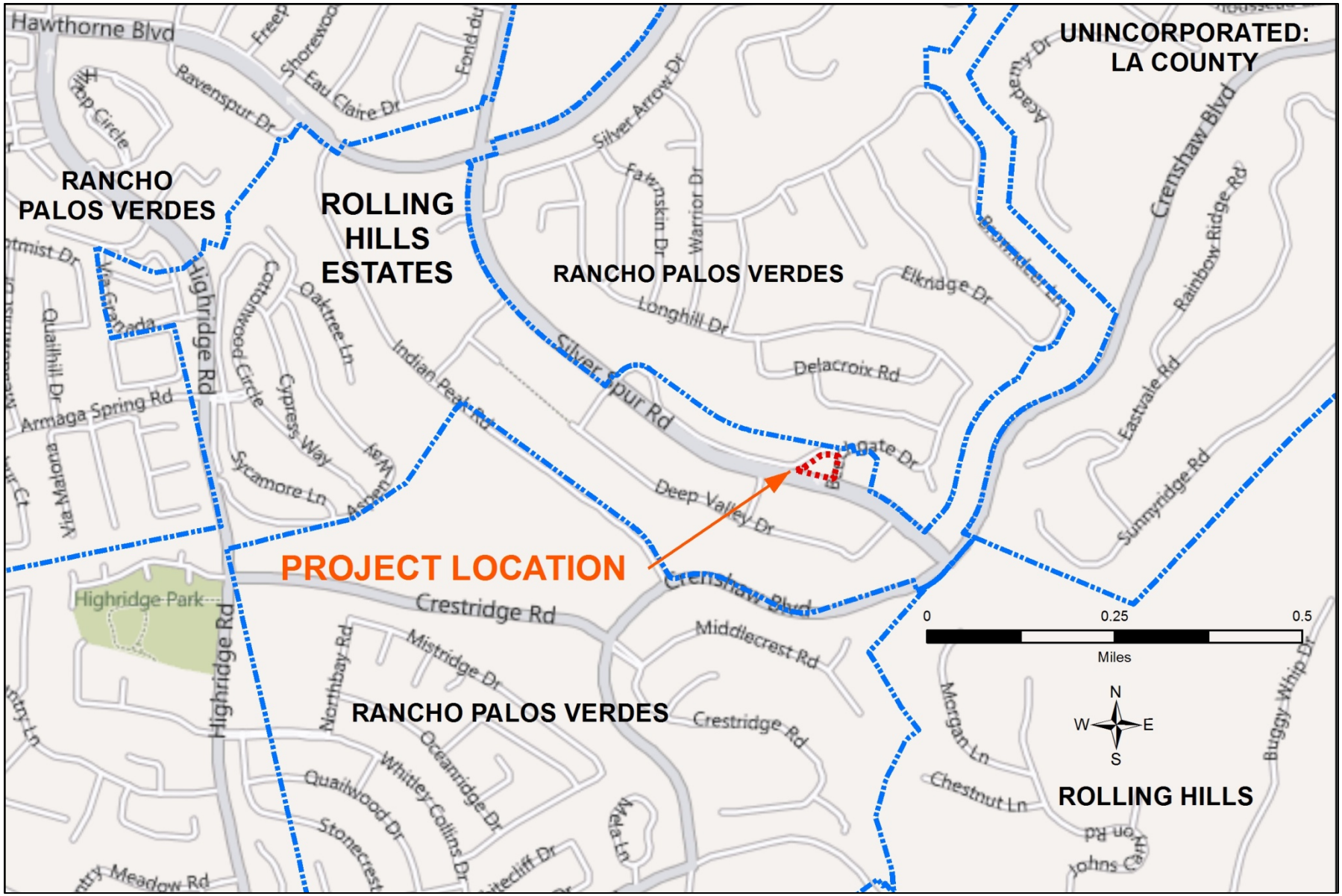


FIGURE 3 – AERIAL PHOTOGRAPH OF THE PROJECT SITE

FIGURE 4 – PROJECT SITE PLAN

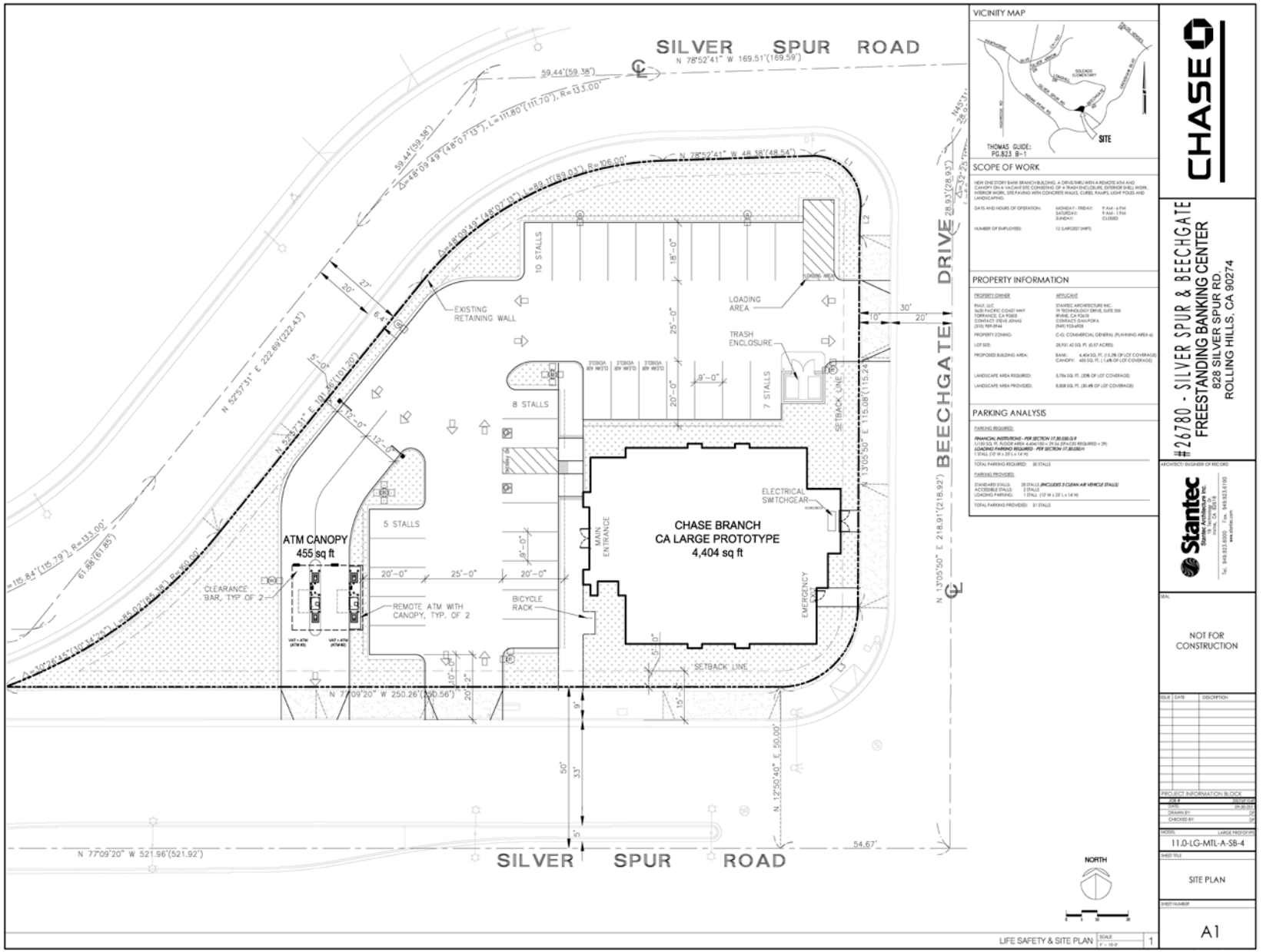
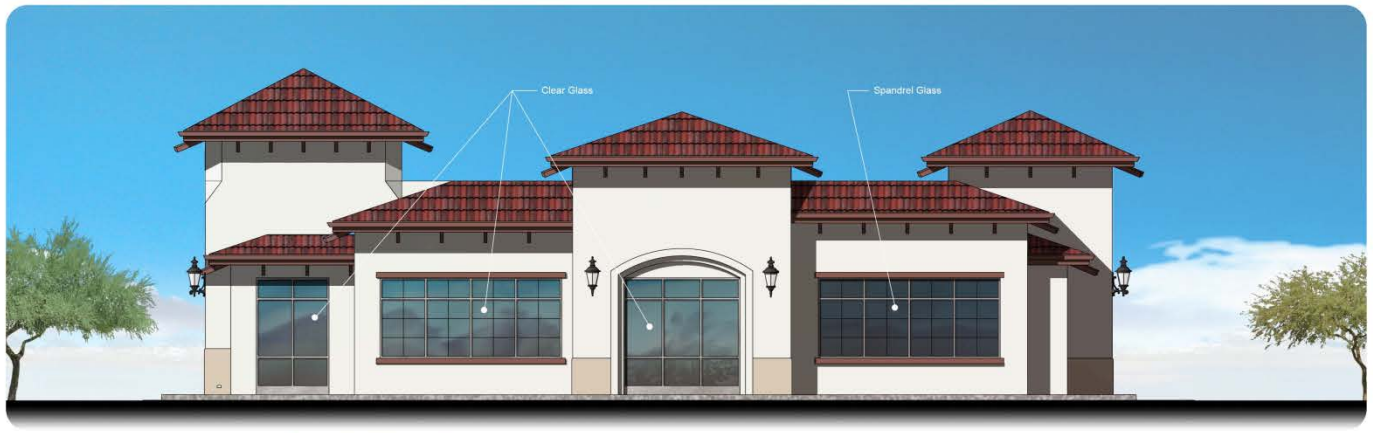


FIGURE 5 – SOUTH AND WEST ELEVATIONS OF THE PROPOSED CHASE BANK
Source: Stantec



South Elevation

West Elevation

Color Legend:

Sherwin Williams #SW7005
"Pure White"

Sherwin Williams #SW6106
"Kilim Beige"

Sherwin Williams #SW6054
"Canyon Clay"

US Tile
2-Piece Mission Style
Newport Blend

FIGURE 6 – NORTH AND EAST ELEVATIONS OF THE PROPOSED CHASE BANK AND ELEVATIONS OF THE ATM CANOPY

Source: Stantec

FIGURE 7 – PROJECT SITE PHOTOS

View of Project Site Looking West

View of Project Site Looking East

View of Project Site Looking South

View of Project Site Looking North

Project Site Frontage on Beechgate Drive

Project Site Frontage on Silver Spur Road

INITIAL STUDY CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature	Date
Printed Name	City of Rolling Hills Estates For

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

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

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

9) The explanation of each issue should identify:

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

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

ENVIRONMENTAL CHECKLIST:

I LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Propose a use not currently permitted by the General Plan Use Map?	☐	☐	☐	☒
d) Propose a use not currently permitted by the Zoning Ordinance and Zoning Map?	☐	☐	☐	☒
e) Result in an increase in density beyond that permitted in the General Plan and Zoning Ordinance?	☐	☐	☐	☒
f) Have an architectural style or use building materials that are substantially inconsistent with neighborhood compatibility requirements?	☐	☐	☒	☐
g) Propose a use, which is incompatible with surrounding land uses because of the difference in the physical scale of development, noise levels, light and glare and traffic levels or hours operation?	☐	☐	☒	☐
h) Detract substantially from the rural character, as defined in the Rolling Hills Estates General Plan of the City?	☐	☐	☐	☒
i) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?	☐	☐	☐	☒

Explanation of Checklist Judgments:

I(a). **No Impact** – The proposed construction of a new 1-story, 4,404-square foot (ft^2), free-standing Chase Bank branch with a drive-thru ATM is consistent with the underlying zoning of the property ("CG/MU") - Commercial General/Mixed Use Overlay District and the surrounding commercial retail and office uses. Given that the proposed improvements would occur entirely on the existing 0.57-acre parcel which comprises the project site, the location and design of the proposed project would not divide an established community and would cause no related impacts.

I(b). **No Impact** - The project site is currently zoned "CG/MU" (Commercial General/Mixed Use Overlay District) and designated "Commercial General/Mixed-Use Overlay" in the City's General Plan. The proposed new bank building and drive-thru ATM would re-instate the commercial use of the site (it is currently vacant but was previously occupied by a gasoline service station), which is consistent with the general plan and zoning designations of the site and compatible with the surrounding land uses. In addition, the project site is located in the following overlay zones:

Cultural Resources Overlay – this designation applies to those areas that have been designated as having a high sensitivity for cultural resources and where future development may affect these resources. The Conservation Element of the General Plan details appropriate actions that must be followed when property is included within this designation.

Scenic Corridor Overlay – This designation applies to all properties on major roadways, where scenic vistas, as designated in the Conservation Element of the General Plan, are located. The Scenic Corridor applies to all properties abutting this segment of Silver Spur Road. The Conservation Element of the General Plan outlines specific guidelines for future development along these roadways.

Hazards Management Overlay – This designation applies to those areas of the City which may be subject to some type of environmental hazard. These areas subject to seismic risk, flood hazard, or slope stability are included within the Hazards Management Overlay.

Mixed-Use Overlay - This land use designation is very site specific and applies only to those areas included with the Commercial General land use designations. The designation permits residential development to be constructed in areas with this land use designation. The residential units may either share the structure or parcel.

The proposed new improvements will not conflict with the City's "Scenic Corridor Overlay" designation, which is discussed in III(d, h, i) below; the Cultural Resources Overlay, as described in VIII below; or with the "Mixed-Use Overlay" since no residential units are included in the project.

I (c). **No Impact** – The proposed project is consistent with the land use designations for the site.

I (d). **No Impact** - The proposed project is consistent with the zoning for the site.

I (e). **No Impact** – The proposed project is within the density limits established in the City's Zoning Ordinance and General Plan. The Land Use Element of the City's General Plan identifies a maximum floor area ratio (FAR) of 3.0 to 1.0 for the Commercial General General Plan designation and corresponding "CG" zoning district. A 3:1 FAR for the site translates into 74,488 ft^2 of maximum allowable building space for the 24,829-ft^2 site. With the proposed project, there would be 4,404 ft^2 of building space on the site, which is well below the FAR requirement.

In addition to the FAR requirement, the City's Zoning Code (Section 17.30.050) establishes a maximum lot coverage of 35% for the CG zoning district. This translates into a maximum lot coverage of 8,690 ft^2 for the 24,829-ft^2 site. With the proposed project, the total lot coverage onsite would be 4,404 ft^2, which complies with the lot coverage requirement.

The maximum permitted height of structures in the CG/MU zone is 44-feet. Project plans submitted by the applicant indicate a proposed maximum structural height of the bank building at 29-feet, 6½ -inches.

I (f). **Less Than Significant Impact** – The proposed project is the proposed construction of a new 1-story, 4,404-ft^2, free-standing Chase Bank branch with a drive-thru ATM with hardscaping, landscaping, and parking improvements. All of these improvements will be constructed in a single phase.

The proposed bank is designed in a Spanish Mediterranean style with a mission-style, red tile roof and painted stucco facades. The proposed bank structure features articulated facades on all four elevations with recessed and projecting elements; a combination of arched and straight window/door frames; and an earth-tone color palate with offsetting white and beige facades and red clay-colored trim that matches the red tile roof. The proposed ATM canopy mimics the design of the proposed bank building with matching colors and materials. Based on the analysis and discussion provided in Section III – Aesthetics, the project does not propose an architectural style or building materials that are substantially inconsistent with neighborhood compatibility requirements, and the project would cause no related significant impacts.

I (g). **Less Than Significant Impact** - The scale and character of the proposed project is consistent with other uses in the area. There are existing commercial retail and office uses in close proximity to the proposed project, including a large retail commercial center located across Silver Spur Road. Several of these retail and office buildings are designed in a Spanish Mediterranean style with mission-style, red tile roofs and painted stucco facades. Although there are single-family residential uses located to the north of the proposed project, they are located at a higher elevation than the proposed bank building, are approximately 250 feet away, and would be largely unaffected by the project.

The project site has been used as a gasoline service station in the past. The proposed development of the property as a bank with drive-thru ATM is a permitted use in the CG/MU (Commercial General/Mixed Use) Overlay District. The proposed use is also consistent with the property's general plan designation (Commercial General/Mixed-Use Overlay (CG/MU). The City's municipal code requires that the project reviewed under a Precise Plan of Design. In addition, a grading permit will be required from the City for the proposed project. There are no other additional entitlements that would be required for the project.

The proposed project improvements conform to existing zoning regulations. This includes building height, lot coverage, FAR, setback, and parking standards. The project's landscape plan is required to be reviewed and approved by the City's Park and Activities Commission, which would ensure that the project would conform to the City's landscape standards

I(h). **No Impact** – The project is consistent with the zoning, General Plan land use designation, and scenic corridor overlay for the property. The proposed improvements to the property in this commercial area of the City would not detract from the rural character of the City.

I(i). **No Impact** – The proposed project is not located in an area which is subject to any habitat conservation plan.

II	RECREATION & OPEN SPACE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:					
a)	Result in the loss of any City designated areas for hiking or horse or bicycle riding?	☐	☐	☐	☒
b)	Reduce the ratio of parkland in the City to below 6.7 acres per 1,000 residents as designated in the General Plan?	☐	☐	☐	☒
c)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the open space would occur or be accelerated?	☐	☐	☐	☒
d)	Individually or cumulatively considered result in a loss of any (i) existing parkland, (ii) open space, as defined by the Rolling Hills Estates General Plan, (iii) private or public recreational facilities as defined by the Rolling Hills Estates General Plan for recreational purposes and/or (iv) the replacement of privately owned public recreational facility as defined by the General Plan with non-recreational facilities as defined in the General Plan?	☐	☐	☐	☒

Explanation of Checklist Judgments:

II(a-d). **No Impact** - The proposed project consists of building a new 1-story, 4,404-ft^2, free-standing Chase Bank branch with a drive-thru ATM. The proposed bank building would be placed in the southeast corner of the site with parking bays along the north and west sides of the building that provide a total of 31 parking stalls. The proposed 2-lane drive-thru ATM canopy would be located in the western corner of the site, west of the proposed parking bay. Vehicular access to the site would be provided via three driveways – a full-access entry/exit from Beechgate Drive, a full-access entry/exit from Silver Spur Road, and an exit-only driveway onto Silver Spur Road from the proposed drive-thru lane. Since all proposed improvements would occur onsite, the proposed project would not result in the loss of any existing hiking trails, horse or bicycle riding facilities, parkland, open space, or other public or private recreational facilities. Similarly, since the proposed project would not result in an increase in the City's population, the project would not reduce the City's parkland-to-person ratio and would not increase the use of any parks or recreational facilities. Therefore, the proposed project would not adversely impact any recreational facilities or open space areas.

III	AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:					
a)	Not meet the Rolling Hills Estates development standards or neighborhood compatibility standards in a substantial manner?	☐	☐	☒	☐
b)	Conflict with any applicable plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect (i.e. development standards, design guidelines, etc)?	☐	☐	☒	☐

III AESTHETICS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:					
c)	Include new electrical service box and utilities lines above ground?	☐	☐	☐	☒
d)	Be located within a view corridor and include unscreened outdoor uses or equipment inconsistent with the rural character, as defined by the City of Rolling Hills Estates General Plan?	☐	☐	☒	☐
e)	Result in the loss of any (i) Environmentally Sensitive Area as defined by the City of Rolling Hills Estates, (ii) natural undeveloped canyon or (iii) hillside area?	☐	☐	☐	☒
f)	Obstruct the public's view of (i) scenic resources or (ii) a scenic corridor or (iii) vista as identified (on a case-by-case basis)?	☐	☐	☒	☐
g)	Contrast with the surrounding development and/or scenic resources due to the project's height, mass, bulk, grading, signs, setback, color or landscape?	☐	☐	☒	☐
h)	Be located along a City designated scenic or view corridor and contrast with the surrounding development and/or scenic resources due to the project's height, mass, bulk, grading, signs, setback, color or landscape?	☐	☐	☒	☐
i)	Substantially: (i) remove natural features, or (ii) add man-made features, or (iii) structures which degrade the visual intactness and unity of the scenic corridor or vista?	☐	☐	☒	☐
j)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area that will exceed the standards established in the Municipal Code, illuminate areas outside the project boundary, and use excessive reflective building material?	☐	☒	☐	☐
k)	Include roadway improvements that will result in a substantial decrease of open space or trees?	☐	☐	☐	☒
l)	Include roadway improvements that are not consistent with the surrounding landscape?	☐	☐	☐	☒
m)	Result in the installation of a traffic signal that is not justified by signal warrants or documented roadway hazards?	☐	☐	☐	☒
n)	Result in the installation of a traffic signal in a residential neighborhood[1]?	☐	☐	☐	☒

Explanation of Checklist Judgments:

III(a-b) **Less Than Significant** – The proposed project consists of building a new 1-story, 4,404-ft^2, free-standing Chase Bank branch with a drive-thru ATM. The proposed bank building would be placed in the southeast corner of the site with parking bays along the north and west sides of the building that provide a total of 31 parking stalls. All of these improvements would be constructed in a single phase. Detailed architectural drawings submitted by the applicants present a building to be constructed in a Spanish Mediterranean style with a mission-style, red tile roof and painted stucco facades. This building style matches that of other commercial buildings in the area.

[1] For purposes of this traffic signal threshold only, a signal is considered to be located in residential neighborhood if it is within or abutting a residentially zoned property.

The preliminary design of the bank building and drive-thru ATM are consistent with the property development standards for the Commercial General/Mixed Use Overlay District (RHE Municipal Code § 17.30.050). The project site also lies along a Scenic Corridor identified in the City's General Plan (see subsection III [d, h, i]). The scenic corridor designation strives to ensure that significant views along these corridors are preserved.

The proposed project requires review and approval of a Precise Plan of Design (PPD) by the City's Planning Commission per Section 17.58 of the City's Municipal Code. Per 17.58.030 of the Municipal Code, to be granted a PPD, the project must be designed to meet the City's development standards, zoning ordinance, and General Plan. In addition, since the site is located with the Peninsula Center Commercial District, Section 17.58.030 requires the project to meet additional design requirements. Section 17.58.030(D) of the City's Municipal Code states:

> All buildings and structures in the city erected or modified after October 1, 1983, within Peninsula Center (as shown in the Peninsula Center element of the general plan), shall be designed to be compatible in terms of size, bulk, scale, proportion, site coverage, architectural appearance and density and intensity of use and design as provided in the general plan. Each project shall be developed so as to give adequate consideration to the aesthetic requirements of the Peninsula Center design standards, topography of the site, adjacent uses of the land, internal and external vehicular and pedestrian circulation, adequacy of parking, how well the project relates to the site, its potential for adversely affecting the view shed, the goals of the Peninsula Center element of the general plan, and the overall effect of the proposed development on the Peninsula Center.

The proposed construction of the bank branch building and drive-thru ATM are expected to comply with all of the City's Municipal Code standards. The proposed bank building, drive-thru ATM and associated parking areas respect the existing commercial amenities of the site and surroundings; are of a scale that is consistent with surrounding properties; contain design elements that blend in with the existing buildings in the area (e.g., Spanish Mediterranean style buildings with a mission-style, red tile roofs and painted stucco facades); and also include landscaping of the proposed parking area. In addition, the proposed improvements would not encroach upon the privacy of any surrounding facilities and would not negatively impact any views (see subsection III[f-g]).

The City's PPD approval process, which requires a meeting before the Planning Commission, ensures that the final design of the proposed bank building and drive-thru ATM will meet the City's design requirements. Therefore, the proposed project would not conflict with any plans, policies, or regulations adopted for the purposed of avoiding or mitigating an environmental effect, including the City's neighborhood compatibility standards.

III(c) **No Impact** - The proposed project consists of building a new 1-story, 4,404-ft^2, free-standing Chase Bank branch with a drive-thru ATM. No new above-ground utility lines or service boxes would be installed with this project.

III(d, h, i) **Less than Significant Impact** – The project site is located along Silver Spur Road, which is a designated "Scenic Corridor" in the City's General Plan (see Exhibit 5-2 of the Rolling Hills Estates General Plan). Rolling Hills Estates' Scenic Corridors are roadways that traverse areas of aesthetic quality or offer views of aesthetic features. The following criteria were used in designating Scenic Corridors in the City[2]:

- Areas which characterize the rural or urban form of the City of Rolling Hills Estates.
- Significant historic places or sites of interest.
- Outstanding topographic features or unique natural features.
- Urban design and architecture unique to the City of Rolling Hills Estates.
- Important viewsheds where preservation is warranted.

The proposed project consists of building a new 1-story, 4,404-ft^{2f}, free-standing Chase Bank branch with a drive-thru ATM. The project site consists of an approximately ½-acre irregularly-shaped parcel that slopes southward towards Silver Spur Road. The northern side of the parcel is improved with retaining walls and planted with a row of existing cypress trees. The site would be re-graded to create a level pad for the bank building, parking and automobile circulation areas, as well as for the drive-thru ATM. The proposed landscaping is ornamental in nature and is concentrated in the parking areas and along the street frontages of the property. While the project involves minor grading to prepare the site and to accommodate the proposed improvements, the topography of the site would not be noticeably changed. Moreover, the site does not contain any natural topographic features (e.g., knolls, valleys, outcroppings, etc.), native landscaping, or other natural features that contribute to the scenic quality of the area.

The proposed bank building and drive-thru ATM conform to the height and setback requirements of the CG/MU Zone District. The bank building would have a 5-foot setback from Silver Spur Road and from Beechgate Drive. These areas would be landscaped as would other areas of the site that are not occupied by parking and drive aisles. The overall height of the building (29-feet, 6½ -inches) is well below the permitted 44-feet Code requirement. Vehicular entrances to the property would be from new 2-way driveways on Beechgate Drive and Silver Spur Road. The drive-thru ATM has an "exit only" driveway onto Silver Spur Road. The proposed driveway improvements would replace deteriorating pavement and improve the appearance of the site both from Silver Spur Road and Beechgate Drive.

In addition to not adversely affecting the aesthetic quality or character of the project environs, the proposed project would not block or obstruct views of any scenic resources. The proposed structures and landscaping are similar in height and density to surrounding commercial uses and the proposed landscaping would be consistent in character to landscaping located at nearby commercial centers. The new building is also proposed to be located at the southeast corner of the property, thus reducing its visibility to residential properties located to the north.

[2] City of Rolling Hills Estates General Plan, see pg. 5-18.

In summary, the proposed project would not result in significant adverse impacts on the Silver Spur Road Scenic Corridor. Specifically, the proposed project would not include unscreened outdoor uses or equipment that are inconsistent with the urban character of this area of the City; would not contrast with the surrounding development or scenic resources; and would not degrade the visual intactness and unity of the scenic corridor.

III(e) **No Impact** – The proposed project will not result in the loss of any Environmentally Sensitive Areas, undeveloped canyons, or hillside areas. The project site is currently vacant and was previously occupied by a gasoline station. There are no natural features of the site that would be removed as a result of constructing the bank building and drive-thru ATM. Therefore, the proposed project would have no impacts related to the loss of an Environmentally Sensitive Area, natural undeveloped canyon, or hillside area.

III(f-g) **Less than Significant Impact** - There are no scenic resources that would be obstructed with the proposed construction of the bank and drive-thru ATM. The site is currently vacant and was previously occupied by a gasoline service station. The site is situated within a commercial area and is located along a commercial corridor in this portion of the City. The proposed building's architecture will be compatible with existing commercial retail and office buildings in the area. Furthermore, the project confines new construction towards the front of the site, adjacent to Silver Spur Road. This results in the project "blending" with other commercial uses located in this commercial corridor in the City.

Similarly, the project would not obstruct any distant views. The site lies down slope from the only residential uses in the vicinity, which exist to the north. The proposed structure is a single-story building that complies with the height restrictions of the Zoning Code and is consistent with other buildings in the vicinity.

See also Section III (d, h, i), above.

III(j). **Less Than Significant Impact With Mitigation** – The project site is currently separated from residential uses to the north by Beechgate Drive and Silver Spur Road which "wraps" the property on the east and north, respectively. The project site is also situated down slope approximately 250 feet from the nearest residential properties located to the north and northeast. These factors significantly diminish light and glare emanating from the project site for residential uses.

In addition to the foregoing, Section 17.42.030 of the Rolling Hills Estates Municipal Code requires any lighting on the property to be directed only onto the property itself and will not be permitted to illuminate other properties. Also, any indirect illumination of neighboring properties will not be permitted to exceed one foot-candle at the property line for neighboring commercial properties and 4/10ths foot-candle for all other adjoining properties. Mitigation Measure AES-1 ensures compliance with the lighting standards in the City's Municipal Code (Chapter 17.42). With this mitigation, and due to the down slope location of the property the proposed project would not create a substantial source of light or glare and any related impacts are less than significant.

Mitigation Measure AES-1: Prior to the issuance of a Building Permit, a lighting plan showing conformance with Chapter 17.42 of the Rolling Hills Estates Municipal Code shall be reviewed and approved by the Planning Director.

III(k-l). **No Impact** – The proposed project does not include any roadway improvements, other than the closing of existing driveways and creation of new driveways along the Silver Spur Road and Beechgate Drive project frontages. These minor improvements would not result in a loss of open space or a loss of trees, and would have no discernable change to the surrounding landscape.

III(m-n) **No Impact** – The project does not include the installation of a traffic signal and the proposed improvements to the site are not anticipated to trigger any traffic warrants.

IV TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Itself, or when cumulatively considered result in a traffic impact. A change in Level of Service (LOS) from C to D or D to E is a traffic impact. Within LOS C or D, a change in ICU value greater than 0.02 is an impact and within LOS E or F a change in ICU greater than 0.01 is an impact. For unsignalized intersections, an impact occurs when the addition of project traffic increases the Level of Service to an unacceptable level (less than LOS C)?	☐	☐	☒	☐
b) Trigger one or more signal warrants?	☐	☐	☐	☒
c) Include design features, uses, or traffic volumes that may cause traffic hazards such as sharp curves, tight turning radii from streets, limited roadway visibility, short merging lanes, uneven road grades, pedestrian, bicycle or equestrian safety concerns, or any other conditions determined by the City Traffic Engineer to be a hazard?	☐	☐	☒	☐
d) Result in additional access points on arterial streets as defined by the General Plan?	☐	☐	☐	☒
e) Result in a residential project that will result in a secondary access point?	☐	☐	☐	☒
f) Create one or more access points on a roadway that is not the primary frontage?	☐	☐	☒	☐
g) Create a flag lot[3] adjacent to an arterial street, as defined by the General Plan?	☐	☐	☐	☒
h) Result in inadequate parking capacity as determined by the City in evaluating the reasonably foreseeable demands of the specific project?	☐	☐	☐	☒
i) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	☐	☐	☐	☒

Explanation of Checklist Judgments:

[3] A flag lot is defined as a lot located behind another lot that has normal street frontage. A flag lot includes a strip of land that goes out to the street and is generally used for an access drive. There are two distinct parts to a flag lot; the flag, which comprises the actual building site, located behind another lot, and the pole, which provides access from the street to the flag. A flag lot results from the division of a large lot with the required area and depth for two lots, but which has insufficient width to locate both lots on the street frontage.

IV(a). **Less Than Significant Impact** – Stantec prepared a *Traffic Report* (dated March 2012) for the proposed project, which is included in this Initial Study as Appendix A. This Traffic Report evaluated the proposed project pursuant to CEQA, in accordance with the City of Rolling Hills Estates' Traffic Impact Analysis Methodology Guidelines[4].

The project's Traffic Report estimates the peak hour (AM and PM) and average daily vehicle trips that would result from the proposed project, based on the trip generation rates identified by the Institute of Transportation Engineers (ITE) for a Bank With Drive Through (ITE Code 912). As shown in Table IV-1, the proposed project would generate 40 net trips during the AM peak hour, 86 net trips during the PM peak hour, and 489 net daily trips.

Table IV-1
Project Trip Generation Estimates

			AM Peak Hour			PM Peak Hour		
Land Use	Size	Daily	In	Out	Total	In	Out	Total
Trip Rates[1]								
Bank With Drive Through (ITE Code 912)	per TSF	148.15	6.92	5.43	12.35	12.91	12.91	25.82
Trip Generation								
Proposed Bank	4.404 TSF	652	30	24	54	57	57	114
Pass-by Reduction		-163	-8	-6	-14	-14	-14	-28
TOTAL NET TRIP GENERATION		489	22	18	40	43	43	46

Source: Stantec, *Chase Bank – Silver Spur Road and Beachgate Drive, Traffic Report, 2012*.
Notes:
[1] Trip rates based on *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2008.
[2] Pass-by reduction assumes that 25% of the vehicles that would stop at the bank would be vehicles that are already on the streets and simply would stop at the bank on their way to a different destination.

To evaluate the affect that the project-induced trips would have on traffic conditions, Stantec performed a level of service (LOS) analysis at seven (7) intersections. The LOS analysis considered four (4) scenarios: Existing Conditions, Existing Plus Project Conditions, Cumulative Conditions, and Cumulative Plus Project Conditions.

Table IV-2 compares the Existing Conditions with the Existing Plus Project Conditions. As shown in this table, all of the evaluated intersections would operate at an acceptable level of service, except the Silver Spur Rd./Hawthorne Blvd. intersection, which would operate at LOS D in the AM Peak Hour with or without the project. The project would cause a 0.001 increase in the intersection's ICU value, which is below the City's threshold of significance of 0.02. Therefore, the project's traffic impacts are not significant.

[4] City of Rolling Hills Estates, *Traffic Impact Analysis Methodology Guidelines*, June 14, 2004.

Table IV-2 Level of Service Summary – Existing Conditions Analysis								
	Existing Conditions				Existing Plus Project Scenario			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU or Delay (Sec)	LOS	ICU or Delay (Sec)	LOS	ICU or Delay (Sec)	LOS	ICU or Delay (Sec)	LOS
Crenshaw Blvd./Silver Spur Rd.	0.660	B	0.608	B	0.667	B	0.617	B
Beechgate Dr./Silver Spur Rd.	0.396	A	0.486	A	0.413	A	0.511	A
Drybank Dr./Silver Spur Rd.	0.309	A	0.526	A	0.312	A	0.532	A
Norris Center Dr./Silver Spur Rd.	0.356	A	0.491	A	0.358	A	0.497	A
Silver Arrow Rd./Silver Spur Rd.	0.425	A	0.489	A	0.427	A	0.494	A
Silver Spur Rd./Hawthorne Blvd.	0.811	D	0.740	C	0.812	D	0.750	C
Silver Spur Rd./Roxcove Dr.*	10.8	B	14.6	B	10.8	B	14.9	B
* Unsignalized intersection, measured in seconds of delay.								

Table IV-3 compares the Cumulative Conditions with the Cumulative Plus Project Conditions. Cumulative Conditions were determined by distributing the trips that other development projects in the area would generate on the roadway network. As shown in Table IV-3, all of the evaluated intersections would operate at an acceptable level of service, except the Silver Spur Rd./Hawthorne Blvd. intersection. This intersection would operate at an LOS D in the AM Peak Hour with or without the project. In the PM Peak Hour, this intersection would operate at an LOS C without the project and an LOS D with the project. The project would cause a 0.001 increase in the intersection's ICU value during the AP Peak Hour and an increase of 0.01 during the PM Peak Hour, both of which are below the City's threshold of significance of 0.02. Therefore, the project's contribution to cumulative traffic impacts is not considerable.

Table IV-3 Level of Service Summary – Cumulative Conditions Analysis								
	Cumulative Conditions				Cumulative Plus Project Scenario			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	ICU or Delay (Sec)	LOS	ICU or Delay (Sec)	LOS	ICU or Delay (Sec)	LOS	ICU or Delay (Sec)	LOS
Crenshaw Blvd./Silver Spur Rd.	0.700	C	0.681	B	0.709	C	0.696	B
Beechgate Dr./Silver Spur Rd.	0.404	A	0.508	A	0.420	A	0.526	A
Drybank Dr./Silver Spur Rd.	0.367	A	0.606	B	0.370	A	0.613	B
Norris Center Dr./Silver Spur Rd.	0.374	A	0.539	A	0.376	A	0.546	A
Silver Arrow Rd./Silver Spur Rd.	0.441	A	0.530	A	0.443	A	0.536	A
Silver Spur Rd./Hawthorne Blvd.	0.834	D	0.796	C	0.835	D	0.806	D
Silver Spur Rd./Roxcove Dr.*	11.2	B	15.6	C	11.3	B	15.9	C
* Unsignalized intersection, measured in seconds of delay.								

IV(b). **No Impact** – The amount of project induced vehicle trips required a signal warrant analysis for one unsignalized intersection – Silver Spur Rd. at Roxcove Dr. As shown above in Tables IV-2 and IV-3, this intersection operates at an acceptable

LOS with and without the project in both the existing and cumulative scenarios. In addition, the minimum peak hour volume threshold of signal warrants is 100 vehicles per hour for the minor street approach. In total, the proposed project and all of the cumulative projects would add 68 vehicles in the higher peak hour. The project did not meet any signal warrants.[5]

IV(c). **Less than Significant Impact** – The proposed project includes three new access points and vehicular circulation in the proposed parking lot. The project's *Traffic Report*[6] (contained in Appendix A of this document) included the following discussion regarding the proposed circulation:

> The project proposes to provide one full access driveway along Beechgate Drive. This driveway will be approximately 25 feet wide, allowing adequate width for one in-bound and one out-bound lane. One outbound lane is adequate for Beechgate Drive, which has relatively low traffic volumes, and vehicles wishing to turn right will not be waiting behind vehicles wanting to turn left and waiting for a break in heavy traffic. There are no sight distance issues with this driveway.
>
> The project will also provide two driveways along Silver Spur Road. These will both allow for right-turns in and out only, but left turns will be prohibited by an existing raised median along Silver Spur Road. There are no sight distance issues with either of these proposed driveways along Silver Spur Road.
>
> The internal roadways will be approximately 25 feet wide, which is adequate for a project of this type.

In addition, the City's Traffic Engineer has reviewed the project's circulation plans and has not identified any potential traffic hazards. Therefore, the proposed project would not cause any significant environmental impacts related to traffic hazards.

IV(d). **No Impact** – No additional access points on arterial streets are proposed.

IV(e). **No Impact** – The project is not a residential project and the project site would not add any new residential access points.

IV(f). **Less than Significant Impact** – The proposed bank is designed to front onto two streets – Silver Spur Rd. and Beechgate Dr. The site currently has vehicular access points from both of these streets. However, vehicular access to the site has been restricted since the closure of the former gas station onsite. Access to the proposed bank from Beechgate Dr. would occur in the same location as the existing driveway apron. Similarly, the two proposed access points from Silver Spur Rd. are in the same general location as the existing driveway apron. Given the site's existing vehicular access and the design of the project with two frontages, providing for access from two roadways would not cause any significant environmental impacts.

IV(g). **No Impact** – This is not a residential project and no lots are being created as part of this project.

[5] Stantec, *Chase Bank – Silver Spur Road and Beachgate Drive, Traffic Report, 2012*.
[6] Ibid.

IV(h). **No Impact** – Based on the City's Municipal Code, the proposed project would require 30 spaces. The proposed site plan provides for a total of 30 parking spaces and one additional loading space. Therefore, the proposed project would not result in inadequate parking capacity.

IV(i). **No Impact** – The project would not conflict with any alternative transportation plans, policies, or programs.

V AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Fail to meet the applicable State and Federal air quality plan (i) because the project may cause or contribute to emission of identified air pollutants in excess of levels stated in the plan or (ii) where it may fail to implement a remedial or mitigation measure required under the appropriate plan?	☐	☐	☐	☒
b) Results in emission of identified pollutants in excess of the pounds per day or tons per quarter standards established by SCAQMD?	☐	☐	☒	☐
c) Cause a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable Federal or State ambient air quality regulations (including releasing emissions which exceed quantitative thresholds for ozone precursors) where the incremental effect of the project emissions, considered together with past, present, and reasonably anticipated future project emissions, increase the level of any criteria pollutant above the existing ambient levels?	☐	☐	☒	☐
d) Create objectionable odors affecting a substantial number of people because the project may cause an odiferous emission, including emissions resulting from vehicles, that is noxious, putrid, having an appreciable chemical smell, or having an appreciable smell of human or animal waste, rendering, or by-products?	☐	☐	☒	☐

Explanation of Checklist Judgments:

V(a). **No Impact** – The City of Rolling Hills Estates is within the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the south and west. The air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD).

The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California Ambient Air Quality Standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP). The AQMP considers air quality on a regional level and identifies region-wide attenuation methods to achieve the air quality standards. The most recently plan is the 2007 AQMP, which was adopted by the California Air Resources Board (CARB) in September 2007. This plan is the South Coast Air Basin's portion of the

State Implementation Plan (SIP). The 2003 AQMP remains the applicable air plan for federal ozone standards, since the U.S. Environmental Protection Agency (EPA) has not taken action to approve the 2007 AQMP.

Implementation of the AQMP is based on a series of control measures and strategies that vary by source type (i.e., stationary or mobile) as well as by the pollutant that is being targeted. The control measures in the 2007 AQMP are based on facility modernization, energy efficiency and conservation, good management practices, market incentives/compliance flexibility, area source programs, emission growth management and mobile source programs. In addition, CARB has developed a plan of control strategies for sources controlled by CARB (i.e., on-road and off-road motor vehicles and consumer products). Further, Transportation Control Measures (TCM) defined in SCAG's Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) are needed to attain the ambient air quality standards. The TCMs defined in the RTP and RTIP fall into three categories, High Occupancy Vehicle Measures, Transit and System Management Measures and Information-based Transportation Strategies.

The SCAQMD's CEQA Handbook identifies two key indicators of consistency with the AQMP:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (except as provided for CO in Section 9.4 [of the SCAQMD CEQA Handbook] for relocating CO hot spots).

(2) Whether the project will exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out and phase.

In regards to criterion 1, the consistency criterion pertains to long-term local air quality impacts, rather than regional emissions, as defined by the SCAQMD. The SCAQMD has identified carbon monoxide (CO) as the best indicator pollutant for determining whether air quality violations would occur, as CO hot-spot is most directly related to increase in traffic. Nevertheless, the air basin is now in attainment for the CO standards and exccedances of the CO standards are not expected. Consequently, local air quality impact modeling is no longer performed. Local air pollutant concentrations would not be expected to exceed the ambient air quality concentration standards due to local traffic, with or without the project. Since the project is not projected to impact the local air quality, the project is found to be consistent with the AQMP for the first criterion.

In regards to criterion #2, the assumptions used to develop the AQMP are based on projections from local general plans. Consequently, conformity with the AQMP of infrastructure and land development projects is measured by the project's consistency with adopted land use plans, growth forecasts, and programs relative to population, housing, employment, and land use. The proposed project is a new Chase bank branch. The proposed bank would be located in an existing commercial area with corresponding general commercial zoning and General Plan designations. The proposed bank is intended to serve the City's existing and projected population. Given the type and scale of the proposed project, the project is not expected to result

in a measurable change in housing, employment, or land use projections. As a result, the project is consistent with the growth expectations for the region. The proposed project is therefore consistent with the AQMP, and would have no associated impacts.

V(b-c). **Less Than Significant Impact** – The South Coast Air Basin (SCAB) is an airshed that regularly exceeds ambient air quality standards (AAQS) – i.e., a non-attainment area. The SCAB is designated a non-attainment area for respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and ozone (O_3). The SCAB is currently a designated attainment area for the remaining criteria pollutants, which include carbon monoxide (CO), reactive organic gasses (ROG), nitrogen oxides (NOx), and sulfur dioxide (SO_2). The South Coast Air Quality Management District (SCAQMD) has established regional significance thresholds for these pollutants to compare to a project's daily emissions for operation and construction activities. In addition, the SCAQMD has developed localized significance thresholds (LSTs) for CO, NOx, PM_{10}, and $PM_{2.5}$ for stationary sources of air pollutants and for on-site construction induced air pollutants. The following subsections describe the project's potential pollutant sources and compare the project's emissions to the SCAQMD thresholds. The project's emissions were calculated using the California Emissions Estimator Model (CalEEMod) version 2011.1.1. The results of this model are included in Appendix B of this Initial Study.

Construction Emissions

Construction of the proposed project would include demolition of the existing trash enclosure and concrete wall onsite; site preparation; grading to establish the building pad, parking lot, and access drives, and to provide suitable soils for construction; building construction; paving; landscaping; and painting. These construction activities would generate air pollutants from equipment exhaust, earth disturbance, and off-gassing from asphalt and architectural coatings. Table V-1 identifies the project's construction emissions (daily emissions on the worst day of construction), as estimated using the CalEEMod, and compares the project's emissions to the SCAQMD's regional significance thresholds. As shown in this table, construction of the proposed project would not generate air pollutants in excess of the SCAQMD's regional significance thresholds.

Table V-1
Estimated Construction Emissions
(lbs/day on the worst day)

	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Construction Emissions	9.80	20.31	13.15	0.03	9.07	1.71
SCAQMD Regional Thresholds	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

In addition to comparing project emissions with the regional significance thresholds, Table V-2 measures the project's emissions against the localized significance thresholds (LSTs). Since the proposed project would not install a stationary pollution source (e.g., on-site generator, power plant, refinery, factory, etc.), only the construction LSTs apply to this project. The appropriate LSTs vary on a project-by-

project basis depending on the project's location, the acreage of the construction site, and the distance to the nearest sensitive receptor.

The proposed project is located in Southwest Coastal Los Angeles County (Source Receptor Area 3) and the project's construction site would be less than one acre. The closest sensitive receptors to the site are the residences to the north, which are approximately 250 feet (approximately 76 meters) from the site. These measurables were used to determine the appropriate screening-level LSTs for the project, based on the SCAQMD's Mass Rate Look Up Tables[7]. The appropriate LSTs for this project are shown in Table V-2. Table V-2 also identifies the project's peak onsite construction emissions for each pollutant. (Offsite construction emissions are not relevant to the LST analysis since they do not affect the localized air quality conditions.) As shown in this table, construction of the proposed project would not generate air pollutants in excess of the SCAQMD's LSTs.

Table V-2
Localized Significance Threshold Analysis
(lbs/day on the worst day for onsite construction activities only)

	CO	NOx	PM_{10}	$PM_{2.5}$
Unmitigated Construction Emissions	10.87	17.66	1.64	1.30
SCAQMD LST	785	58	14	5
Significant?	No	No	No	No

Operation Emissions

During operation, the project would generate air pollutants from vehicles arriving and departing the site, landscape maintenance equipment exhaust, natural gas combustion, and other area sources. Table V-3 identifies the project's peak operation emissions, as estimated using the CalEEMod, and compares the project's emissions to the SCAQMD's regional significance thresholds. As shown in this table, project operation would not generate air pollutants in excess of the SCAQMD's thresholds.

Table V-3
Estimated Operation Emissions
(peak lbs/day)

	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Operation Emissions	2.93	6.15	24.81	0.03	3.38	0.32
SCAQMD Regional Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Since the proposed project would not generate air pollutants in excess of the SCAQMD's regional or localized significance thresholds, the proposed project would not cause or substantially contribute to an existing or projected air quality violation, would not generate pollutants in excess of SCAQMD standards, and would not result in a cumulative considerable net increase of any criteria pollutant.

V(d). **Less Than Significant Impact** – The proposed project would not establish any new odor-generating activities. During project construction, equipment may generate

[7] South Coast Air Quality Management District. *Final Localized Significance Threshold Methodology, Appendix C Mass Rate Look Up Tables*. Revised 2008 with Appendix C Revised 2009.

some mild odors. However, such odors typically dissipate within close proximity of the source and there are no immediately adjacent residences. Therefore, the proposed project would not cause any significant adverse odor impacts.

Greenhouse Gas Emissions

Less than Significant Impact - "Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." These greenhouse gases contribute to an increase in the temperature of the earth by allowing incoming short wavelength visible sunlight to penetrate the atmosphere, while restricting outgoing terrestrial long wavelength heat radiation from exiting the atmosphere. The principal greenhouse gases (GHGs) include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Collectively GHGs are measured as carbon dioxide equivalent (CO_2e).

Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions. According to climate scientists, California and the rest of the developed world will have to cut emissions by 80 percent from today's levels to stabilize the amount of CO_2 in the atmosphere and prevent the most severe effects of global climate change.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include Assembly Bill (AB) 32, Senate Bill (SB) 1368, Executive Order (EO) S-03-05, EO S-20-06 and EO S-01-07. AB 32, the California Global Warming Solutions Act of 2006, is one of the most significant pieces of environmental legislation that California has adopted. Most notably AB 32 mandates that by 2020, California's GHG emissions be reduced to 1990 levels. California Executive Order S-3-05 provides a more long-range goal and requires an 80 percent reduction of GHG from 1990 levels by 2050.

To meet AB 32 mandates and reduce GHG emissions to 1990 levels means cutting approximately 30 percent from business-as-usual emissions levels projected for 2020, or about 15 percent from today's levels. On a per-capita basis, that means reducing our annual emissions of 14 tons of CO_2 equivalent for every man, woman and child in California down to about 10 tons per person by 2020.

The proposed project would generate GHG emissions during both construction and operation. During construction, GHGs would be emitted from vehicles accessing the site and from construction equipment. In the long-term, operation of the proposed bank would generate GHG emissions from vehicle trips to and from the bank, electricity consumption, water use (as a consequence of the energy consumed to transport water), and emissions from maintenance equipment. The CalEEMod was used to estimate the amount of the GHG emissions that the project would generate.

The project's GHG emissions are presented in Table V-4. The total emissions from all construction activities are amortized over a 30-year span, as recommended by the SCAQMD to account for the lifespan of the project. The amortized construction emissions are then added to the estimated annual GHG emissions from operation of the bank, resulting in the total metric tons per year (MT/yr) of GHG emissions that

attributable to the project.

Table V-4 Annual Project GHG Emissions	
Activity	CO_2e in MT/yr
Construction (amortized over 30 years)	2.90
Operations	423.82
Total Project GHG Emissions (MT/yr of CO_2e)	426.72

The City of Rolling Hills Estates has not adopted any significance thresholds for GHG emissions and there are no adopted GHG significance thresholds that apply to the project. Both the California Air Resources Board (CARB) and SCAQMD have been working to establish significance thresholds for GHG impacts and have published draft thresholds for review and comment, but no significance thresholds applicable to general projects have been adopted by these agencies. Nonetheless, CARB's and SCAQMD's proposed thresholds are discussed below and are used as guidance in a qualitative assessment of the project's GHG impact potential.

CARB released a Preliminary Draft Staff Proposal (Staff Proposal) on October 24, 2008 with the objective of developing interim significant thresholds for commercial and residential projects. CARB has proposed a threshold of 7,000 annual metric tons (MT/year) for industrial operational sources but this threshold has not been adopted. At this time, CARB has not proposed thresholds applicable for residential and commercial sources. Therefore, criteria for determining threshold levels for residential and commercial sources have yet to be defined. Under CARB's Staff Proposal, recommended approaches for setting interim significant thresholds for GHG under CEQA are underway. CARB staff proposes to define certain performance standards (e.g., for energy efficiency) by referencing or compiling lists from existing local, state or national standards. For some sub-sources of GHG emissions (e.g., construction, transportation, waste), CARB staff has not identified reference standards.

On December 5, 2008, SCAQMD adopted a GHG significance threshold for Stationary Sources, Rules and Plans where the SCAQMD is lead agency[8]. The SCAQMD's draft GHG Significance Threshold establishes a 5-tier threshold flowchart, with Tier 3 being annual emission screening thresholds. For industrial stationary source projects the SCAQMD adopted a screening threshold of 10,000 MT CO_2e/year. This threshold was selected to capture 90% of the GHG emissions from these types of projects where the combustion of natural gas is the primary source of GHG emissions. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact. While not adopted by SCAQMD Board, the Draft Guidance Document suggests a screening threshold for residential and commercial projects of 3,000 MT CO_2e/year. However, this screening threshold was not adopted.

At the most recent SCAQMD GHG working group meeting (November, 2009), SCAQMD staff presented two recommended options for screening thresholds for residential and commercial projects. The first option would have different thresholds for specific land uses, which were suggested to be 3,500 MT CO_2e/year for residential projects, 1,400 MT CO_2e/year for commercial projects, and 3,000 MT CO_2e/year for mixed-use projects.

[8] South Coast Air Quality Management District. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. December 5, 2008.

The second option would apply the 3,000 MT CO_2EQ/year screening threshold for all commercial/residential projects. Lead agencies would be able to select either option. These thresholds are based on capturing 90% of the emissions from projects and requiring them to comply with the higher tiers of the threshold (i.e., performance requirements or GHG reductions outside of the project). Again, none of the SCAQMD's screening thresholds, other than the industrial stationary source threshold, have been adopted.

Tier 4 in SCAQMD's Draft Guidance Document suggests three options for projects that exceed the screening thresholds, although the specifics of Tier 4 have not been adopted. Under the first option, the project would be excluded if design features and/or mitigation measures resulted in a certain percent lower emissions than business as usual. The Draft Guidance Document suggests a 30% reduction, however subsequent a SCAQMD staff report suggests a 23.9% reduction to correspond to the land use component of CARB's AB 32 Scoping Plan. Under the second option the project would be excluded if it had early compliance with AB 32 through early implementation of CARB's Scoping Plan measures. Under the third option, the project would be excluded if it met sector based performance standards, which are yet to be adopted. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level, which again is yet to be adopted.

Given the small amount of GHG emissions that the proposed project would generate – 426.72 MT/year – which is well below any of the screening thresholds suggested by either CARB or SCAQMD, the proposed project would not cause a significant adverse climate change impact and the proposed project's contribution to global climate change is not considerable.

VI NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of code requirements (Chapter 8.32)?	☐	☐	☒	☐

Explanation of Checklist Judgments:

VI(a). **Less Than Significant Impact**. It is not anticipated that the project would result in long-term noise impacts on the adjacent uses surrounding the project, since the proposed project is a commercial building that is similar in nature to other commercial uses in the area. The project site is bounded on all sides by existing City streets and does not share a common boundary with another property. The closest sensitive receptors to the site are the residences to the north, which are approximately 250 feet from the site. The only types of noises to be generated by the use would be miscellaneous "nuisance noises" such as the sounds of automobiles entering and leaving the site, the slam of car doors and infrequent automobile alarms. Such noises are not expected to change the noise environment at the residences to the north.

The City's General Plan has established standards for noise and land use compatibility for the various land use categories in the City. The established levels are based on existing noise levels obtained through field monitoring, projected noise levels, and community expectations to maintain an environment that is free from all unnecessary, excessive and annoying noise. Table IV-1 indicates the maximum noise level when measured at the property line for each category of land use. The maximum daytime noise level applicable to the project site is 65 dBA while the maximum night-time noise level is 55 dBA.

Table IV-1 indicates the applicable noise standards for three major land use categories in the City. These standards apply to all receptor properties within a designated noise zone, which includes Zones I, II and M. The project site is subject to the requirements of Zone II.

Table IV-1
Exterior Noise Standards

Noise Zone/Land Use	Time Interval	Exterior Noise Level (dBA)
Zone I/Residential and Agriculture	7:00 A.M. -10:00 P.M.	55
	10:00 P.M. - 7:00 A.M.	45
Zone II/Commercial	7:00 A.M. -10:00 P.M.	65
	10:00 P.M. - 7:00 A.M.	55
Zone III/Industrial-Quarry Operations*	7:00 A.M. -10:00 P.M.	75
	10:00 P.M. - 7:00 A.M.	45

Source: City of Rolling Hills Estates Municipal Code

A commercial use such as a bank branch building and drive-thru ATM is not considered a sensitive use. Furthermore, the proposed bank building and drive-thru is not located in a noise sensitive area. It's proposed to be located along a busy commercial corridor in the City. As noted above, the project site is located within Noise Zone II, which requires an ambient noise level of 65 dBA and 55 dBA during the daytime and evening hours, respectively. Given the low level of ambient noise on the project site, the proposed project is consistent with the above referenced policy, and no significant impacts would occur with implementation of the proposed project.

Construction noise associated with heavy equipment vehicles, building activities and transport of materials and debris may result in short term increases in noise levels to nearby commercial properties, which include a professional office building located to the east across Beechgate Drive, commercial properties to the northwest, and commercial retail uses located to the south across Silver Spur Road. Other uses that could be potentially disturbed during construction include the residential dwelling units located to the north and northeast of the project site. The single-family residential uses to the north, however, are separated from the project site by Silver Spur Road and a vegetated slope. The closest residential uses to the site (the single-family residences located upslope from the project site) are approximately 250 feet from the project site and would be largely shielded from construction noise. Additionally, project construction noise would be masked by traffic noise on Silver

Spur Road and noise would be buffered from the surrounding uses due to their distance from the site.

Furthermore, noise during construction would be required to comply with City's noise ordinance. Per Section 8.32.210 of the Rolling Hills Estates Municipal Code, construction activities (using any power equipment) are only allowed between 7:00 a.m. and 5:00 p.m. on Monday through Friday, and between 9:00 a.m. and 5:00 p.m. on Saturday. Construction activities are not allowed at any time on Sundays and holidays. Given the short-term nature of the project's construction noise, existing City noise ordinance requirements, and the distance to residences, short-term noise impacts would be less than significant.

VII BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Be a project, other than a minor lot improvement undertaken by an individual homeowner, and be located in a high ecological sensitivity area as defined by the General Plan and not preserve ecological habitat that is found at the project site in accordance with the guidelines established by the General Plan Conservation Element.	☐	☐	☐	☒
b) Conflict with General Plan policies for protecting biological resources.	☐	☐	☐	☒
c) Result in the loss of any (i) Environmentally Sensitive Area as defined by the City of Rolling Hills Estates, (ii) natural undeveloped canyon or (iii) hillside area.	☐	☐	☐	☒
d) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	☐	☐	☐	☒
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game, U.S. Army Corps of Engineers and/or U.S. Fish and Wildlife Service.	☐	☐	☐	☒
f) Have a substantial adverse effect on 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.	☐	☐	☐	☒
g) Interfere substantially with (i) the movement of any native resident or (ii) migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or (iii) impede the use of native wildlife nursery sites.	☐	☐	☐	☒
h) Have the potential to degrade the quality of the environment, substantially reduce the habitat of 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.	☐	☐	☐	☒
i) Have biological resource impacts that are individually limited, but cumulatively considerable.	☐	☐	☐	☒

Explanation of Checklist Judgments:

VII(a-i) **No Impact** – The project site is vacant but highly disturbed due to past human activity. According to available historical sources, the property was developed with an ARCO-branded service station from 1968 to 2003. In 2003 the service station was demolished and the property was graded. The project site has been a vacant, graded lot since 2003.

Currently, vegetation onsite is limited to various weeds, grasses, and wild perennial lupine (*Lupinus perennis)* which cover the vacant site. The most distinctive vegetation still remaining on the site is a row of approximately 25 Italian Cypress trees (*Cupressus sempervirens*) located at the northeast corner of the vacant site (See Figure 7). The trees are proposed to be removed with site development. Otherwise, no distinctive natural vegetative communities exists onsite. In addition, the site contains no natural physical features or otherwise significant topographical features that provide biological resource value. As such, the project will not result in a loss of an environmentally sensitive area, a natural undeveloped canyon or a hillside.

The project site is not located within an Ecological Overlay zone identified on Exhibit 5-1 of the City's General Plan. Therefore, the proposed bank building would cause no impacts related to the City's Ecological Overlay zone. Furthermore, the project would not conflict with any General Plan policies for protecting biological resources, as none exist onsite.

No change in zoning would occur as a result of this project. No sensitive, threatened or endangered species are present on the project site. Also, there is no sensitive habitat, riparian habitat, or wetlands on the project site. Given the highly disturbed nature of the project site, the proposed project would not interfere substantially with the movement of any native resident, bird or fish species, impede the use of native wildlife nursery sites or impact any plant species.

There are no biological resources on the project site. Therefore, the project would not cause any biological resource impacts and would not considerably contribute to any significant cumulative biological resource impacts.

VIII CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Be located in high cultural sensitivity area as defined by the Rolling Hills Estates General Plan and will result in grading in excess of 20 cubic yards of soil.	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of a historical or archeological resource as defined in § 15064.5 of the California Code of Regulations.	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	☐	☐	☐	☒

d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Explanation of Checklist Judgments:

VIII(a-b). **Less than Significant** – The project site lies within an area of "Low Sensitivity" for cultural resources, as shown on Exhibit 5-3 of the Rolling Hills Estates General Plan. The General Plan (pg. 5-23) states, "Low sensitivity areas within the Peninsula planning area include those lands which have been surveyed with the express purpose of identifying cultural resource sites but which provided negative results. Low sensitivity areas also include land where development or grading has resulted in the movement or relocation of massive amounts of earth."

The site lies within an overall area that is not a particularly sensitive area for cultural resources. In addition, the entire site has been previously graded for the gasoline service station that previously occupied the site. As such, any archaeological resources that may have existed onsite have likely been eradicated from the site. Furthermore, the proposed bank building project requires only minimal grading. No subterranean basements or parking decks are proposed, and the proposed bank building and drive-thru ATM would be located on portions of the site that have been previously graded and improved. Therefore, due to the area's low sensitivity for cultural resources, archeological monitoring during construction is not required and impacts to archaeological resources would be less than significant.

In regards to historical resources, the Los Angeles County Historical Directory does not record any historic sites within the vicinity of the site of the proposed project. The project site is vacant and there are no existing structures on-site that would be considered architecturally or historically significant by the City or any other group. As a result, the proposed project would not result in any impacts on historical resources.

VIII(c). **No Impact** – There are no known paleontological resources or unique geologic features on this vacant commercially-zoned site. Furthermore, the proposed improvements would be constructed in an area that has previously been developed, and the minimal grading that would be required would occur in surficial soils that have previously been disturbed. No grading into deep earth materials that could contain paleontological resources would occur. Similarly, no unique geological features exist onsite and no landform modification is proposed. Therefore, the proposed project would have no impact on paleontological resources or unique geologic features.

VIII(d). **Less than Significant Impact** – There are no known human remains on the site. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, State Health and Safety Code Section 7050.5 requires the project to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Compliance with these regulations would ensure the proposed project would not result in significant impacts due to disturbing human remains.

IX GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Involve modifications on slopes greater than 2:1?	☐	☐	☒	☐
b) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
v) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risk to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Explanation of Checklist Judgments:

IX(a) **Less than Significant Impact** –The site slopes generally downward in a southerly direction towards Silver Spur Road. No slopes greater than 2:1 exist on the site, and no landform modifications or other substantial grading is required or proposed for the project. Therefore, while the site includes a slight slope, the project's related impacts are less than significant.

IX(b[i-ii]). **Less than Significant Impact with Mitigation -** The potential for fault rupture is addressed at the state level by the Alquist-Priolo Earthquake Fault Zoning Act. The legislature's intent was to provide a statewide seismic hazards mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, ground failure, and other seismic hazards caused by earthquakes.

The project site is not located within a currently mapped California Earthquake Special Studies Fault Zone (Uniform Building Code, 1997) or an Alquist-Priolo Fault Rupture Zone. The site is also not within a *Fault Caution Zone* or *Hazards Management Overlay* as shown on Exhibit 8-1 of the Safety Element of the Rolling

Hills Estates General Plan. The closest such fault zone to the project site is the Palos Verdes Fault zone, located approximately 2.5 miles to the northeast. In addition, Exhibit 8-4 of the Safety Element of the Rolling Hills Estates General Plan shows the Cabrillo Fault to exist in the vicinity of the site.

A Geotechnical Investigation and corresponding Addendum were prepared for the project by Stantec Consulting Services Inc. (Stantec)[9], which are included in Appendix C of this Initial Study. Based on Stantec's investigation, neither the 1997 Uniform Building Code (UBC) nor the 2008 United States Geologic Survey (USGS) National Seismic Hazard Maps recognize the Cabrillo Fault as an 'active fault'; and the USGS characterizes the Cabrillo Fault as a Late Quaternary fault with an age less than 130,000 years, whereas active faults are those that have been active within the Holocene Epoch (within the last 11,000 years). Based on the above information, Stantec concludes, "there is a low potential for surface fault rupture from the Cabrillo and Palos Verdes Faults and other nearby active faults propagating to the surface of the site during the design life of the proposed development."

However, ground motion and related hazards resulting from earthquakes along any of the known faults in the area, including the Palos Verdes Fault, may result in significant seismic related hazards. Because of the sites' exposure to ground shaking, the following mitigation measure is recommended:

> **Mitigation Measure GEO-1:** Prior to the issuance of building permits, the City of Rolling Hills Estates Building Official (or designee) and the City of Rolling Hills Estates City Engineer (or designee) shall review and approve final design plans for the project site to ensure that earthquake-resistant design has been incorporated into final site drawings in accordance with the most current California Building Code, the recommended seismic design parameters of the Structural Engineers Association of California, and the project's Geotechnical Investigation Report (Stantec, 2011) and corresponding Addendum 01 (Stantec, 2012). Ultimate site seismic design acceleration shall be determined by the project structural engineer during the project design phase.

IX(b[iii-iv] and-c). **Less than Significant Impact -** The site is not located within a current, mapped California Liquefaction Hazard Zone. However, as part of the Geotechnical Investigation Report, Stantec conducted a liquefaction evaluation for the site under the guidance of Special Publication 117: Guidelines for Evaluating and Mitigating Seismic Hazards in California," published by the California Department of Conservation, Division of Mines and Geology, dated 1997 and based on empirical procedures described in summarized by Martin and Lew et al. (1999). The in-situ characteristics of the subsurface soils were analyzed, and similarities and dissimilarities of the subsurface conditions were compared with those sites where the subsurface soils are known to have liquefied.[10]

[9] Geotechnical Investigation Report, Stantec Consulting Corporation, Proposed Chase Bank, 828 Silver Spur Road, Palos Verdes, California 90274, September 11, 2011; and Geotechnical Investigation Addendum 01, Proposed Chase Bank, 828 Silver Spur Road, Palos Verdes, California, March 5, 2012.
[10] Ibid, Page 10

Because the data indicated conditions at the project site may be susceptible to seismically induced liquefaction, Stantec conducted a Quantitative Evaluation of Liquefaction Resistance study on soil layers in the upper 40 feet bgs (below ground surface) of the site. Based on the results of this study, Stantec concluded that the susceptibility of subsurface soils onsite to liquefaction is low.[11]

Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. The topography at the project site and in the immediate vicinity is relatively flat. Groundwater is not present beneath the site. However, perched water zones have been encountered onsite from depths ranging between 20 and 30 feet bgs. Under these circumstances, with groundwater between 20 and 30 feet below ground surface (bgs), the potential for lateral spreading is considered low.

IX(b[v]). **Less than Significant Impact –** The construction of the proposed project would involve limited grading operations associated with the preparation of the site. These operations are not anticipated to leave soils uncovered or exposed for long periods and would not result in a significant loss of top soils or erosion. With the application of standard construction practices and regulatory requirements, soil erosion and loss of topsoil is not a concern for the site. Erosion from storm water runoff is controlled by the National Pollutant Discharge Elimination System (NPDES), which requires sedimentation and erosion controls to be implemented. Wind erosion during construction is controlled by SCQAMD Rule 403, which requires fugitive dust to be reduced with the application of best available control technologies.

IX(d). **Less than Significant Impact with Mitigation** – Based on the sites Geotechnical Investigation Report (Stantec, 2011), the near-surface soils encountered in the proposed building area are predominantly clay with variable amounts of sand. Tests conducted by Stantec confirmed that subsurface soils exhibit high expansion potential. In addition, soils tests conducted by Stantec determined that near soils are expected by have a very corrosion potential for steel.[12] As a consequence of the foregoing, the following mitigation measures are recommended:

> **Mitigation Measure GEO-2:** Prior to issuance of building permits, building plans shall be reviewed for compliance with the recommendations included in the Geotechnical Investigation Report prepared by Stantec Consulting Corporation, September 11, 2011. This includes all recommendations pertaining to building foundation design, foundation construction, installation of post tensioned slabs, pavement design, subgrade and aggregate base specifications, site grading, and removal of undocumented fill and replacement with non-expansive import fill.
>
> **Mitigation Measure GEO-3:** A Project Soils Engineer and/or their authorized representatives shall be present during project construction to provide a source of advice to the project applicant regarding the geotechnical aspects of the project and to observe and test the earthwork conducted on the site.

IX(e). **No Impact** – No septic tanks or alternative wastewater disposal systems are

[11] Ibid, Page 12
[12] Ibid, Page 13

proposed as part of the implementation of the proposed development. Sewer connections will be made to existing lines in the surrounding streets. As a result, no impacts will occur with regard to sewers or alternative wastewater disposal systems.

X	**HAZARDS AND HAZARDOUS MATERIALS**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:					
a)	Be located in the Hazard Management Overlay Zone.	☐	☒	☐	☐
b)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
c)	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?	☐	☒	☐	☐
d)	Emit hazardous emissions or handle petroleum, or petroleum byproducts, or hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
e)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
f)	Be located (i) within an area covered by an airport land use plan or, where such a plan has not been adopted, (ii) within two miles of a public airport or public use airport, and (iii) will result in a safety hazard for people working in the project area.	☐	☐	☐	☒
g)	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?	☐	☐	☐	☒
h)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
i)	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?	☐	☐	☒	☐

Explanation of Checklist Judgments:

X(a) **Less than Significant Impact with Mitigation** – As depicted on Exhibit 8-1 of the City's General Plan, the project site is shown to be in a Fault Caution Zone within the City's Hazards Management Overlay Zone. However, in response to IX (b-c), above, a mitigation measure (**Mitigation Measure GEO-1**) has been included that requires that earthquake-resistant design be incorporated into final site drawings for the project in accordance with the most current California Building Code and the recommended seismic design parameters of the Structural Engineers Association of California. Therefore, after mitigation, the proposed project would not result in any significant impacts related to the City's Hazard Management Overlay Zone.

X(b). **Less Than Significant Impact** - The proposed project involves the construction of a bank building and drive-thru ATM. This use does not involve the use, storage,

disposal or distribution of large quantities of materials that may be considered hazardous. Therefore, the proposed project would not result in a significant impact related to the routine transport, use, or disposal of hazardous materials.

X(c-e). **Less Than Significant Impact with Mitigation** - From as early as 1947, the project site was utilized for agricultural purposes. Agricultural use continued through the 1950s until 1969, when it was first developed as a gasoline services station. The site remained a service station (Peninsula Auto Service/ARCO) until it was demolished in 2003. Currently, the site exists as an undeveloped dirt lot with a small concrete enclosure and a planter area containing trees along the northern perimeter of the project site. For approximately 34 years, normal daily operations at the site involved the use of petroleum products and a small amount of hazardous materials.

Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared for the site by Partner Engineering and Science, Inc, as dated May 23, 2011 and contained in Appendix D of this Initial Study. Based on this Phase I ESA, historically, there have been two releases of petroleum products at the project site resulting in soil and groundwater contamination. Site contaminants include total petroleum hydrocarbons — gasoline range (TPHg), aromatic compounds (benzene, toluene, ethylbenzene, xylenes), methyl tert-butyl ether (MTBE), and tert-butyl alcohol (TBA). According to the environmental agency database search contained within the project's Phase I Environmental Site Assessment, the site is listed under two databases, indicating a release into the environment.[13] These databases include Cortese and Leaking Underground Storage Tank (LUST). In addition, a total of 11 monitoring wells have been installed on the property for ongoing groundwater quarterly monitoring and sampling activities.

According to the Phase I ESA report, all previous infrastructure associated with the ARCO service station, including buildings, gasoline dispenser islands, underground storage tanks (USTs), and associated product piping, was removed in 2003. Also, excavations occurring on site between the years of 2003 and 2006 removed impacted soil and groundwater. Such excavations have been backfilled.

A number of subsurface investigations and soil sampling activities have taken place on the project site in the intervening years since the ARCO station was demolished. Additional activities on the property included the removal of groundwater monitoring wells and remedial excavations being performed. Nevertheless, the current LUST case for the property is not acceptable for closure because the full extent of contamination is not known, the groundwater contamination plume is not stable or decreasing, fuel constituents above maximum containments levels in groundwater is present, and municipal water wells are potentially impacted. Based on this and other factors, Partner Engineering and Science, Inc. recommended the preparation of a Phase II subsurface investigation of the site.

[13] Phase I Environmental Site Assessment Report, Silver Spur & Beechgate, 828 Silver Spur Road, Rolling Hills Estates, California 90274, Partner Engineering and Science, Inc, May 23, 2011.

Phase II Subsurface Investigation

Partner Engineering and Science, Inc. prepared a Phase II Subsurface Investigation Report for the property, as dated July 20, 2011 and contained in Appendix D of this Initial Study.[14] The results of the Phase II subsurface investigations indicate that elevated residual petroleum hydrocarbon impacts remain on-site. Various petroleum VOC's (Volatile Organic Compounds), including BTEX and/or MTBE, were detected in 6 of the 21 analyzed soil samples conducted as part of the Phase II investigations. Additionally, TPH-g[15] was detected in three analyzed soil samples, TPH-d was detected in seven analyzed soil samples, and TPH-o was detected in four analyzes soil samples. As a consequence of these investigations, the Mitigation Measures HAZ-1, HAZ-2, and HAZ-3 are recommended based on the Phase I and Phase II reports. With the implementation of these measures, the proposed project would not result in significant impacts related to hazardous materials.

Mitigation Measure HAZ-1: The project applicant(s) shall continue groundwater monitoring and remedial activities at the subject property as directed by the Los Angeles Regional Water Quality Control Board (RWQCB) until regulatory case closure is issued for the active LUST case.

Mitigation Measure HAZ-2: To the satisfaction of the City of Rolling Hills Estates, prior to redevelopment of the site and/or subsurface excavation, the project applicant(s) shall implement a soils management plan during future site grading and/or other redevelopment activities involving soil disturbance to ensure proper handling and/or disposal of any contaminated soil and groundwater that may be encountered.

Mitigation Measure HAZ-3: Prior to the issuance of building permits, the City of Rolling Hills Estates Building Official (or designee) and the City of Rolling Hills Estates Engineer (or designee) shall review and approve final design plans for the project site to ensure that any potential vapor intrusion concerns have been adequately addressed.

X(f-g) **No Impact** - The City is located approximately 3 miles southwest of Torrance Municipal Airport. The Los Angeles International Airport (LAX) is located approximately 15 miles to the northwest. The project site is not located within a designated aircraft crash zone, nor would it involve any improvements that would otherwise affect airport operations. As a result, the proposed project would not present a safety hazard related to aircraft or airport operations.

X(h) **Less Than Significant Impact** – According to the City's General Plan, Public Safety Element, Hawthorne Boulevard, Crenshaw Boulevard, and Palos Verdes Drive East are the designated emergency evacuation routes in the City. Los Angeles County Public Works has prioritized these routes for debris clearance and road repairs in the event they are damaged during a major earthquake or other natural disaster. In addition, Indian Peak Road, Palos Verdes Drive North, and Silver Spur

[14] Phase II Subsurface Investigation Report, Silver Spur & Beechgate, 828 Silver Spur Road, Rolling Hills Estates, California 90274, Partner Engineering and Science, Inc, July 20, 2011.
[15] Total Petroleum Hydrocarbons

Road are disaster routes proposed to augment County routes for City-specific emergency planning purposes.

The project provides adequate street access, and project operations would not interfere with an emergency response plan or emergency evacuation plan. Also, the project site plan is subject to review and approval by the Fire Department in order to ensure adequate provision of fire hydrants and access. This step in the permitting process ensures adequate emergency response and access.

X(i) **Less Than Significant Impact** – The stringent Building Code requirements associated with the State's "Very High Fire Hazard Severity Zone" apply to all properties in the City. The project is required to comply with all pertinent fire code and ordinance requirements for construction, access, water mains, fire hydrants, and fire flows. Specific fire code requirements would be addressed during the building fire plan check. Compliance with the fire code and ordinance requirements would reduce the risks to a less than significant level.

XI HYDROLOGY AND WATER QUALITY		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:					
a)	Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite?	☐	☒	☐	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?	☐	☒	☐	☐
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.	☐	☒	☐	☐
f)	Otherwise substantially degrade water quality?	☐	☒	☐	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j)	Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Explanation of Checklist Judgments:

XI(a, c, f) **Less than Significant Impact with Mitigation** - Section 402 of the Federal Clean Water Act requires National Pollutant Discharge Elimination System (NPDES) permits for storm water discharges from storm drain systems[16] to waters of the United States. The City of Rolling Hills Estates is a co-permittee in the Los Angeles County storm drain system permit or "municipal permit" (Order No. 01-182; NPDES No. CAS0041 as amended by Orders R4-2006-0074 and R4-2007-0042).

As special provision, the Los Angeles County Municipal Permit requires permittees to maintain and implement a Standard Urban Storm Water Mitigation Plan ("SUSMP"). Development and redevelopment activities that are deemed "priority" projects (based on the type and scale of the project) are further required to develop and implement project-specific SUSMPs or Urban Storm Water Mitigation Plans (USWMPs) that identify the specific design features and best management practices (BMPs) that will be implemented for the project and are applicable to the project.

Construction of the proposed project would be subject to the requirements of the Municipal NPDES Permit (implemented through the SUSMP) and the City's Municipal Code. Both the Municipal Code and the SUSMP require application of erosion and sedimentation control BMPs during construction for proper water quality management. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. BMPs will be specifically identified in the project-specific Wet Weather Erosion Control Plan (WWECP) and designed to prevent erosion and construction pollutants from entering the City's storm drain and receiving waters. By requiring implementation of a WWECP and implementation of BMPs during construction activities, the City is ensuring that these activities would not violate standards or degrade water quality. As part of its normal project approval and construction oversight activities, the City of Rolling Hills Estates monitors compliance with these requirements.

The Los Angeles County Municipal Permit also requires that Storm Water Pollution Prevention Plans (SWPPPs) be prepared for all construction projects with disturbed areas of 1 acre or greater. The statewide NPDES construction permit maintained by the State Water Resources Control Board (SWRCB) also requires a SWPPP for construction projects that involve one or more acres of land disturbance. The SWPPP is required to outline the BMPs that will be incorporated during construction. These BMPs will minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/disposal requirements, and providing non-storm water management procedures.

In addition to Section 402, Section 303 of the Clean Water Act requires states to designate uses for all bodies within state boundaries (intrastate waters) and to establish water quality criteria for those water bodies. Those water bodies that do not satisfy the water quality criteria for their designated uses are identified as

[16] Storm drainage systems are described as Municipal Separate Storm Sewer Systems (MS4s) and include streets, gutters, conduits, natural or artificial drains, channels and water courses or other facilities that are owned, operated, maintained or controlled by an Permittee and used for purposes of collecting, storing, transporting, or disposing of storm water.

impaired. In order to improve the quality of impaired water bodies and thus achieve the water quality criteria, the U.S. Environmental Protection Agency (EPA) requires states to establish Total Maximum Daily Load (TMDL) standards that apply to tributary sources for impaired water bodies. The storm drain system that serves the project site drains into the Wilmington Drain that discharges into Machado Lake.[17] The storm drain system that serves the project site and the majority of the City of Rolling Hills Estates drains into Machado Lake, which is identified as an impaired water body. TMDLs have been adopted for Machado Lake for nutrients and trash, and additional TMDLs for toxics and metals are currently under review.

Both construction and operation activities associated with the project could generate additional water pollutants that could adversely affect storm water quality and the water quality in downstream Machado Lake. Construction-related activities can release sediments from exposed soils into local storm drains. In addition, construction waste materials such as chemicals, liquid products, and petroleum products may make their way into local storm drains. However, as indicated above and required by Mitigation Measures HYD-1, the project would be subject to the requirements of the Municipal NPDES Permit and the City's Municipal Code. Pursuant to these requirements, Best Management Practices (BMP's) would be instituted to effectively offset these potential sources of water pollution.

Operationally, storm water or urban runoff from the developed project site could collect sediment, trash, metals, and oils as it flows through the proposed parking lot and other site surfaces. These potential post-construction pollutants would be addressed through Treatment Control BMPs that would be incorporated into the final site design of the project, as required by Mitigation Measures HYD-1 and HYD-2. These BMPs would be implemented to treat runoff from the proposed project, including roof runoff. In most locations, storm water from the roof of the building would be collected in rain gutters and discharged to the pervious planted areas surrounding the building, where it would be allowed to infiltrate. Overflow drains would be placed within the pervious areas to collect excess storm water and discharge it into street gutters via curb drain outlets.

In addition to surface water quality concerns, past uses of this property have caused the potential for contaminated groundwater to be encountered during grading. Grading for the proposed project would be limited to creating a level pad for the proposed bank building, drive-thru ATM, and paved parking areas. Excavation for underground parking or other facilities is not proposed, and the depth to groundwater is expected to be at least 20 feet. Thus, dewatering is not expected to be required during construction. Regardless, Mitigation Measure HYD-4 is included to ensure that construction of the project does not result in improper discharge of contaminated groundwater (e.g., into the storm drain system).

In summary, with the incorporation of Mitigation Measures HYD-1 through HYD-4, the proposed project would not result in significant impacts related to a violation of water quality standards or waste discharge requirements, erosion or siltation, or any other degradation of water quality.

[17] Silverdes Medical Office Condominium Project Draft EIR, Section 4.6, Hydrology and Water Quality, Page 4.6-3, September 2008.

Mitigation Measure HYD-1: Prior to issuance of a grading permit, the City Building Official shall ensure that construction plans for the project include features meeting the applicable construction activity best management practices (BMPs) and erosion and sediment control BMPs published in the *California Stormwater BMP Handbook—Construction Activity* or equivalent. If construction activities occur between October 1 and April 15, the project applicant shall prepare and submit a Wet Weather Erosion Control Plan (WWECP) to the City Building Official at least 30 days prior to commencement of construction activities.

Mitigation Measure HYD-2: As required by Municipal Code 8.38.105, prior to issuance of a building permit, the project applicant shall submit a Storm Water Mitigation Plan to the City Building Official for review and approval. The Storm Water Mitigation Plan shall identify the Best Management Practices (BMPs) to be implemented during project operation. The project Storm Water Mitigation Plan must also demonstrate compliance with the pollutant-specific Total Maximum Daily Load waste load allocations in effect for the Machado Lake sub-watershed as well as the maximum extent practicable (MEP) standard for other pollutants of concern.

Mitigation Measure HYD-3: Prior to issuance of a certification of occupancy, the project applicant shall provide the City Building Official with a Best Management Practices (BMP) maintenance plan, consistent with Standard Urban Stormwater Management Plan (SUSMP) requirements, for review and approval.

Mitigation Measure HYD-4: Prior to commencement of grading activities, the applicant shall determine, and report to the Director of Public Works and the City Building Official, whether dewatering of groundwater will be necessary during project construction, whether the groundwater contains petroleum, and whether dewatering activities will require discharge to the storm drain system or surface waters. All appropriate Regional Water Quality Control Board (RWQCB) permits related to dewatering and documentation, and permit requirements that are included in the plans and specifications shall be submitted to the City Building Official prior to issuance of the first grading permit. If the groundwater is found to contain petroleum-related organic compounds, discharge of dewatered groundwater to the storm drain system or surface waters will require compliance with the *Waste Discharge Requirements for Treated Groundwater and Other Wastewaters from Investigation and/or Cleanup of Petroleum Fuel-Contaminated Sites to Surface Water in Coastal Watersheds of Los Angeles and Ventura Counties* (Order No. R4-2007-0021, NPDES No. CAG834001).

XI(b). **Less Than Significant Impact** - The proposed project would not directly use any groundwater to serve the project site; therefore, no substantial depletion of groundwater resources is anticipated. In addition, although the proposed project would increase the amount of impermeable surface on the project site, it would not substantially impede percolation of storm water into the underlying substrate such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

XI(d-e) **Less Than Significant Impact with Mitigation** – Drainage onsite generally flows from north to south, following the site's contours. Storm water leaving the site flows

into a storm drain located along Silver Spur Road. The proposed project would not significantly alter this drainage pattern. However, the proposed project would increase the volume of storm water flowing from the project site because the proposed project would increase the amount of impermeable surfaces onsite. Anticipated storm water runoff is unlikely to cause flooding or exceed the capacity of the storm drain system. Nevertheless, the following mitigation measure is recommended:

> **Mitigation Measure HYD-5**: As required by Municipal Code 8.38.105, prior to issuance of a building permit, the project applicant shall submit a final drainage plan to the City Building Official for review and approval. The drainage plan shall include any on-site structures and/or modifications of existing drainage facilities necessary to accommodate increased runoff resulting from the proposed project and shall indicate project contributions to the regional storm water drainage system. The drainage plan shall show all structural BMPs consistent with the project storm water mitigation plan.

XI(g-j) **No Impact** – According to the City's General Plan there are no widespread 100-year flood problems within the City and thus no 100-year flood maps are available or required. The project would, therefore, not result in the placement of uses within a 100-year flood zone. The project site is not within the inundation area of any reservoir, level, or dam; and the project site is not within an area that would be subject to seiche or tsunami.

XII AGRICULTURE RESOURCES		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Explanation of Checklist Judgments:

XII(a). **No Impact** – The project site is located in a developed area in the City of Rolling Hills Estates, which is an urbanized area of Los Angeles County. The proposed project site is not currently used for productive agricultural purposes. The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

XII(b). **No Impact** – No agricultural resources are identified in the City's General Plan and no agricultural resources are present on the project site. The site is not subject to a Williamson Act contract and the site is not zoned for agricultural use. Given that (1) no change in use is proposed onsite; (2) the site is not currently used for productive agricultural purposes, and (3) the project would not conflict with a Williamson Act contract, impacts are less than significant.

XII(c). **No Impact** – The project site is not currently used for agricultural purposes. Additionally, the proposed bank would not, in any way, hinder the operations of any existing agricultural practices since no agricultural practices exist onsite or in the adjacent surrounding areas.

XIII MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Explanation of Checklist Judgments:

XIII(a). **No Impact** – The proposed project is not located on any known bank of minerals. The site is outside of any of the Mineral Resource Zone boundaries identified by the City on Exhibit 5-4 of the Conservation Element of the General Plan. Therefore, the proposed project would have no impact on the availability of a known mineral resource that would be of value.

XIII(b). **No Impact** – The proposed project is not anticipated to result in the loss of availability of any mineral resource that would be of future value.

XIV POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Explanation of Checklist Judgments:

XIV(a). **No Impact** – No new residential units are proposed as part of this project. The project consists of the construction of a new 1-story, 4,404-ft^2, free-standing Chase Bank branch with a drive-thru ATM on a vacant lot. The proposed expansion would not induce population growth and would cause no related impacts.

XVI(b-c). **No Impact** –The site is currently vacant and is not used for residential uses, and thus no displacement of housing or persons would result.

XV PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project: result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Other public facilities?	☐	☐	☐	☒

Explanation of Checklist Judgments:

XV(a). **Less Than Significant Impact** - The City of Rolling Hills Estates is within the jurisdiction of and is part of the Consolidated Fire Protection District of Los Angeles County, which provides fire protection and emergency medical services to the City and all unincorporated areas in Los Angeles County. Fire Station 106, located at 27413 Indian Peak Road in the City of Rolling Hills Estates, and Fire Station 56, located at 12 Crest Road West in the City of Rolling Hills, are the two closest fire stations to the project site. While these stations are the closest stations to the project site, it is the Fire Department as a whole that serves the project area.

The City Rolling Hills Estates is in close proximity to the City of Rolling Hills', City of Palos Verdes Estates', and City of Lomita's fire stations, which are available to provide additional resources in a major event. The Fire Department seeks to maintain a 5-minute response time. The Department has review and approval authority over building plans in subsequent phases of planning and design to ensure that Fire Department regulations and requirements are adhered to. The impacts on fire protection services are, therefore, anticipated to be less than significant.

XV(b). **Less Than Significant Impact** - The City of Rolling Hills Estates contracts with the Los Angeles County Sheriff's Department for police protection and law enforcement services. The main Sheriff's station serving the City is located at 26123 Narbonne Avenue, Lomita, California. This station is located approximately 1.4 miles to the

north of the site and employs 83 sworn officers at the station. The emergency response times average five minutes or less. The Sheriff's Department's service standards are a 6-minute emergency response time, a 20-minute immediate response call response time, and a 1-hour report call response time. The impacts on police protection services are expected to be less than significant, as the small scale of the project is anticipated to result in a negligible increase in demand for policing services.

XV(c). **No Impact** – The project would not induce growth and would not generate additional students that would attend the schools in the area.

XV(d). **No Impact** –The proposed project is the construction of a new 1-story, 4,404-ft^2, free-standing Chase Bank branch with a drive-thru ATM on a vacant lot. This level of new development would not noticeably increase the demand for public services.

XVI UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Explanation of Checklist Judgments:

XVI(a). **Less Than Significant Impact** – The proposed bank branch building and drive-thru ATM facility expansion would generate a nominal increase in standard domestic wastewater due to restrooms use. The region's existing wastewater facilities are designed to treat domestic sewage and to accommodate the level of growth anticipated in local General Plans. The proposed project is consistent with the existing zoning and land use designations for the project site. Therefore, the proposed project would not generate wastewater in a manner that would exceed the wastewater treatment requirements of the Regional Water Quality Control Board. See also response XVI(b, d, e), below.

XVI(b, d, e) **Less Than Significant Impact** – The project site is served by the California Water Service Company (CWSC), which purchases water from the Metropolitan Water District (MWD). MWD's water sources are the State Water Project and the Colorado River. CWSC water is stored locally in the Palos Verdes Reservoir, which has a capacity of approximately 361,097,200 gallons. The average water consumption in the City is approximately 1.2 million gallons per day (mgd). The proposed project would not result in a need for new or substantial alterations to local or regional water treatment or distribution facilities, due to the limited amount of additional water required to serve the project.

Wastewater generated by the project would be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 385 mgd and currently processes and average flow of 280.5 mgd. The project is not anticipated to result in a need for new or substantial alternations to the existing sewer system due to the limited amount of additional sewage that would generated by the project. Impacts are, thus, anticipated to be less than significant.

XVI(c). **Less Than Significant Impact** – Existing storm drain facilities are anticipated to be adequate to accommodate project flows as discussed more fully under the Hydrology and Water Quality section of this Initial Study.

XVI(f). **Less Than Significant Impact** – Refuse disposal and recycling services to the City and the project site are provided by a private entity, Waste Management, which contracts with the Sanitation Districts of Los Angeles County (SDLAC or Districts) for disposal of refuse. The SDLAC maintains multiple refuse disposal facilities, including three landfills, five gas-to-energy/refuse-to-energy facilities, two material recover facilities, and various recycling facilities and transfer stations. Refuse collected in Rolling Hills Estates is currently disposed of at the Puente Hills Landfill. According to the Sanitation District, "the Puente Hills Landfill has the capacity to provide environmentally sound disposal for the residents and businesses of Los Angeles County until the year 2013." The landfill receives 12,000 tons of solid water per day. During construction a temporary increase in construction refuse may occur; however, it is not expected that this temporary increase will significantly increase the strain on the current system. The project would not result in a need for new or substantial alterations to the solid waste disposal system. Impacts to solid waste disposal are less than significant.

XVI(g). **Less Than Significant Impact** – The project proponent is required to comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal.

XVII MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Does the project:				
a) 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?	☐	☐	☐	☒
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Explanation of Checklist Judgments:

XVII(a). **No Impact** – The proposed project is not anticipated to substantially affect fish or wildlife populations or to reduce the number or range of rare or endangered species. In addition, no locally, state or federally designated examples of major periods in California history or prehistory have been identified on the site or in the vicinity of the site.

XVII(b). **Less Than Significant Impact** – The proposed project would not result in impacts that are cumulatively considerable. The project has the potential to contribute to cumulative air quality, hydrology, water quality, noise, public services, traffic, and utility impacts. However, none of these cumulative impacts are significant, except for cumulative air quality conditions (i.e., the South Coast Air Basin is a non-attainment basin), and the proposed project would not cause any cumulative impacts to become significant. Section V(a-c) of this document specifically analyzes the project's contribution to cumulative air quality conditions. As identified in this section, the project's contribution to both regional and local air quality conditions is not considerable. Therefore, the proposed project would not result in a mandatory finding of significance due to cumulative impact considerations.

XVII(c). **Less Than Significant Impact with Mitigation** – Evidence of the potential for the project to adversely affect human beings has been identified and analyzed in Section X of this Initial Study. Both a Phase I Environmental Site Assessment (ESA) and Phase II Subsurface Investigations report have been prepared for the project. Because the project site is known to contain hazardous soils and contaminated groundwater resulting from a LUST (previously removed from the project site), a series of mitigation measures have been developed to address these issues. These include requiring groundwater monitoring and remedial activities be conducted at the property, development and implementation of a soils management plan, and review of building plans to ensure that potential vapor intrusion concerns have been addressed. Implementation of these mitigation measures will reduce impacts on human health caused by the project to less than significant levels.