



Draft Initial Study-Mitigated Negative Declaration

*City of Beverly Hills
Dog Park Project*



Rincon Consultants Inc.
July 2015

DOG PARK PROJECT

Draft

Initial Study-Mitigated Negative Declaration

Prepared by:

City of Beverly Hills

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July 2015

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INITIAL STUDY

1. **Project title:** Beverly Hills Dog Park Project
2. **Lead agency name and address:** City of Beverly Hills
Community Development Department
455 North Rexford Drive, First Floor
Beverly Hills, CA 90210
3. **Contact Person and Phone Number:** Ryan Gohlich, Senior Planner, (310) 285-1194
4. **Project location:** The approximately 21,000 square-foot project site is located at the southeast corner of the intersection of Foothill Road and Alden Drive in the City of Beverly Hills. The project site consists of the western portion of Assessor's parcel number 4342-009-906, which is 49,425 square feet in overall size and is bounded by Foothill Road to the west, Alden Drive to the north, and an alley to the east. As shown on Figure 1, Regional Location, the project site is located in Los Angeles County between the City of Santa Monica and the City of West Hollywood. The project site is regionally accessible from Interstate 405 (the San Diego Freeway) and Interstate 10 (the Santa Monica Freeway), and locally accessible from Santa Monica Boulevard (State Route 2). Figure 2, Project Location, shows an aerial view of the project site and surrounding area.
5. **Project sponsor's name and addresses:** City of Beverly Hills
Community Development Department
455 North Rexford Drive, First Floor
Beverly Hills, CA 90210
Contact: Ryan Gohlich, Senior Planner, (310) 285-1194
6. **General Plan designation:** Low Density General and Municipal Commercial
7. **Zoning:** C-5 (Commercial Zone)
8. **Description of project:**

The proposed project would involve demolition of an existing asphalt-capped surface parking lot (shown in Figure 3), which currently serves as an off-street vehicle storage and lay-down yard for a City contractor, and construction of a new off-leash dog park on the site, with possible internal separation by chain-link fence to differentiate areas of use for large and small animals. The project would not involve the addition of permanent structures; however,



improvements would include new surface materials such as grass, decomposed granite, and gravel; benches; shade canopies; trash receptacles; water fountains; and related basic support needs. Dispensers of bags for the disposal of dog waste would be provided and maintained on-site.

Utility services including water and electrical are currently provided to the site. Enhanced landscaping features are anticipated for the bordering exterior areas with some possible internal landscaping enhancements to occur as well. Hours of operation would be approximately 8:00 a.m. to dusk, seven days a week, but are subject to modification to accommodate community needs and interests. No lighting of the site would be installed, with the possible exception of low-output security lighting.

Project construction would take place over approximately six months, including demolition of existing asphalt, grading, construction, and finishing. Grading of the site would follow the current contours for drainage purposes. The depth of grading is anticipated to be 12 inches. Assuming that the top 12 inches of material are graded and removed, approximately 770 cubic yards would be exported from the site. An estimated eight to ten inches of replacement soil, including approximately 640 cubic yards, would be imported to the site.

9. Surrounding land uses and setting:

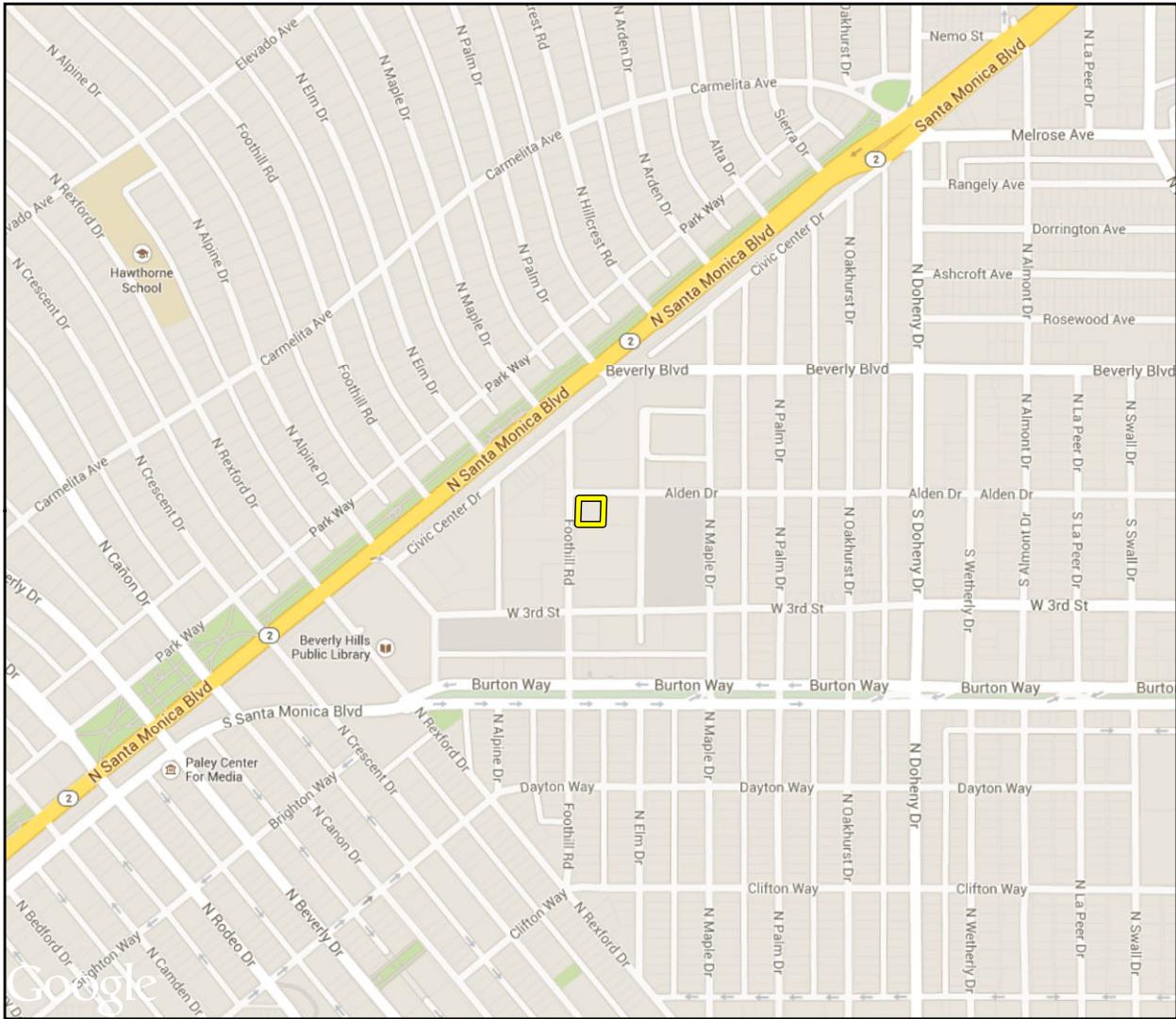
The rectangular, generally flat project site has dimensions of approximately 160 feet by 130 feet, for an area of approximately 21,000 square feet. As shown on Figure 4a, the site is bordered to the south by the City's Vehicle and Facility Maintenance property and by a commercial building across Alden Drive to the north. As shown on Figure 4b, the site is adjacent to the Beverly Hills Small Animal Hospital to the west and the City's Department of Public Works building to the southwest. A surface parking lot abuts the project site to the east. In addition, there are religious facilities located to the northwest, northeast, and south of the site. The site is fully paved and entirely surrounded by urban uses.

10. Necessary Public Agency Approvals:

The project would require approval by the City of Beverly Hills City Council.

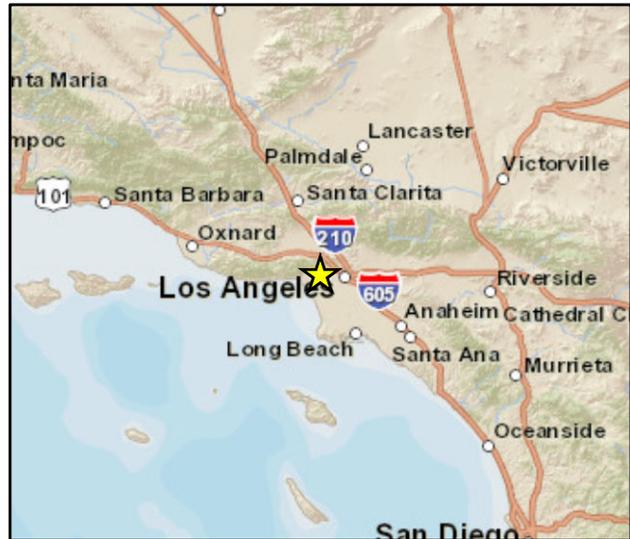
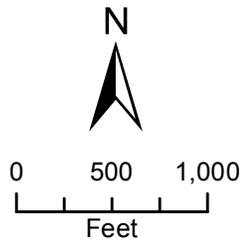


**Beverly Hills Dog Park Project
Initial Study**



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 Subject Property



Regional Location

Figure 1



Project Location

Figure 2
City of Beverly Hills



Photo 1: Southward view from Alden Drive of the western portion of the project site and, in the background, commercial buildings along Foothill Road.



Photo 2: View of the eastern portion of the project site from the existing entry on Alden Drive.





Photo 1: View of the City's Vehicle & Facility Maintenance building adjacent to the south of the project site.



Photo 2: Northward view of commercial building across Alden Drive from the project site.





Photo 3: View of the Beverly Hills Small Animal Hospital across Foothill Road to the west of the project site.



Photo 4: View of the City's Department of Public Works building to the southwest of the project site.



ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

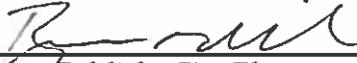
- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/>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



DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Ryan Gohlich, City Planner
City of Beverly Hills

7/29/2015
Date



ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS – Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No impact.** The project would involve demolition of a surface parking lot and construction of a dog park in an urbanized area of the City of Beverly Hills at the southeast corner of Foothill Road and Alden Drive. Currently, the project site provides views of surrounding buildings such as the City’s Vehicle and Maintenance Facility adjacent to the south and the City’s Department of Public Works building to the southwest, which are shown in Figure 4a. No City landmarks, hillside vistas, or notable urban views from public spaces are visible from or through the project site. In addition, the proposed project would not involve buildings or large structures that could substantially alter existing views. Finally, the City of Beverly Hills has not designated Foothill Road or Alden Drive as scenic corridors and has not adopted policies related to development along or views from these corridors. Therefore, the proposed project would have **no impact** on a scenic vista.

b) **Less than significant.** As shown in Figure 3, the project site does not include rock outcroppings or buildings that may have value as scenic resources, and is not located within a state scenic highway (Caltrans, 2011). As noted below in Section V, *Cultural Resources*, the two-story Payne Furnace and Supply Co. Plant, a potential historic resource recognized by the City, is located two parcels to the south of the project site at 336 Foothill Road (Beverly Hills, March 2011). A portion of the northern façade of this building is visible from the project site to the south. However, development of the proposed dog park would not result in damage to this potential historic resource and would not impair views of it or its environmental setting. Two nonnative trees that could be removed during site grading also are located along the southern edge of the project site, although these trees do not have sufficient stature or visibility to rise to the level of scenic resources. Mature street trees adjacent to the project site on Foothill Road and Alden Drive would remain in place during project development, pursuant to Beverly Hills Municipal Code (BHMC) Section 5-6-1001, whereby any tree located on the public sidewalk directly in front of a project site must be protected from damage, trimming, or interference by construction activity. The City seeks compensation for any damage to street trees caused by



construction activity (Beverly Hills, “Protecting City Parkway Street Trees...”). The project’s impacts related to scenic resources would be **less than significant** with required adherence to the street tree protection standards in BHMC Section 5-6-1001.

c) **Less than significant.** The project site is a paved parking lot used for equipment and vehicle storage. There is limited landscaping, consisting mainly of shrubs planted along the low perimeter wall. The existing visual quality of the site is low to moderate. The following discussion is divided into subheadings that focus on temporary construction effects, long-term visual effects, and shadow effects as they relate to visual character or quality of the site and surrounding area.

Temporary Construction Effects. Although temporary in nature, construction activities may cause a decrease in the site’s visual quality. Construction of the project would require demolition of existing pavement and a cement wall that encloses the site along Foothill Road and Alden Drive; grading of the site; hauling, including export of excavated materials and import of fill; the installation of new surface materials and amenities such as shade structures and benches; and landscaping. Construction activities could include the storage of equipment and materials. Due to the temporary nature of construction, these activities would not permanently degrade or modify the existing aesthetic image of the neighborhood, nor generate substantial long-term contrast with the visual character of the surrounding area. Therefore, visual quality impacts associated with construction would be temporarily adverse but **less than significant**.

Long Term Visual Effects. The proposed project would alter the existing visual character of the project site in terms of surface materials, fencing, and vegetation. In place of the existing asphalt surface with vehicles and stored equipment, it is anticipated that the dog park would have a combination of grass and decomposed granite or similar materials, in addition to ancillary features including benches, shade canopies, trash receptacles, dispensers of bags for the disposal of dog waste, and water fountains. The project also would involve demolition of the existing low cement wall and the erection of an exterior fence to enclose the dog park and possible internal separation by chain-link fence to differentiate areas of use for large and small animals. Finally, the project could involve the removal of two existing nonnative trees and assorted shrubs along the property line, while enhanced landscaping features are anticipated for the bordering exterior areas and internal areas. Overall, the site would change from a paved vehicle storage and lay-down yard to a park-like setting, which would improve the visual quality of the site. Therefore, long-term visual effects would be **less than significant**.

Shadow Effects. The proposed project would not involve construction of any buildings or large permanent structures that would cast shadows outside of the property boundaries or beyond adjacent public sidewalks and streets. Shadow impacts would be **less than significant**.

d) **No Impact.** The proposed project would involve the construction of a dog park in an already developed area at the corner of Foothill Road and Alden Drive. Existing sources of light and glare include street lights along Foothill Road and Alden Drive and pole-mounted lights at the edge of the parking lot on-site, as well as headlights from cars driving on these roadways and entering or leaving the on-site parking. Implementation of the project would eliminate existing sources of light and glare sources from within the site. No lighting would be



installed at the dog park, with the possible exception of low-output security lighting. On-site lighting also would be expected to comply with adopted City regulations that limit the disturbances from exterior lighting. Finally, light-sensitive uses such as residences do not occur in proximity to the project site. Therefore, the project would reduce light and glare relative to existing conditions, and **no impact** from light and glare would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. <u>AGRICULTURE AND FOREST RESOURCES</u> -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) **No impact.** The project would involve re-development of an existing urbanized site in Beverly Hills that is not in the vicinity of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, neither the project site nor surrounding land is zoned for agricultural development, nor is under a Williamson Act contract. The project would not directly or indirectly result in the conversion of farmland to non-agricultural use. Since the project site and vicinity are already urbanized, the project would neither conflict with existing zoning for forest land nor result in the loss of forest land. **No impact** would occur.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate emissions of airborne pollutants and have established ambient air quality standards for the protection of public health. Federal and state ambient air quality standards have been established for six criteria pollutants, including ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulates less than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}), and lead (Pb).

The project site is located within the South Coast Air Basin (the Basin) and falls under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." The part of the Basin within which the project site is located is in nonattainment for the federal standards for ozone, PM_{2.5} and lead (Pb) and the state standards for ozone, PM₁₀, PM_{2.5}, NO₂ and lead (California Air Resources Board, Area Designations Maps/State and National, September 2011; EPA, June 26, 2013). Thus, the Basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies to reduce pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin.



This air quality analysis conforms to the methodologies recommended in the South Coast Air Quality Management District CEQA Air Quality Handbook (1993). A project's impact to air quality is significant if its emissions exceed any of the thresholds for criteria pollutants shown in Table 1, below.

Table 1
Air Quality Thresholds

Pollutant	Construction	Operation
NO _x	100 lbs/day	55 lbs/day
ROG ¹	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
CO	550 lbs/day	550 lbs/day
SO _x	150 lbs/day	150 lbs/day

¹ *Reactive Organic Gases (ROG) are formed during combustion and evaporation of organic solvents. ROG are also referred to as Volatile Organic Compounds (VOC).*
Source: SCAQMD,
<http://www.aqmd.gov/ceqa/handbook/signthres.pdf>, March 2011.

In addition to the thresholds shown above, the SCAQMD has developed Localized Significance Thresholds (LSTs). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, etc. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_x, CO, PM₁₀ and PM_{2.5}. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions do not apply to onsite development as the majority of emissions would be generated by vehicle traffic on area roadways. In addition, the use of LSTs is voluntary, to be implemented at the discretion of local agencies.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The proposed project involves 0.48 acres of on-site construction. SCAQMD's Sample Construction Scenarios for Projects Less than 5 Acres in Size contains methodology for determining the thresholds for projects that are not exactly 1, 2, or 5 acres in size. This methodology was implemented to determine the thresholds for the proposed project. The project site is located in Source Receptor Area 2 (SRA-2, Northwest Coastal LA County). LST's are provided for sensitive receptors at a distance of 82 to 1,640 feet from the project site boundary. Sensitive receptors typically include residences, schools, hospitals and the elderly. The closest receptors to the project site that have potentially sensitive outdoor activity areas are the residential uses approximately 650 feet east of the project site at



Alden Drive and North Maple Drive. LSTs for construction on a 0.48 acre site in SRA-2 are shown in Table 2.

Table 2
SCAQMD LSTs for Construction

Pollutant	Allowable emissions¹ (lbs/day)
Gradual conversion of NO _x to NO ₂	140
CO	2,058
PM ₁₀	53
PM _{2.5}	16

¹ Allowable emissions from a 0.48-acre site in SRA-2 for a receptor 650 feet (200 meters) away

Source: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>, October 2009.

a) **Less than significant.** Generally, a project would conflict with or potentially obstruct implementation of an air quality plan if the project would contribute to population growth in excess of that forecasted in the air quality management plan. The proposed project involves removal of a parking and storage area and development of an off-leash dog park and associated amenities. The proposed project does not involve any residential units or substantial employment opportunities that would generate population growth. Therefore, the potential impact with respect to conflicts with the Air Quality Management Plan would be **less than significant** and mitigation is not required.

b, c, d) **Less than significant.** Project implementation would generate temporary air pollutant emissions during construction and long-term emissions due to project-generated vehicle traffic and energy use. Related impacts are discussed below. Air pollution emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Modeling results are shown in Appendix A. The CalEEMod program is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both the construction and operation of a variety of land use projects. The model quantifies direct emissions from construction and operation (including vehicle use), as well as indirect emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

Construction Emissions. Development of the proposed project would involve demolition of the existing parking area, site grading and other construction-related activities that have the potential to generate fugitive dust (PM₁₀ and PM_{2.5}) through the exposure of soil to wind erosion and dust entrainment. In addition, exhaust emissions associated with heavy construction equipment would potentially degrade air quality. Dust and exhaust emissions associated with construction activities are considered temporary air quality impacts. Table 3 shows the maximum daily construction emissions. For the purpose of generating a reasonably



conservative estimate of construction emissions, this analysis assumes grading to a depth of 24 inches on the project site (as implementation of Mitigation Measure HAZ-1 could entail) instead of the proposed 12 inches of grading. Assuming that the top 24 inches of material on-site are graded and removed, approximately 1,540 cubic yards would be exported from the site and approximately 1,540 cubic yards of fill materials would be imported.

Table 3
Estimated Construction Emissions

	Emissions (lbs/day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Maximum Daily Construction Emissions	6.2	85.9	68.6	6.9	3.2	0.2
SCAQMD Thresholds	75	100	550	150	55	150
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Localized Significance Thresholds ¹	N/A	140	2,058	53	16	N/A
Exceed LST?	N/A	No	No	No	No	N/A

¹ See Table 2

Source: CalEEMod v. 2013.2.2. Please see Appendix A for complete modeling results. Winter construction and operational emissions were modeled and reported for a conservative estimate of project emissions, since emission estimates are typically higher in the winter months compared to the summer months. Winter emission estimates report the most conservative pounds-per-day of emissions associated with the project, which are then compared to the SCAQMD thresholds measured in pounds-per-day. The CalEEMod emissions calculator model shows the maximum day in the summer months, which results in a conservative estimate of project emissions. The annual emissions listed in the tables in Appendix A show the average annual emissions over the year. These estimates are used for analysis of greenhouse gas emissions impacts, since the greenhouse gas emission thresholds are based on metric tons per year.

As indicated in Table 3, the estimated daily construction emissions of criteria pollutants are below SCAQMD construction thresholds, even with the conservative assumption of grading to a depth of 24 inches. In addition, the estimated daily construction emissions would be well below LST thresholds. The impact of the project by itself would be **less than significant** and mitigation is not required. Nonetheless, Rule 403 of the SCAQMD Handbook requires implementation of measures to minimize emissions for all dust-generating activity, regardless of whether it exceeds thresholds. The non-attainment status of the South Coast Air Basin for PM and NO_x emissions requires that Best Available Control Measures (BACMs) be used to minimize regional cumulative PM and NO_x emissions from all construction activities, even if any single project does not cause the thresholds to be exceeded.

Operational Emissions. Long-term operational emissions associated with the proposed project are those that would be generated by vehicle trips (mobile emissions), the use of landscaping maintenance equipment (area source emissions), and the use of electricity (energy emissions). Table 4 provides the estimated net increase in operational emissions that would result from implementation of the proposed project. As shown, the emissions generated by the proposed project would not exceed the SCAQMD's daily operational thresholds for any pollutant and would not significantly affect regional air quality.

Additionally, as discussed in Section XVI, *Transportation/Traffic*, this project would not result in significant traffic impacts at signalized intersections. Thus, the project would not require



analysis for CO hotspots, based on the recommendations contained in Caltrans’ Transportation Project-Level Carbon Monoxide Protocol (Caltrans, 1997).

During both construction and operation, air pollution emissions would be below SCAQMD thresholds. Therefore, effects to sensitive receptors would not occur. The proposed project would not violate an air quality standard, result in a cumulatively considerable net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. Impacts would be **less than significant**.

**Table 4
 Unmitigated Operational Emissions**

	Emissions (lbs/day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Operational Emissions	0.6	0.1	0.2	0.04	0.01	<0.01
SCAQMD Thresholds	55	55	550	150	55	150
Exceed Thresholds?	No	No	No	No	No	No

Source: CalEEMod v. 2013.2.2. See Appendix A for complete modeling results.

e) **Potentially significant unless mitigation incorporated.** Figure 5-5, *Land Uses Associated with Odor Complaints*, of the 1993 SCAQMD CEQA Air Quality Handbook identifies the following land uses associated with odor complaints: Agriculture, Wastewater Treatment Plants, Food Processing Plants, Chemical Plants, Composting, Refineries, Landfills, Dairies, and Fiberglass Molding Plants. Although dog parks are not included in this list and are not typically associated with odor complaints, dog feces and urine do produce odors. Odors from dog feces are generally not strongly perceptible except within the immediate vicinity of the fresh feces, and odor lessens as the feces dry (Jones & Stokes, 2002). Urine is generally considered to be less odorous than feces.

The appropriate disposal of dog waste on site would minimize odors perceptible to people. Pursuant to Section 5-2-105 of the City of Beverly Hills Municipal Code (BHMC), it is unlawful for a person in charge of any animal to allow feces from the animal to remain upon any public or private property not owned by that person, and it is required to “immediately and securely enclose all feces deposited by the animal in a bag, wrapper, or other container and dispose of it in a sanitary manner.” The proposed provision and maintenance of bags for the disposal of dog waste and of trash receptacles at the dog park would facilitate compliance with BHMC Section 5-2-105.

However, odors that are a nuisance to users of the dog park and to pedestrians on the sidewalks of Foothill Road and Alden Drive could result from noncompliance with BHMC Section 5-2-105 (i.e., feces remaining on the ground) and from feces improperly disposed of or disposed of in non-lidded trash receptacles. Odor impacts from dog waste would be **potentially significant unless mitigation is incorporated**.

Mitigation Measures. The following measures would reduce to a less than significant level potential odor impacts from dog feces during operation of the dog park.



AQ-1 Signage. Conspicuous but aesthetically compatible signage shall be installed at the dog park, stating the site’s rules, hours of operation, and citation and penalty process for noncompliance with Section 5-2-105 of the City’s Municipal Code, and emphasizing that the site is a self pick-up facility.

AQ-2 Lidded Trash Receptacles. Lidded trash receptacles lined with plastic bags shall be installed in the dog park where dog waste bag dispensers are located. The containers shall be emptied at least three times per week.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> -- Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES -- Would the Project:

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a-c, e, f) **No impact.** The project site is in an urbanized area, has been graded previously, and is surrounded by pavement and commercial, civic, and institutional buildings. No threatened, endangered or rare species or their habitats; locally designated species; locally designated natural communities; wetland habitats; or wildlife corridors are known to exist on the site. According to Figure OS2 in the Beverly Hills General Plan, the project site is located in the vicinity of an occurrence of the hoary bat (*Lasiurus cinereus*), a sensitive species which the Western Bat Working Group designates as High Priority because it is imperiled or at high risk of imperilment (Beverly Hills, November 2011; CDFG, 2011). Although hoary bats may be found in urban areas, they roost primarily in the foliage of coniferous and deciduous trees in more forested habitat (WBWG, 2005). The two trees on the project site, located in an urban setting, do not constitute forested habitat. Bats may use the site for foraging and temporary roosting, but the two trees are not likely to be significant roosting habitat, and foraging could still occur if the site were to become a dog park. Therefore, construction activities on the project site would not disturb habitat suitable for this sensitive species. Further, the project site is not located within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan. **No impact** to the biological resources described above would occur.

d) **Less than significant.** The project site is located in an urbanized area and is almost entirely covered by impervious pavement, except for two nonnative trees and potted shrubs along the southern property line. The existing trees may serve as suitable nesting habitat for migratory birds. Construction of the proposed dog park could involve the removal of these trees or the disturbance of their root zone. However, due to the highly urbanized nature of the site and its surroundings, and because the trees and hedges are non-native and of relatively modest stature, migratory birds as defined by the Migratory Bird Treaty Act (MBTA) would not be expected to rely on the site. In addition, there are substantial concentrations of trees within two blocks of the site to the east, and even the adjacent street trees are of larger stature than the onsite trees. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. <u>CULTURAL RESOURCES</u> -- Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less than significant.** A records search was conducted that included contacting the South Central Coast Information Center at California State University, Fullerton, and reviewing City records and files relevant to historic preservation. At present, the only potential historic resource in the vicinity of the project site, is the Payne Furnace and Supply Co. Plant, which is located two parcels to the south at 336 Foothill Road (Beverly Hills, March 2011). This white, two-story building was originally constructed in 1925. Although the proposed dog park would be constructed in the vicinity of the Payne Furnace and Supply Co. Plant, it would not adversely affect this potential historic resource's integrity of setting (i.e., the physical environment surrounding a historic resource). The replacement of a surface parking lot with a dog park would not impair public views of the listed potential historic resource, and would not substantially alter the aesthetics of its surroundings. Therefore, impacts on historical resources would be **less than significant**.

b-d) **Potentially significant unless mitigation incorporated.** The surface of the project site has been previously disturbed and developed with an asphalt parking lot, and no archaeological or paleontological resources are known to have been discovered. Although unlikely given that the site is developed and was previously disturbed, excavation to a depth of up to 12 inches could disturb previously unknown archaeological or paleontological resources and/or human remains. Impacts on previously undetected cultural and paleontological resources and human remains would be **potentially significant impact unless mitigated**.

Mitigation Measures. The following measures would reduce impacts relating to the possible discovery of as yet undetected cultural and paleontological resources and human remains during grading and excavation to a less than significant level.

- CR-1 Cultural Resources.** At the commencement of project construction, a qualified professional archaeologist shall be retained to give all workers associated with earth-disturbing procedures an orientation regarding the probability of exposing



cultural resources and directions as to what steps are to be taken if a find is encountered. If cultural resource remains are encountered during construction or land modification, the construction manager shall ensure that all ground disturbance activities are stopped, and shall notify the Community Development Department immediately to arrange for a qualified archaeologist to assess the nature, extent, and potential significance of any cultural remains. If such remains are determined to be significant, appropriate actions to mitigate impacts to the remains shall be identified in consultation with a qualified archaeologist. Depending upon the nature of the find, such mitigation may include, but would not be limited to, avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist. For example, if significant archaeological resources cannot be avoided, impacts may be reduced by filling on top of the sites rather than cutting into the cultural deposits. Alternatively and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples would occur as specified by the archaeologist.

CR-2

Human Remains. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY and SOILS – Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in -B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. i.) **Less than significant.** Southern California is located in an active seismic region. As such, development that occurs within the geographical boundaries of southern California has the potential of exposing people and/or structures to potentially substantial adverse effects involving the rupture of a known earthquake fault. The City of Beverly Hills contains both active and potentially active faults. Two active or potentially active faults, the Hollywood Fault and the Santa Monica Fault, are located within the City limits. The Hollywood and Santa Monica Faults are part of a major east/west trending, left lateral reverse fault system that forms the southern boundary of the Transverse Ranges physiographic province. The Newport-Inglewood Fault is located approximately two miles south of the City. None of these faults



bisect the project site (City of Beverly Hills General Plan Update Technical Background Report, 2005). Furthermore, no habitable structures that could potentially be vulnerable to fault rupture would be constructed on-site. Therefore, impacts resulting from fault rupture would be **less than significant** and mitigation is not required.

a. ii.) **Less than significant.** Several active and/or potentially active faults within Los Angeles County could potentially affect structures built on the project site due to seismic shaking. All of southern California is in a seismically active region. Ground motion caused by an earthquake is likely to occur at the site during the lifetime of the development due to the proximity of several active and potentially active faults. Development that occurs within the geographical boundaries of southern California has the potential of exposing people and/or structures to potentially substantial adverse effects involving the strong seismic ground shaking. However, no habitable structures that could potentially be vulnerable to ground-shaking would be constructed on site. Impacts would be **less than significant** and mitigation is not required.

a. iii.) **Less than significant.** Liquefaction is a process whereby soil is temporarily transformed to a fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand. The project site is not located within an area determined to have the potential to be subject to liquefaction on the City of Beverly Hills Seismic Hazards Map (City of Beverly Hills General Plan Update, 2010). Furthermore, no habitable structures that could potentially be vulnerable to seismic activity would be constructed on-site. Thus, impacts would be **less than significant** and mitigation is not required.

a. iv.) **Less than significant.** The topography of the site and its immediate built environment is generally flat and devoid of any distinctive landforms. Given the relatively flat nature of the site and its surroundings, and the fact that the project site is not located within the landslide hazard zone on the City of Beverly Hills Seismic Hazards Map (City of Beverly Hills General Plan Update, 2010), no potential for significant landslides exists. Impacts relating to landslides would be **less than significant** and mitigation is not required.

b) **Less than significant.** Construction activity associated with site development may result in the erosion of soils from wind and water. The use of standard construction Best Management Practices (BMPs) on the construction site, as required by BHC Section 9-4-507 for all projects undergoing construction in the city, would reduce any potentially significant soil erosion impacts. Please refer to additional discussion of erosion under Section IX, *Hydrology and Water Quality*. Impacts would be **less than significant** and mitigation is not required.

c) **Less than significant.** As discussed under items a(i) through a(iv), the project site does not have any conditions that pose unusual risks relating to soils or other potential secondary seismic hazards. Subsidence can occur as a result of excessive groundwater or petroleum withdrawals which cause the ground surface to sink. Subsidence often occurs in alluvial valleys filled to great depth with alluvial fan and lake-deposited sediments. Subsidence produces cracks in pavements and buildings and may dislocate wells, pipelines, and water drains. Beverly Hills has experienced limited subsidence over the years (City of Beverly Hills Technical Background Report, 2005). However, the proposed dog park would not involve construction of major structural foundations, building frames, retaining walls, or other building elements that



could be subject to adverse soil conditions. Therefore, impacts would be **less than significant** and mitigation is not required.

d) **Less than significant.** Expansive soils are primarily comprised of clays, which increase in volume when water is absorbed and shrink when dry. Expansive soils are of concern since building foundations may rise during the rainy season and fall during dry periods in response to the clay’s action. If movement varies under different parts of the building, structural portions of the building may distort. Clay soils beneath the City of Beverly Hills have the potential to expand (City of Beverly Hills Technical Background Report, 2005). However, since the proposed project would not involve permanent habitable structures or large expanses of pavement, impacts relating to expansive soils would be **less than significant** and mitigation is not required.

e) **No impact.** Development on the property would be served by the City’s wastewater disposal system. The project does not include a septic system; therefore, there is no potential for adverse effects due to soil incompatibility. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS -

Would the project:

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

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs). GHGs contribute to the “greenhouse effect,” which is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature.

GHGs occur naturally and from human activities. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel



for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over by 36%, 148%, and 18% respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC, March 2009).

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold considers emissions of over 10,000 metric tons carbon dioxide equivalent (CO₂E) per year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not yet adopted, the SCAQMD has a recommended tiered GHG significance threshold (SCAQMD, 2010). Under Tier 2, proposed projects would be less than significant if the project is consistent with an approved GHG reduction plan. Tier 3 includes screening level quantitative thresholds. As the City of Beverly Hills does not have an adopted GHG reduction plan or Climate Action Plan, the proposed project was compared to Tier 3 quantitative thresholds. SCAQMD has a recommended Tier 3 screening level quantitative threshold for all land use types of 3,000 metric tons CO₂E /year.

This analysis is based on the methodologies recommended by the California Air Pollution Control Officers Association [CAPCOA] (January 2008) *CEQA and Climate Change* white paper. The analysis focuses on CO₂, N₂O, and CH₄ as these are the GHG emissions that onsite development would generate in the largest quantities. Emissions of fluorinated gases, such as HFCs, PFCs, and SF₆ would not be significant since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper (January 2008) and included the use of the California Climate Action Registry General Reporting Protocol (January 2009). Emissions analyzed are for new park uses on the project site.

Emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Complete CalEEMod results and assumptions can be viewed in Appendix A.

a) **Less than significant.**

Construction Emissions. Based on the CalEEMod modeling results, construction activity for the project would generate an estimated 56.0 metric tons CO₂E during construction (see Table 5). For the purpose of generating a reasonably conservative estimate of construction emissions, this analysis assumes grading to a depth of 24 inches on the project site (as implementation of Mitigation Measure HAZ-1 could entail) instead of the proposed 12 inches of grading. Assuming that the top 24 inches of material on-site are graded and removed, approximately 1,540 cubic



yards would be exported from the site and approximately 1,540 cubic yards of fill materials would be imported. In order to compare construction emissions with annual emissions from operation of the proposed project, it is useful to amortize them over a 30-year period (the assumed life of the project) (SCAQMD, 2009). Thus, construction of the proposed project would generate an estimated 1.9 metric tons CO₂E per year.

Table 5
Estimated Construction Emissions of Greenhouse Gases

	Construction Emissions (CO₂E)
Total Emissions	56.0 metric tons
Amortized over 30 years	1.9 metric tons per year

Source: CalEEMod v. 2013.2.2. See Appendix A for GHG emission worksheets and assumptions.

Operational Indirect, Stationary Direct, and Mobile Emissions. Table 6 combines the construction, operational (energy use, solid waste, and water use emissions), and mobile GHG emissions associated with the proposed project. As shown, the proposed project is estimated to generate 6.0 metric tons CO₂E emissions per year. As discussed above, the recommended thresholds that would be appropriate for the proposed project include 3,000 metric tons CO₂E per year threshold for all land use types recommended by SCAQMD. As emissions would not exceed these thresholds, the GHG impacts of the proposed project would be **less than significant**.

Table 6
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO₂E)
Construction	1.9 metric tons
Operational	
Energy Use	<0.01 metric tons
Area Sources	0 metric tons
Solid Waste	0.02 metric tons
Water	1.8 metric tons
Mobile	
Transportation	2.3 metric tons
Total	6.0 metric tons

Source: CalEEMod v. 2013.2.2. See Appendix A for GHG emission worksheets and assumptions.

b) **Less than significant.** Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In April 2012, the South Coast Association of Government (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from



transportation sources by promoting compact and infill development to comply with SB 375. A goal of the SCS is to “promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure.” The proposed project would be infill development that would also be located within walking distance of commercial areas and residences (including dog park users). Therefore, it would be consistent with this goal. Another goal of the SCS is to “create more compact neighborhoods and plac[e] everyday destinations closer to homes and closer to one another.” The proposed project would place recreational uses close to residences, thereby meeting this SCS goal.

Executive Order (EO) S-3-05 was issued by the Governor in June 2005. EO S-3-05 sets a GHG emission reduction target of 1990 levels by 2020. Assembly Bill 32, the “California Global Warming Solutions Act of 2006,” was signed into law in the fall of 2006. This bill also requires achievement of a statewide GHG emissions limit equivalent to 1990 emissions by 2020 (essentially a 25% reduction below 2005 emission levels) and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006, published the *Climate Action Team Report* (CAT Report) (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. The strategies include the reduction of passenger and light duty truck emissions, reduction of energy and water use and increased recycling. In addition, in 2008 the California Attorney General published *The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level* (California Department of Justice, 2008). This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project such as reducing construction and demolition waste, reducing water use, and encouraging smart land use. Construction and demolition waste generated by the proposed project would be diverted from landfills in accordance with Beverly Hills requirements (BHMC Section 9-1-1001). The proposed project would also be required to utilize 75% native Californian or drought-tolerant landscaping (BHMC Section 9-1-1102). In addition, the proposed project is a recreational project within walking distance of residential uses, which would facilitate active modes of transportation to the project site. At present, the City of Beverly Hills has no dog parks; thus, construction of the facility would provide an outlet for this type of recreational activity in the City. The proposed project would be consistent with applicable CAT strategies and 2008 Attorney General Greenhouse Gas Reduction Measures.

According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (May 2009), climate change has the potential to induce sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. However, as the project site is approximately seven miles from the coastline and 240 feet above mean sea level in elevation, it is not at risk for inundation from sea level rise (California Energy Commission, Cal-Adapt website, 2014; Google Earth, 2013).

The California Office of Planning and Research (OPR) *CEQA Guidelines* also include recommended mitigation strategies to reduce GHG impacts. According to this document, mitigation measures may include:



1. *Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal.*
2. *The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, water conservation and solid-waste reduction.*
3. *The potential for reducing peak energy demand.*
4. *Alternate fuels (particularly renewable ones) or energy systems.*
5. *Energy conservation which could result from recycling efforts.*

Consistent with OPR mitigation strategies, on-site development would reduce wasteful, inefficient and unnecessary consumption of energy by only utilizing electricity for safety-related lighting and energy as needed for grounds maintenance.

GHG emissions generated by the proposed project would not have a significant adverse impact on the environment. Furthermore, the project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. There is no locally adopted climate action plan or other greenhouse gas reduction plan. Therefore, the contribution of on-site development to cumulative global climate change impacts would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. <u>HAZARDS and HAZARDOUS MATERIALS</u> - Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS and HAZARDOUS MATERIALS - Would the Project:				
airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?				
f) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b) **Less than significant.** The proposed project includes the demolition of an existing surface parking lot and surrounding wall and the construction of a dog park. This recreational use would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for maintenance. Compliance with applicable regulations for hazardous materials would ensure that hazardous materials involved in maintenance are stored, used, and disposed of properly. Due to the lack of existing structures on the project site, asbestos and lead-based paint would not pose a threat to human health. Therefore, impacts would be **less than significant** and further study of this issue in an EIR is not warranted.

c) **No impact.** The nearest schools to the project site are the Hawthorne School, located approximately 1/2 mile to the northwest, and the Temple Emanuel Academy Day School, located approximately 0.6 miles to southeast. Given that the nearest schools to the project site are located more than 1/4 mile away, the project would have no impact on local schools through hazardous emissions, acutely hazardous materials or substances, or waste.

d) **Potentially significant unless mitigation incorporated.** In August of 2014, Rincon Consultants, Inc. conducted a *Phase I Environmental Site Assessment* (ESA) for the project site (see Appendix B), including a site reconnaissance and a search of public databases for sites that generate, store, treat, or dispose of hazardous waste or sites for which a release of hazardous materials has occurred within a specified radius of the project site. The *Phase I ESA* identified three potential sources of hazardous conditions on the project site, based on site observations and historic land uses as detailed in the *Phase I ESA*: 1) historical manufacturing and industrial land uses, 2) former underground storage tanks (USTs), and 3) a groundwater monitoring well. Although a review of regulatory databases did not identify any known releases of hazardous



materials from historic land uses on-site, the *Phase I ESA* found that previous tenants may have utilized unknown underground features for solvents or other hazardous materials/wastes.

In October 2014, Rincon Consultants, Inc. prepared a *Soil Assessment* (Appendix B to this Initial Study) to document potential contamination from historic manufacturing uses and potential USTs on-site and to investigate the potential hazardous conditions identified in the *Phase I ESA* and listed above. As discussed in the *Soil Assessment*, a geophysical survey was performed on September 16, 2014, to locate any USTs, tank cavities, and fuel lines on the northern half of the project site. This survey identified two subsurface anomalies: a 10-by-11 foot area located near the existing parking lot entrance (Anomaly #1) and a 12-by-4 foot area near the northeast corner of the parking lot (Anomaly #2). However, a soil boring at Anomaly #1 did not reveal any USTs or other metallic objects, and Anomaly #2 was identified as a likely buried, discarded pipe. Based on this physical evidence, historic USTs have been removed from the project site and do not represent hazardous conditions.

A series of 24 soil samples were collected from 12 locations on the project site on October 13, 2014, to identify potential contamination from historic uses. Soil samples were analyzed for the following contaminants: metals, Total Petroleum Hydrocarbons (TPH) and volatile organic compounds (VOCs). The TPH and VOCs detected in the soil samples were below the established California Human Health Screening Levels (CHSSLs) and Soil Screening Levels (SSLs) for both residential and commercial/industrial land uses. Therefore, TPH and VOCs in the soil on-site do not pose a significant risk to human health.

With the exception of arsenic, metals were detected within normal background concentrations. Arsenic background concentrations found in California soils generally range from 0.6 milligrams per kilogram (mg/kg) to 11 mg/kg. The Department of Toxic Substances Control (DTSC) states that cleanup is not required when metals concentrations are indicative of naturally occurring background level concentrations. Typically, DTSC requires cleanup of arsenic concentration exceeding 12 mg/kg. Under this scenario 14 of the 24 soil matrix samples analyzed exceed the natural background level. Arsenic concentrations were detected as high as 25 milligrams per kilogram (mg/kg) on the project site.

Soil disturbance during construction of the dog park could result in exposure to potentially hazardous conditions associated with arsenic and a groundwater monitoring well that may not have been properly abandoned. It is anticipated that soils may be disturbed at depths of up to approximately 12 inches below grade for the main activity areas and up to five feet below grade for utility trenching and shade structure footings. Given the historical industrial land use at the project site, and the fact that shallow soils would be disturbed during construction of the proposed dog park project, impacts associated with the presence of hazardous conditions from historical uses on the project site would be **potentially significant unless mitigation is incorporated**.

Mitigation Measures. The following measures are required to reduce impacts from potentially hazardous conditions to a less than significant level.



HAZ-1 **Grading and Construction.** The following measures shall be implemented during grading and landscaping/construction of the dog park:

- The City shall select a contractor(s) for grading, hauling and site preparation that has the necessary experience with and capabilities related to handling of arsenic-contaminated soils at the levels encountered on site. Prior to preparation of a scope of work and proposal for grading, trenching, hauling and site preparation, the contractor(s) shall be notified that the soil at the site contains arsenic concentrations up to 25 milligrams per kilogram (mg/kg).
- All soil moved during grading, site preparation or utility trenching must be handled, transported and disposed of offsite to a licensed landfill permitted to accept this material.
- The subsurface of landscaped areas shall be designed to prevent dogs from digging into and exposing arsenic-contaminated soil. This may be accomplished by either of the following methods:
 - Installation of a physical barrier at least six inches below turf and other non-hardscaped surfaces and on top of at least six inches of clean fill. The barrier shall be a sturdy and durable geo-fiber mesh or equivalent that would allow for storm water infiltration but would not allow dogs to dig through it.
 - Ensuring that all turf and other non-hardscaped areas are underlain by at least 24 inches of clean fill material.

HAZ-2 Prior to grading operations, the on-site groundwater monitoring well shall be appropriately abandoned per County of Los Angeles Environmental Health Drinking Water Program guidelines.

Secondary Impacts. The mitigation of potentially hazardous conditions on the project site could result in secondary impacts if excavation and offsite hauling of contaminated soil were required as an additional step to standard construction activities. Any hauling of materials would have the potential to result in impacts related to air quality, cultural resources, hazards, hydrology, traffic and noise. However, implementation of Mitigation Measure HAZ-1 to remove arsenic-contaminated soil would not require additional excavation, but rather the removal of any soil disturbed in the course of grading or utility trenching. To prevent dogs from digging into and exposing arsenic-contaminated soil, it is anticipated that soils may be disturbed at depths of up to approximately 24 inches below grade for the main activity areas and up to five feet below grade for utility trenching and shade structure footings. Because the removal of arsenic-contaminated soil would occur as part of the standard construction process, including demolition of the existing surface parking lot, no significant secondary impacts associated with additional excavation and hauling activities would occur.



e, f) **No impact.** The project site is located approximately 4.6 miles northeast of the Santa Monica Airport. The project site is not within an area covered by an airport land use plan, nor is it located in the vicinity of a private air strip. There would be **no impact**.

g) **No impact.** The developer of the project would be required to comply with all applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the police and fire department in the City of Beverly Hills. The project does not include permanent street closures or changes in traffic flow. There would be **no impact**.

h) **No impact.** The project site and surrounding areas are entirely urbanized. Flammable brush, grass, or dense trees do not occur at substantial levels on the project site. Prior to final plan approvals, the City would require that the proposed dog park comply with all applicable codes, regulations, and standard conditions of approval for fire protection. Therefore, significant impacts to people or structures as the result of wildland fires would not occur. There would be **no impact**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY and WATER QUALITY</u> –				
Would the Project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY and WATER QUALITY</u> –				
Would the Project:				
planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than significant.** Discharge of pollutants from the project site during construction and operation of the dog park would be restricted by provisions set by the State Water Resources Control Board (SWRCB) and the Los Angeles Regional Water Quality Control Board (LARWQCB). The developer would be required to ensure that pollutants are not discharged from the site unless the discharge is in compliance with the NPDES program established by the Board. This permit requires the preparation and implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) that identifies best management practices (BMPs) that control surface runoff, erosion, and sedimentation. The developer would be required to control pollutant discharge by utilizing Best Management Practices (BMPs) such as the Best Available Technology Economically Achievable (BAT) and the Best Conventional Pollutant Control Technology (BCT) in order to avoid discharging pollutants into waterways. BMPs would be required during general operation of the project to ensure that storm water runoff meets the established water quality standards and waste discharge requirements. Pursuant to the City of Beverly Hills Urban Runoff Mitigation Ordinance (BHMC Section 9-4-506), required BMPs during construction include use of plastic coverings on unprotected areas to eliminate erosion; removal of any sediments tracked offsite by construction vehicles; and use of temporary sediment barriers where necessary. These construction and erosion control practices would reduce the potential for adverse effects caused by general construction and excavation. Therefore, the project would not violate water quality standards or waste discharge requirements. Implementation of the requirements of a SUSMP would reduce temporary erosion-related impacts to a **less than significant** level and mitigation is not required.



b) **Less than significant.** Under current conditions, the approximately 21,000-square-foot project site is almost entirely covered with impervious asphalt, with small landscaped islands at the southern property line and shrubs outside the existing wall to the west and north. By contrast, the surface of the proposed dog park, which would be composed largely of grass, decomposed granite or other permeable surfaces, would be substantially more pervious to stormwater. Consequently, the proposed project would result in an increase in groundwater recharge on-site. The anticipated excavation of the top 12 inches of soil below the existing asphalt also would not approach the depth of groundwater in the vicinity of the site (measured at 34.02 to 51.40 feet below grade) and thereby result in dewatering of groundwater (Appendix B). Even if the top 24 inches of soil on-site were excavated pursuant to Mitigation Measure HAZ-1, the depth of grading would not approach groundwater levels. Therefore, impacts on groundwater levels would be less than significant.

Drinking fountains at the dog park would use water supplied by the Metropolitan Water District of Southern California (MWD). According to MWD's 2010 Regional Urban Water Management Plan, groundwater provides average of approximately 1.35 million acre-feet per year (AFY) to MWD's service area, or about one-third of total water demand (MWD, 2010). Thus, water use at the dog park would rely in part on groundwater that is supplied by MWD (groundwater would not be drawn from the project site). However, as discussed below in Section XVII, *Utilities*, the proposed project would generate an estimated water demand of 1.75 AFY per year and would have a less than significant impact on water supply.

With the increase in pervious surface on-site and minimal use of potable water, the proposed project would not result in the depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table. Moreover, the project would not involve activities that would directly extract water from the ground. The project would have a **less than significant** impact on groundwater.

c, d) **Less than significant.** The proposed project involves redevelopment of an existing urban site that is almost completely paved. Currently, precipitation primarily runs off the project site in the form of sheet flow across the asphalt. Upon completion of the proposed dog park, the amount of pervious area on the site and concomitant infiltration of stormwater would substantially increase relative to current conditions (see above discussion under item IX, b). The site would remain relatively flat, and there are no streams or rivers present on or around the project site or surrounding parcels. Temporary sedimentation impacts could occur if bare ground is exposed during winter rains. This, in conjunction with other on-site construction activities, has the potential to result in temporary water quality impacts. The City's contractor would be required to comply with the City of Beverly Hills Urban Runoff Mitigation Ordinance (BHMC Section 9-4-506), which requires the implementation of Best Management Practices (BMPs). Such BMPs include use of plastic coverings on unprotected areas to eliminate erosion; removal of any sediments tracked offsite by construction vehicles; and use of temporary sediment barriers where necessary. These construction and erosion control practices would reduce the potential for adverse effects caused by grading and general construction. Therefore, impacts relating to erosion, siltation and flooding would be **less than significant** and mitigation is not required.



e, f) **Less than significant.** As discussed above, the proposed project would substantially increase the proportion of pervious surface on-site, which would lead to greater retention of stormwater and a lower volume of runoff. Furthermore, the quality of site runoff is not anticipated to decline after project implementation. The removal of the existing parking lot would eliminate water pollutants associated with motor vehicles from the project site, including oil, grease, and heavy metals which can be toxic to aquatic organisms and have the potential to contaminate drinking water supplies. The dog park would introduce dog feces and urine to the project site. Although animal waste can impair water quality, as noted in the City's definition of a water pollutant in Section 9-4-503 of the Municipal Code, the project would be required as part of NPDES compliance to implement a Standard Urban Storm Water Mitigation Plan (SUSMP), which must include the Best Management Practices (BMPs) necessary to control storm water pollution during construction activities and facility operations (BHMC Section 9-4-506). During storm events, these BMPs would capture and process dog urine in surface runoff on the project site. While it is anticipated that some urine would remain in the soil, a substantial portion would volatilize (i.e., evaporate) in the form of ammonia gas (Lupis et. al, 2010; Westendorf, 2004). Due to the relatively small size of the proposed dog park (about 0.48 acres) and the loss of nitrogen in dog urine to volatilization, dog urine would not substantially degrade surface or groundwater quality. Further, Section 5-2-105 of the Municipal Code would require users of the proposed dog park to dispose of dog feces in a sanitary manner, which would minimize contamination of water quality during storm events, and Mitigation Measure AQ-2 would require that lidded trash receptacles lined with plastic bags be installed in the dog park where dog waste bag dispensers are located and that the containers are emptied at least three times per week.

The proposed project is not anticipated to create or contribute runoff that would exceed the capacity of the City's storm water drainage systems, nor is it anticipated to provide an additional source of polluted runoff. Moreover, with the implementation of BMPs and mitigation measures AQ-1 and AQ-2 and with adherence to BHMC Section 5-2-105, the proposed dog park would not be expected to produce additional contaminants that would substantially degrade water quality. Therefore, the impact would be **less than significant** and mitigation is not required.

g-j) **Less than significant.** The Federal Emergency Management Agency (FEMA) classifies the City of Beverly Hills under Flood Zone C, which does not require mandatory flood mitigation enforcement. The City of Beverly Hills lies in the inundation path of the Lower Franklin Canyon Dam which is located north of the City. In the event of a breach of the Lower Franklin Reservoir, the residential area north of Carmelita Avenue would be exposed to immediate and severe danger. Below that point, the danger diminishes rapidly (City of Beverly Hills General Plan Update Negative Declaration and Environmental Initial Study, 2010). The project site is not located in the residential area north of Carmelita Avenue, and therefore would not be significantly affected by dam inundation. As the project site and the surrounding area are generally flat, mudflows would not pose a hazard to development on the project site. The project site is approximately seven miles northeast of the Pacific Ocean, and no other significant bodies of water are within the vicinity of the project site. As a result, the project site would not be affected by tsunamis or seiches. Impacts relating to flooding, mudflows, tsunamis and seiches would be **less than significant** and mitigation is not required.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING - Would the proposal:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No impact.** The proposed project includes demolition of a surface parking lot and construction of a new dog park. The project would not affect through streets or interrupt neighborhood continuity or connectivity, or otherwise physically divide an established community. **No impact** would occur, and mitigation is not required.

b) **Less than significant.** The project site carries a land use designation of Low Density General and Municipal Commercial and a zoning classification of C-5 (Commercial Zone). The purpose of the C-5 zone is to provide a comprehensive development plan for that portion of Beverly Hills formerly known as the industrial area. The C-5 zone allows a range of commercial uses, such as arts/crafts stores, florists, pharmacies, and bank uses. Pursuant to BHMC Section 10-3-2003, a dog park would constitute a conditionally permitted use that is neither specifically permitted nor prohibited in the C-5 zone. However, BHMC Section 1-1-13 exempts the City from provisions of the Municipal Code unless those provisions specifically indicate that they are intended to apply to, direct, or restrict the City. Because the City is proposing the current project, the proposed dog park would not require a conditional use permit to ensure consistency with existing zoning.

The C-5 zone also includes requirements related to the height of structures and traffic generation. Pursuant to BHMC Section 10-3-2006, the height of structures in the C-5 zone may be no greater than 45 feet. Since the proposed dog park would not involve the construction of buildings other than a potential one-story shade structure, it would not exceed this height limit. As discussed in Section XVI, *Transportation/Traffic*, the proposed project would generate an estimated 1 peak hour trip on weekdays, 6 peak hour trips on Saturdays, and 2 peak hour trips on Sunday. Given this low trip generation, the proposed project is not anticipated to generate substantial traffic at any intersection, and would be consistent with Municipal Code requirements related to traffic generation.



Table 7 discusses the consistency of the proposed project with selected relevant policies in the Beverly Hills General Plan.

Table 7
Consistency of Project with General Plan Policies

Policy	Consistency of Project with Policy
<i>Open Space and Conservation Element</i>	
<i>OS 8.1 Park and Open Space Standards. Strive to meet National Recreation and Park standards for the provision of parks space based on the community's park needs and the number of residents.</i>	<i>Consistent.</i> The project would contribute to the City's attainment of National Recreation and Park standards for the provision of park space by adding an approximately 1/2-acre public park primarily for dog owners.
<i>OS 8.5 Urban Parks. Encourage and allow opportunities for new development to provide small plazas, pocket parks, civic spaces, and other gathering places that are available to the public to help meet recreational demands.</i>	<i>Consistent.</i> The proposed 1/2-acre dog park would serve a purpose similar to an urban pocket park that is available to the public and would help to meet recreational demands in the City.
<i>OS 9.4 Sustainable Practices. Utilize environmentally sustainable practices in the maintenance and development of park facilities to preserve and maintain limited open space resources. Such practices may include plant materials, building expansion or redesign, solar heating, etc.</i>	<i>Consistent.</i> The project would not involve the construction of habitable structures that would consume energy. In addition, landscaping would provide plant materials on the project site. Finally, compliance with BHMC Section 5-2-105 and implementation of mitigation measures AQ-1 and AQ-2 would protect water quality through the appropriate disposal of dog waste.
<i>OS 9.5 Sustainable Design and Operational Concepts. Use sustainable concepts and practices in the design, materials, and operation of parks in the City, and require such concepts with respect to open space required in new developments in the City. Such practices may include, but are not limited to, use of drought tolerant plant palettes in landscaping and strategic use of plants for fire protection near areas of wildland fire hazard, external shading of building and parking lots, and landscape design that allows irrigation and storm water to recharge groundwater systems and filter out pollutants.</i>	<i>Consistent.</i> Please refer to the above discussion of consistency with Policy OS 9.4. Additionally, as discussed in Section IX, <i>Hydrology and Water Quality</i> , the project would be required to implement a Standard Urban Storm Water Mitigation Plan (SUSMP), which must include the Best Management Practices (BMPs) necessary to control storm water pollution during construction activities and facility operations (BHMC Section 9-4-506). Implementation of BMPs would ensure the filtering of pollutants and detention and infiltration of storm water.

As shown above in Table 7, the proposed project would be consistent with relevant policies in the Beverly Hills General Plan. Therefore, with approval of the proposed dog park as a conditional use, the project would be consistent with applicable City policies and ordinances. Impacts would be **less than significant** and mitigation is not required.

c) **No impact.** The project site is located in an entirely urbanized area of Beverly Hills. There are no natural communities or habitats located on the project site, and no habitat/natural community conservation plans are applicable to the site. Therefore, the project would not conflict with any habitat/natural community conservation plans and **no impact** would occur.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b) **Less than significant.** The project site is designated as being within Mineral Resource Zone MRZ-3, pursuant to the Division of Mines and Geology Mineral Classification System (Figure CON4, City of Beverly Hills General Plan Conservation Element, amended January 12, 2010). The MRZ-3 zone is defined as an area of undetermined mineral resource significance (California Department of Conservation, Guidelines for Classification and Designation of Mineral Lands). The project site is not underlain by known oil resources (Figure CON 5, City of Beverly Hills General Plan Conservation Element, amended January 12, 2010). The project site involves redevelopment of land that was previously developed and is located in an urbanized area of downtown Beverly Hills (see Figure 2). Moreover, the City’s General Plan Conservation Element (amended January 12, 2010) discourages resource extraction within the City through the following policies.

- CON 21.1** *New Extraction Activities. Prohibit new drill sites in new locations within the City for production of oil, gas, or other hydrocarbon substances. (Imp. 2.1)*
- CON 21.2** *Existing Extraction Facilities. Develop a plan to phase out existing oil drilling sites as soon as practicable. (Imp. 2.1)*

No mineral resources of value to the region or the residents of the state have been identified within the project area and the project area is not suited for resource extraction given the urban location. Hence, the impact would be **less than significant** and mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE – Would the Project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE – Would the Project result in:				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA. Where ambient noise levels are high in comparison to a new noise source, the change in noise level would be less than 3 dB. For example, 70 dBA ambient noise levels are combined with a 60 dBA noise source the resulting noise level equals 70.4 dBA.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a



receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction.

The City of Beverly Hills' General Plan contains noise policies that address unnecessary, excessive, and annoying noise levels and sources, such as vehicles, construction, special sources (e.g., radios, musical instrument, animals, etc.) and stationary sources (e.g., heating and cooling systems, mechanical rooms, etc.). The City's noise ordinance (BHMC Section 5-1-201 and subsequent) include noise standards and regulations. Section 5-1-202 prohibits any person from operating machinery or mechanical devices in a manner which creates a noise increase of more than 5 dBA above the ambient noise level at any property outside the hours permitted by the City's noise ordinance for construction activity. Although the City is not subject to these provisions of the noise ordinance, pursuant to BHMC Section 1-1-13, it would apply them to the proposed project.

Section 5-1-205 of the BHMC prohibits construction activity between the hours of 6:00 PM and 8:00 AM any day and prohibits construction activity on Sundays and on public holidays. Further, construction work within 500 feet of a residential zone is prohibited on Saturdays. The project site is not within 500 feet of a residential zone.

The most common sources of noise in the project vicinity are the industrial noises associated with the City vehicle and facility maintenance center located immediately south of the project site. Other noise sources include dog barking from the animal shelter and hospital west of the project site and noise from automobiles, trucks, and motorcycles traveling along Foothill Road and Alden Drive. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. As stated in the City's Noise Element, potentially sensitive land uses in Beverly Hills include residences (including residences for the elderly), schools, churches, and libraries. According to this definition, the closest noise-sensitive uses are two synagogues, both 250 feet from the site (Chabad of Northern Beverly Hills is 250 feet to the northwest, and Young Israel of Beverly Hills is 250 feet to the northeast); and residences, which are 650 feet to the east of the site. It should be noted that neither synagogue has usable outdoor space such as playgrounds oriented towards the project site, yet may be sensitive to interior noise as attenuated by building walls. The Noise Element does not define commercial uses, such as the office uses north of the project site across Alden Drive approximately 50 feet away, as receptors sensitive to noise.

On July 8, 2014, Rincon Consultants, Inc. performed one 15-minute weekday noise measurement using an ANSI Type II integrating sound level meter. As shown on Table 8, existing ambient noise levels at the project site were measured at 60.7 dBA Leq.



Table 8
Noise Measurement Results

Measurement Number	Measurement Location	Noise Sources	dBA Leq ¹
1	Foothill Road – Western Boundary of Project Site	Industrial noise, dog barking, vehicles on Foothill Road	60.7

Source: Rincon Consultants, Inc. Recorded during field visit using ANSI Type II Integrating sound level meter.

¹ *The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement the Leq was over a 15-minute period.*

a, c) **Less than significant.** Existing uses near the project site may periodically be subject to noises associated with operation of the proposed project, including noise that is typical of dog parks such as dogs barking and patron conversations. Dog park use is expected to occur between dawn and dusk throughout the week, with varying levels of activity during the day. As stated previously, the project site is entirely surrounded by commercial, civic, and institutional uses. The closest receptors that may be sensitive to noise are the office uses located approximately 50 feet north of the project site across Alden Drive. There are no residential uses located within 500 feet of the dog park.

In addition, in order to evaluate the effect of implementing a dog park on ambient noise at the project site, Rincon Consultants, Inc. performed one 15-minute weekday peak hour noise measurement using an ANSI Type II integrating sound level meter at a comparable off-leash dog park in Santa Barbara, California. The primary noise sources during this noise measurement, intermittent barking from eight dogs and frequent conversations between six dog owners, were recorded at the edge of the dog park from a distance of approximately 10 to 50 feet. The recorded noise level at the dog park within Tucker’s Grove Park was 51.8 dBA Leq, reflecting instantaneous noise from the barking of dogs averaged over a 15-minute period. This recorded noise level of 51.8 dBA Leq is lower than the current 60.7 dBA Leq ambient noise level at the project site; therefore the average sound level resulting from operation of the dog park would not increase sound levels at nearby office uses located approximately 50 feet north of the project site and sensitive receptors located 250 feet (synagogues) and 650 feet (residences) from the project site.

In addition, the proposed project would result in new vehicle trips to and from the site, which would incrementally increase traffic noise on study area roadways, and may incrementally increase traffic-related noise at neighboring uses. However, as discussed in Section XVI, *Transportation/Traffic*, the project would not result in a substantial increase in daily vehicular volumes on residential streets. This analysis conservatively estimates that the project would generate a net increase of four average daily weekday trips, 24 Saturday trips and eight Sunday trips. Typical urban traffic levels would need to double on a particular street segment to result in a perceptible increase of approximately 3 dBA. Therefore, in comparison to existing traffic levels on streets surrounding the project site, this incremental increase in traffic would not generate a perceptible noise increase. Overall operational noise impacts would be **less than significant**.



b, d) **Significant but mitigable.** Construction-related noise and vibration impacts are discussed below.

Construction Noise. Noise levels from construction of the proposed project would result from construction of the structure and traffic noise from construction vehicles. Nearby noise-sensitive land uses, including the offices approximately 50 feet north of the project site across Alden Drive, would be exposed to temporary construction noise during development of the proposed project. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. The project would result in temporary noise level increases during demolition of the existing parking area and grading. The grading phase of project construction tends to create the highest construction noise levels because of the operation of heavy equipment. As shown in Table 9, noise levels associated with heavy equipment typically range from about 62 to 74 dBA at 250 feet from the source and about 54 dBA to 66 dBA at 650 feet from the source (representing the nearest sensitive receptors).

**Table 9
 Typical Noise Levels at
 Construction Sites**

Equipment	Typical Noise Level		
	At 50 Feet	At 250 Feet	At 650 Feet
Air Compressor	81 dBA	67 dBA	59 dBA
Backhoe	80 dBA	66 dBA	58 dBA
Concrete Mixer	85 dBA	71 dBA	63 dBA
Dozer	85 dBA	71 dBA	63 dBA
Saw	76 dBA	62 dBA	54 dBA
Truck	88 dBA	74 dBA	66 dBA

Source: Harris Miller Miller & Hanson, May 2006.

Pursuant to the City’s noise ordinance (BHMC Section 5-1-202), a significant impact would occur if construction activities occurring on the project site would result in an increase of 5 dB(A) above the ambient level outside the hours permitted by the City’s noise ordinance (i.e., between the hours of 6:00 PM and 8:00 AM on weekdays, or at any time on Sunday or a public holiday). Ambient noise levels on-site were measured on July 8, 2014, at 5:00 PM, during the weekday peak traffic hour. Noise levels were measured to be 60.7 dBA. Therefore, based on the noise levels shown in Table 9 above, noise levels would be anticipated to exceed ambient noise levels by more than 5 dBA during construction. However, these noise levels would occur during the daytime in accordance with the permitted hours stipulated in the Municipal Code, and would be temporary, occurring only during certain construction phases. As noted above, the nearest sensitive receptors to the project site are synagogues located 250 feet away and residences located 650 feet away. Because the Municipal Code allows construction on



Saturdays, construction noise may adversely affect Saturday services at the synagogues. Therefore, noise impacts to sensitive receptors in the area from project construction would be **potentially significant** and mitigation is required.

Mitigation Measures. The following measures would reduce construction noise impacts to a less than significant level.

- N-1 No Noise-Generating Construction Work on Saturdays.** In addition to adhering to the construction hours specified in the Municipal Code, no noise-generating construction work shall take place on Saturdays.

Construction Vibration. Vibration energy is carried through buildings, structures, and the ground, whereas ambient noise is carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise, such as the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases and vibration rapidly diminishes in amplitude with distance from the source. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Significant impacts occur when vibration or groundborne noise levels exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools).

Construction activities that would occur on the project site have the potential to generate groundborne vibration. Table 10 identifies various vibration velocity levels for the types of construction equipment that are likely to operate at the project site during construction.



Table 10
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998.

As shown in Table 10, vibration levels could be approximately 81 VdB at the office building located 50 feet north of the project site across Alden Drive. However, as this is not a residential building where people would sleep, this is not considered a land use sensitive to vibration. As noted above, impacts would be significant if vibration levels exceeded 72 VdB during recognized sleep hours (as established by the Federal Railway Administration for places where people normally sleep). There are no residential uses or hotels where people normally sleep within 500 feet of the project site. In addition, the project would not exceed vibration levels that could potentially damage nearby buildings. Vibration impacts would be **less than significant**.

e-f) **No impact**. The project site is located approximately 4.6 miles northeast of Santa Monica Airport. At this distance, the project would not have the potential to expose people to significant aircraft-generated noise. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING — Would the Project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No impact**. The proposed project would involve the construction of a dog park on an approximately ½ acre site and would not result in the addition of new homes, businesses, or the



extension of roads or other infrastructure. Therefore, the project would have **no impact** on population growth in Beverly Hills.

b, c) **No impact.** The proposed demolition of a surface parking lot on the project site would not displace any existing housing or people. Thus, the project would not necessitate the construction of replacement housing elsewhere, and would have **no impact** relative to displacement.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

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

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. i.) **Less than significant.** The Beverly Hills Fire Department (BHFD) provides fire prevention, fire suppression, and life safety services to the City of Beverly Hills. Beverly Hills is recognized as one of the seven most fire-safe cities in the country (City of Beverly Hills, Multihazard Functional Plan, 2005). The station closest to the project site is Fire Station No. 1 located at 445 North Rexford Drive, a quarter-mile southwest of the project site. Two other fire stations, Fire Station No. 2 and Fire Station No. 3, are also located near the project site. Fire Station No. 3 is located ¾-mile southeast of the site, and Fire Station No. 2 is located approximately 1.3 miles northwest of the project site.

Increased human presence and activity associated with site development as proposed would increase demand on the BHFD for fire protection services to the project site; however, the project site is located in a well-served urban area where an incremental addition of demand to protect site amenities such as picnic benches and shade structures would not be expected to increase service demands to the point that new or expanded facilities would be required. Further, the project would be required to comply with Fire Code and BHFD standards, including specific construction specifications, access design, location of any fire hydrants, and



other design requirements. Implementation of the proposed project would not result in a substantial increase in response times or require new facilities, equipment or additional staff for the BHFD. Impacts would be **less than significant** and mitigation is not required.

a. ii.) **Less than significant.** The Beverly Hills Police Department (BHPD) provides police protection services to the City of Beverly Hills. The closest station to the project site is BHPD headquarters located at 464 North Rexford Drive, approximately 0.3 miles from the project site. The City of Beverly Hills currently has approximately 127 sworn officers (Beverly Hills, Police Department Employment Guide, 2014). The BHPD's main indicator of effectiveness is its response time to emergency calls. The Department's average response time is 2.4 minutes (Beverly Hills, June 2014). Other indicators of effectiveness include the volume of calls for service and number of officers available at any given time. The BHPD is funded through general fund revenues generated by property and sales taxes, which are expected to increase in proportion to the City's growth (City of Beverly Hills General Plan Update Negative Declaration and Environmental Initial Study, 2010).

The project would not be anticipated to cause substantially delayed response times, degraded service ratios or necessitate construction of new facilities, due to the small scale of the proposed dog park and its location within an already developed and well-served area. Impacts would be **less than significant** and mitigation is not required.

a. iii.) **No impact.** The project would not involve the construction of residences or employment centers and would not facilitate the future development of residences. As such, no new school children are anticipated as a direct result of implementation of the project. Therefore, **no impact** to public schools would occur.

a. iv.) **No impact.** The Beverly Hills Recreation and Parks Department is responsible for maintaining and planning for parkland in the City of Beverly Hills. The project site is approximately 0.2 miles north of the public, landscaped median of Burton Way; approximately 0.2 miles northeast of Rexford Mini Park; approximately 0.4 miles east of the Beverly Gardens Park; and approximately 0.5 miles north of Crescent Park and the Beverly Canon Gardens. The proposed dog park would not generate additional demand for parks, but rather would satisfy existing demand for parkland to serve dog owners. Impacts to parks would be **less than significant** and mitigation is not required.

a. v.) **Less than significant.** The proposed dog park would contribute incrementally, but not substantially, toward impacts to the City's public services and facilities such as storm drain usage (discussed in Section VIII, *Hydrology and Water Quality*), solid waste disposal (discussed in Section XVII, *Utilities and Service Systems*), and water usage (discussed in more detail in Section XVII, *Utilities and Service Systems*). There are no other public services for which significant impacts are anticipated. Impacts would be **less than significant** and mitigation is not required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION —				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No impact.** As discussed above in Section XIII, *Public Services*, the Beverly Hills Recreation and Parks Department is responsible for maintaining and planning for parkland in the City of Beverly Hills. The closest public parks to the project site are Rexford Mini Park, approximately 0.2 miles to the southwest; Beverly Gardens Park, approximately 0.4 miles to the west; and Crescent Park and the Beverly Canon Gardens, both of which are approximately 0.5 miles to the south. The proposed dog park would not result in increased use of existing parkland and could in fact divert use from existing facilities. **No impact** on existing parks would occur.

b) **Less than significant.** The proposed project would involve the construction of an approximately 21,000 square-foot City-owned dog park, including amenities such as picnic benches, shade canopies, trash receptacles, and related basic support needs. The construction of these facilities would involve conversion of an existing surface parking lot which covers the entire project site; as noted in Section IV, *Biological Resources*, the site does not have substantial value as natural habitat. Furthermore, as discussed in Section IX, *Hydrology and Water Quality*, the replacement of asphalt pavement with a combination of grass and decomposed granite would increase the amount of pervious surface on-site relative to existing conditions, thus enhancing retention of stormwater runoff. As a result, environmental impacts from the construction of recreational facilities would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION / TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b) **Less than significant.**

Trip Generation Assessment. The trip generation rates estimates for the project were prepared for the proposed project using trip generation rates from the Institute of Transportation Engineers, *Trip Generation, 9th Edition* (2012). See Table 11 for trip generation rates.

**Table 11
Daily Trip Generation Rates**

Land Use	Rate	Weekday	Saturday	Sunday
Park	Per acre	2.28/day	12.14/day	4.13/day

Source: Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition (2012). County Park land use (ITE Code 417) used because ITE does not have a trip generation rate for dog parks and the City Park land use did not include a Saturday trip generation rate.

For a reasonably conservative estimate of the number of vehicle trips associated with the project, the size of the dog park was assumed to be two acres - approximately four times larger



than its actual size of 0.48 acres, but a more typical dog-park size. Based on this size and the daily trip generation rates shown in Table 11, the proposed project would generate approximately four vehicle trips per weekday, 24 vehicle trips on Saturdays, and eight vehicle trips on Sundays. Although the City of Beverly Hills does not identify a trip generation threshold that requires a traffic study, this conservative estimate of the number of trips that the proposed project would generate is substantially below thresholds identified by the City of Los Angeles (43) and the Los Angeles Congestion Management Plan (50). For a project with as few project trips as the proposed project, it is highly unlikely that a significant traffic effect could occur. Because of the low trip generation, the project is not anticipated to trigger a significant impact at any of the nearby intersections, because the project would not generate enough traffic at any intersection to trigger an impact. Moreover, because the proposed project involves development of a dog park in close proximity to residential uses in an urban area, many users would walk rather than drive. Given the project's incremental increase in trip generation, the project would have **less than significant** traffic impacts on the surrounding roadway network.

Parking Supply and Demand. The proposed project does not involve any on-site parking. The proposed project involves removal of a vehicle storage area for a City contractor. However, the City contractor would be expected to locate other facilities for vehicle storage, which is not allowed on city streets. Dog park users are expected to either drive or walk to the project site. As shown above, the proposed project would generate an estimated four weekday, 24 Saturday, and eight Sunday trips. Metered street parking is available near the project site on Foothill Road and Alden Drive, and two hours of free parking is available one-quarter mile from the project site at the City's Civic Center Garage at 450 N. Rexford Drive (Beverly Hills, City Parking Structures). Dog park users would be able to use on-street or garage parking while visiting the project site. Because dog park users would have access to ample on-street and garage parking, the proposed project would not generate adverse environmental impacts as a result of a parking shortage (e.g., safety hazards from illegal parking or spillover parking that impairs visibility on narrow streets). Therefore, impacts related to parking would be **less than significant**.

c) **No Impact.** Given the nature and scope of the proposed project, and that the closest airport is 7.5 miles away, the project would not change any air traffic patterns. **No impact** to air traffic would occur.

d) **Less than significant.** Construction of the proposed project may require temporary lane detours or closures. However, due to the small size of the project site and the temporary nature of the lane alterations, temporary closures would not be expected to result in a change in traffic that is substantial in relation to existing traffic patterns or capacity. The proposed dog park also would not introduce operational hazards such as sharp curves, dangerous intersections, or uses that would be incompatible with surrounding commercial, civic, and institutional properties. Impacts would be **less than significant** and mitigation is not required.

e) **Less than significant.** As discussed in Section VII, *Hazardous Materials*, the proposed project would be required to comply with all applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the police and fire departments in the City of Beverly Hills, including access design requirements. The project itself would not affect



travel routes and would not result in emergency access or hazardous internal design impacts. Therefore, impacts would be **less than significant** and mitigation is not required.

f) **No impact.** The proposed project involves converting a parking and storage area into a dog park. The proposed project would be limited to site-specific improvements and would not damage the performance or safety of any public transit, bikeway or pedestrian facilities. As dogs (other than service dogs) are not allowed on public transit in the area, dog park users are expected to walk or drive to the project site. Sidewalks are provided along all key roadways in the project vicinity, and pedestrian crosswalks with walk lights are provided at signalized intersections in the project area. The project would have no impact on adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, and would not otherwise substantially decrease the performance or safety of such facilities. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES— Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



a, b, e) **No impact.** The proposed dog park would not include restrooms and would not generate wastewater other than from water fountains. The impacts of animal waste products, including dog feces and urine, are discussed separately in Section IX, *Hydrology and Water Quality*. Animal waste products would not result in impacts related to wastewater conveyance or treatment. Therefore, the proposed project would have **no impact** related to wastewater.

c) **Less than significant.** As discussed under Section IX, *Hydrology and Water Quality*, under current conditions, almost the entire project site is covered with impervious asphalt. With implementation of the dog park, the amount of pervious surface on-site would substantially increase, resulting in a lower volume of stormwater runoff from the site and reduced impacts on storm water drainage facilities. Furthermore, BMPs would be required during construction and operation of the project to reduce the amount of runoff from the project site to the maximum extent practicable. In addition, the City requires that applicants prepare an urban runoff mitigation plan prior to construction of a project; although BHMC Section 1-1-13 exempts the City from this requirement, the City would abide by it for the proposed project. This plan must comply with the most recent Standard Urban Stormwater Mitigation Plan (SUSMP) and the current municipal National Pollutant Discharge Elimination System (NPDES) permit. This process is intended to reduce storm water discharges by requiring the applicant to increase pervious surface area on the project site and to reduce the amount of runoff to the City's storm drain system. The NPDES permit issued to the Los Angeles RWQCB provides regulations for urban runoff discharges in the County of Los Angeles. Due to mandated compliance with the regulations set forth in the NPDES permit, the project would have a less than significant impact on storm water drainage facilities in the City. New storm drain facilities and/ or expansion of existing facilities would not be necessary. Due to the increase in pervious surface and compliance with applicable regulations, the overall effect of the proposed project would be to reduce pollutants from the site that enter the storm drain system. Impacts to storm water drainage facilities would be **less than significant** and mitigation is not required.

d) **Less than significant.** The City receives water from local groundwater extracted from the Hollywood Basin through the City's wells and imported surface water purchased from the Metropolitan Water District (MWD). Approximately 67% of imported water comes from the State Water Project and 33% from the Colorado River (2010 UWMP). From 2005 to 2009, the City purchased more than 11,000 acre-feet per year from the MWD, while an average of 1,195 acre-feet per year were extracted from groundwater (Tables 2.1 and 2.3, 2010 UWMP). Normal year future projected supply and demand is shown in Table 12. A comparison of projected supply and demand indicates that the surplus ranges from a minimum of 1,212 AFY in 2010 to a maximum of 11,780 AFY in 2025.



Table 12
Normal Year Water Supply & Demand Projections

Water source	2015	2020	2025	2030
Supply (AF)	19,653	22,453	23,693	22,441
Demand (AF)	11,654	11,786	11,913	12,036
Surplus (AF)	7,999	10,667	11,780	10,405

Source: City of Beverly Hills Urban Water Management Plan, 2010 for years 2015 through 2030, Table 5.4

Drinking fountains at the proposed dog park would generate demand for water supplied to the City. Water demand from the proposed project was estimated as part of modeling of air quality and greenhouse gas emissions in the California Emissions Estimator Model (CalEEMod) version 2013.2.2, based on the size and type of proposed land use (assumed to be a city park). It is estimated that the dog park would generate an annual water demand of 0.57 million gallons (or 1.75 AFY), assuming standard use for water fountains, irrigation, maintenance, and cleaning. This amount of water would represent 0.01 percent of the City's average annual water use from 2005 to 2010 (2010 UWMP). The estimated demand of 1.75 AFY from the project would be accommodated by surplus water that ranges from a minimum of 1,212 AF to a maximum of 11,780 AF through the 2030 planning year (see Table 12). The proposed project's impact would be **less than significant** and mitigation is not required.

f, g) **Less than significant.** State law requires a 50% diversion of solid waste from landfills. The City of Beverly Hills has achieved this diversion through recycling and collection of green waste, and achieved a waste diversion rate of 78 percent in 2010 (Crown Disposal, 2011).

The City of Beverly Hills Public Works Department, Solid Waste Division is responsible for solid waste collection in the City of Beverly Hills. The City contracts with Crown Disposal, Inc., a private hauling contractor, for the removal of all waste from Beverly Hills. The disposal of solid waste occurs at one of three designated landfills: Chiquita Canyon Landfill, Sunshine Canyon Landfill and/or the Calabasas Sanitary Landfill. Therefore, solid waste that would be generated by the project during operation would be sent to one of these landfills. It is estimated that Chiquita, Sunshine Canyon and Calabasas Sanitary landfills have a remaining capacity of approximately 135 million CY, taking into account reduction estimates for usage that has occurred since the date of remaining capacity was documented on the Solid Waste Information System website (Rincon Consultants, 2012). Together, these three landfills are permitted to receive 21,400 tons/day (CalRecycle, 2014). The Chiquita Canyon Landfill is anticipated to operate through 2019, while the Calabasas Sanitary Landfill is anticipated to operate through 2025, and the Sunshine Canyon Landfill is anticipated to operate through 2037.

The proposed project has two components (construction and operation) that would result in the generation of solid waste. Construction of the proposed project would involve site preparation activities (e.g., demolition of the surface parking lot) that would generate waste materials. The handling of all debris and waste generated during construction would be subject to the City's and State's (AB 939) requirements for salvaging, recycling, and reuse of materials from demolition and construction activity on the project site. The site's existing use as a vehicle storage and lay-down facility is assumed to generate a nominal amount of solid waste.



Likewise, the proposed dog park, as an outdoor recreational facility of approximately 1/2 acre, would not generate quantities of solid waste such that it could not be accommodated by the above landfills' permitted capacities. Given continued compliance with solid waste diversion requirements, impacts to solid waste disposal facilities would thus be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Does the Project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) **Potentially significant unless mitigation incorporated.** As discussed in Section IV, *Biological Resources*, the proposed project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Furthermore, as discussed in Section V, *Cultural Resources*, the proposed dog park would not impair or eliminate any known prehistoric or historic resources. Impacts on unanticipated cultural resources would be less than significant with implementation of mitigation measures CR-1 and CR-2, requiring adherence to existing local, state and federal regulations related to the discovery of any unanticipated cultural resources during construction activity. Therefore, impacts would be **potentially significant unless mitigation is incorporated**.

b) **Less than significant.** Cumulative impacts are generally considered in analyses of air quality, noise, and traffic. Given the small scale of the project, cumulative impacts in these and other issue areas would be insubstantial. As discussed in Section XII, *Noise*, and Section XVI,



Transportation/Traffic, the project would generate a nominal amount of additional vehicle trips and therefore would not generate considerable noise from traffic that is perceptible to sensitive receptors. Therefore, the project's contribution to cumulative impacts would be **less than significant**, and would not be cumulatively considerable.

c) **Potentially significant unless mitigation incorporated.** As discussed in Section III, *Air Quality*, the proposed project would not conflict with the Air Quality Management Plan; temporary air pollutant emissions during construction and long-term emissions due to vehicle traffic and energy use would not violate any air quality standards or result in cumulatively considerable net increase of criteria pollutants. With implementation of mitigation measures AQ-1 and AQ-2 to post signs about requirements for disposing of dog waste and to install lidded trash receptacles, sensitive receptors would not be exposed to objectionable odors. As discussed in Section XI, *Noise*, the proposed project would not result in the exposure of persons to noise levels in exceedance of City standards; exposure of persons to excessive groundborne noise vibration; a significant increase above ambient noise levels in the project vicinity; or subject people to excessive noise from use of an airport or airstrip. As stated in Section VI, *Geology and Soils*, construction of the proposed project would not expose people to adverse effects from fault rupture, ground shaking, ground failure, liquefaction, or landslides; result in soil erosion, or be constructed on unstable or expansive soils. Compliance with the City of Beverly Hills Municipal Code (to which the City is subjecting itself for the proposed project), compliance with State of California Regional Water Quality Control Board and Los Angeles Regional Water Quality Control Board requirements, compliance with the CBC and UBC requirements, and compliance with all applicable state and federal regulations would reduce these potential adverse effects to human beings to a less than significant level. Finally, as discussed in Section VIII, *Hazards and Hazardous Materials*, potential hazardous conditions from arsenic-contaminated soils and an existing well on the project site would require mitigation; with implementation of mitigation measures HAZ-1 through HAZ-2, impacts from hazardous materials would be reduced to a less than significant level. As such, impacts to human beings would be **potentially significant unless mitigation is incorporated.**

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