

MITIGATED NEGATIVE DECLARATION

**CITY OF MONTEBELLO
POPLAR AVENUE APARTMENTS
PROJECT A: 116, 128, AND 136
NORTH POPLAR AVENUE
PROJECT B: 129 AND 133 NORTH POPLAR AVENUE
PLANNED DEVELOPMENT (WITH DENSITY OVERLAY AND
HEIGHT OVERLAY), SITE PLAN REVIEW, PARKING
MANAGEMENT PLAN, AND DEVELOPMENT AGREEMENT**



REPORT PREPARED FOR:

**CITY OF MONTEBELLO
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT -
PLANNING DIVISION
1600 WEST BEVERLY BOULEVARD
MONTEBELLO, CALIFORNIA
90640**

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**REPORT DATED:
OCTOBER 20, 2021**

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APPENDIX – PROVIDED UNDER A SEPARATE COVER



CITY OF MONTEBELLO

Planning and Community Development Department
1600 W. Beverly Boulevard
Montebello, CA 90640
www.cityofmontebello.com

INITIAL STUDY OF ENVIRONMENTAL IMPACTS ENVIRONMENTAL CHECKLIST FORM

1. Project Title:
Poplar Avenue Residential Development.
2. Lead Agency Name and Address:
City of Montebello
Planning and Community Development Department
1600 W. Beverly Boulevard
Montebello, CA 90640
3. Contact Person and Phone Number:
Ms. Monica Rodriguez, Associate Planner
1600 West Beverly Boulevard, Montebello, CA 90640
(323) 887-1200 Extension 494
4. Project Location:
Project A: 116, 128, and 136 North Poplar Avenue, Montebello, CA
(APNs: 6347-012-008, 6347-011-019, 6347-011-013)

Project B: 129 and 133 North Poplar Avenue, Montebello, CA
(APNs: 6346-020-012 and 6346-020-013)
5. Project Sponsor's Name and Address:
Mr. Mark Magna, President
Magna & Magna, Inc
1520 Washington Boulevard, Suite 100
Montebello, CA 90640
6. General Plan Designation (Existing On-Site):
Project A: High Density Residential (HDR)
Project B: Medium Density Residential (MDR)

7. Zoning (Existing On-Site):

Project A: Multiple-Family Residential (R-3)

Project B: Multiple-Family Residential (R-3)

8. Description of Project

Introduction

The proposed project will consist of two elements, referred to herein as Project A and Project B. Project A will involve the construction of 140 apartment units (including 30 units affordable to lower-income households) within a 73,807 square foot development area, referred to as Project Site A. Project B will involve the construction of 16 units (including two units affordable to lower-income households) within a 12,500 square feet development area, referred to as Project Site B.

Project Location

The project sites are located within the eastern portion of the City of Montebello. The City of Montebello is located six miles east of Downtown Los Angeles. The City of Montebello is bound on the north by the City of Rosemead and unincorporated County areas; on the south by the cities of Commerce and Pico Rivera; on the east by the City of Pico Rivera and the Whittier Narrows Dam Recreation Area; and on the west by the City of Commerce and unincorporated East Los Angeles. Regional access to the City is provided by the Pomona Freeway (State Route 60) and by the Santa Ana Freeway (Interstate 5). Major physiographic features in the vicinity of the project sites include: the Montebello Hills, located 1.28 miles to the north of the project sites; the Rio Hondo River, located 500 feet to the east of the project sites; the Puente Hills, located three miles to the east of the project sites; Whittier Narrows Dam, located 1.30 miles to the northeast of the sites; and the San Gabriel River, located 1.92 miles to the east of the project sites.¹ The San Gabriel Mountains and Santa Ana Mountains are both visible from the project sites. The City's location in a regional context is provided in Exhibit 1, while a citywide map illustrating the location of the two project sites within the City is provided in Exhibit 2. A local map of the two project sites and the surrounding areas is shown in Exhibit 3.

¹ Google Maps. November 19, 2020.

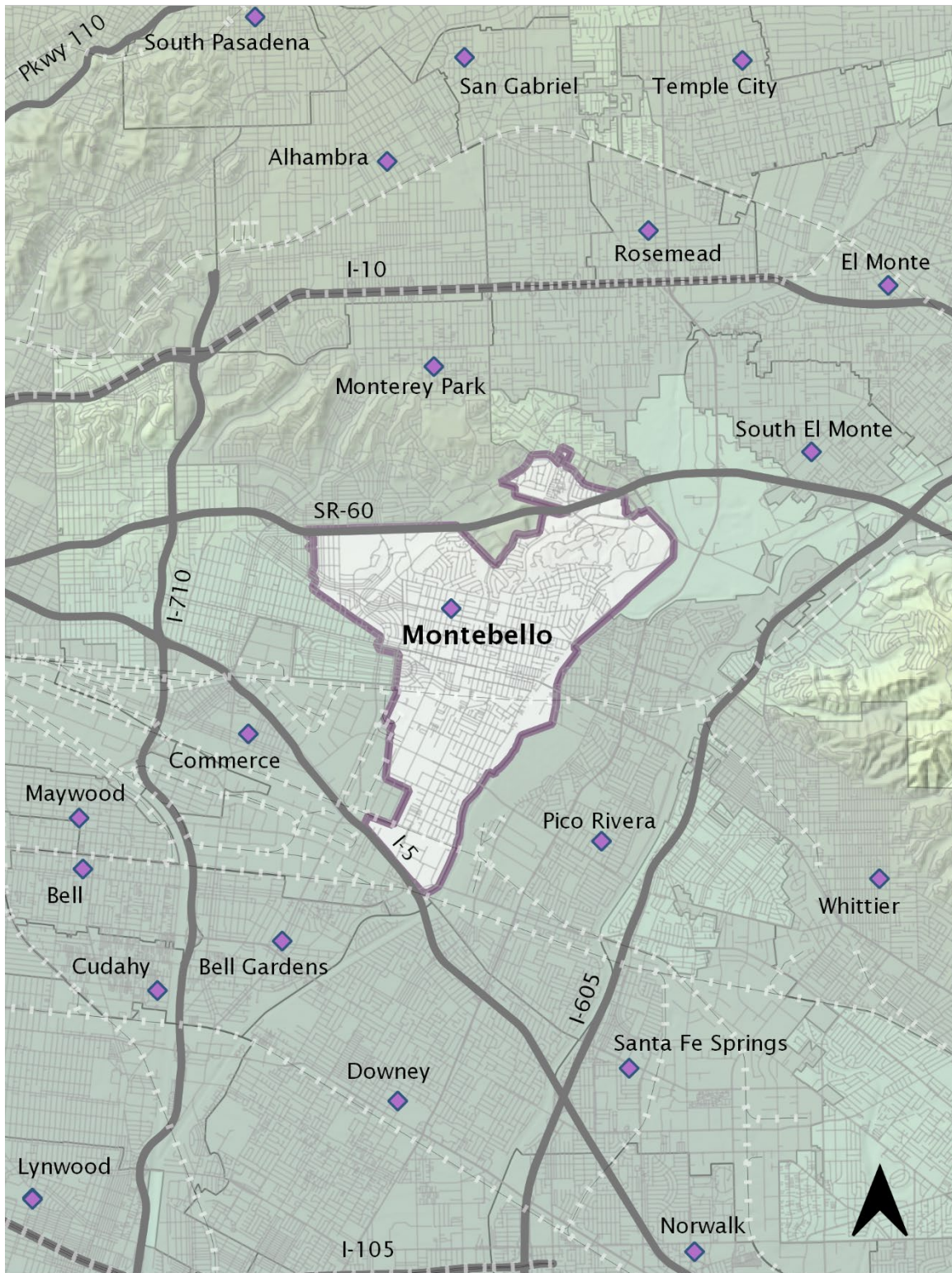


EXHIBIT 1
REGIONAL LOCATION MAP
SOURCE: QUANTUM GIS

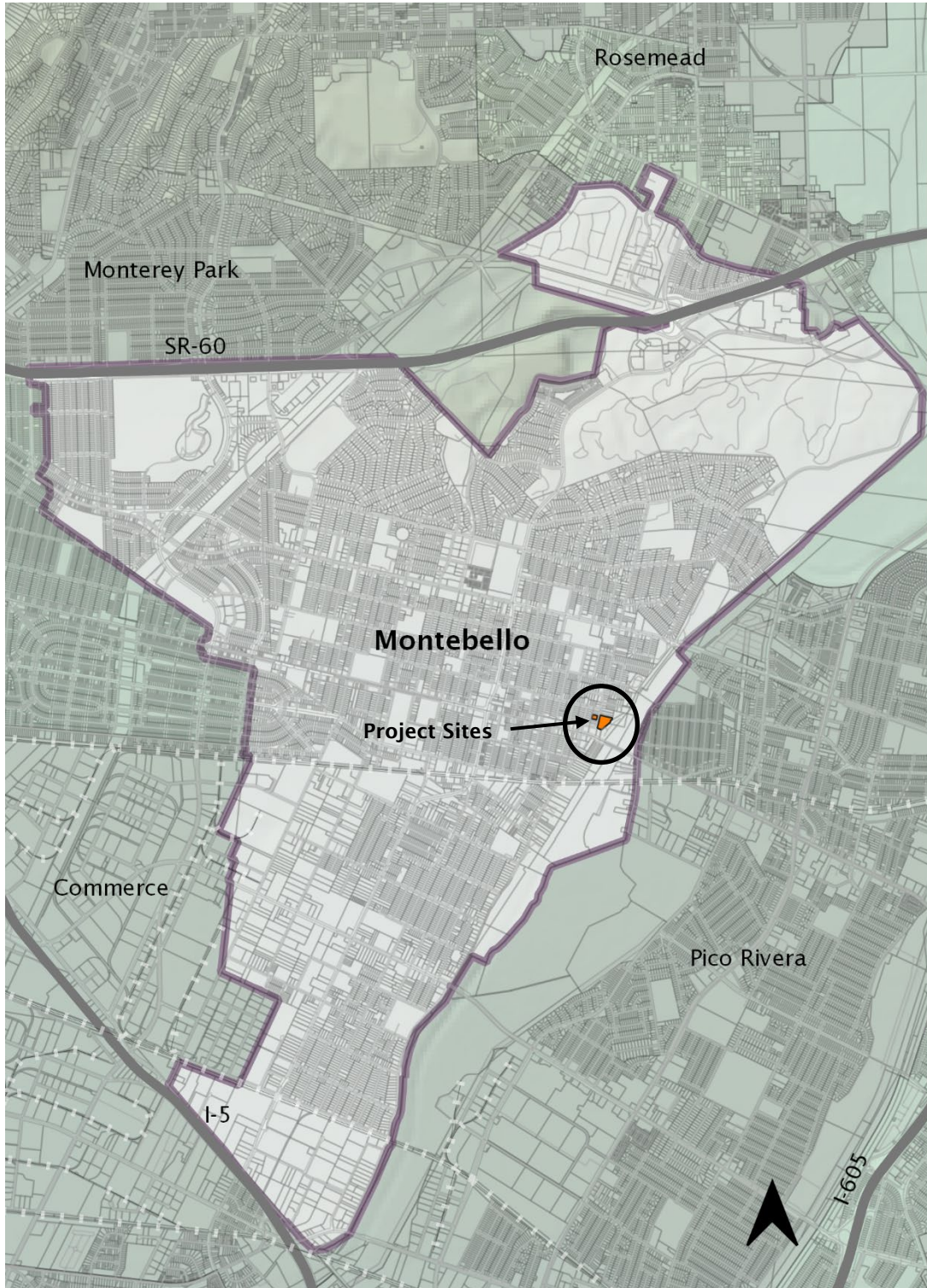


EXHIBIT 2
CITYWIDE MAP
SOURCE: QUANTUM GIS

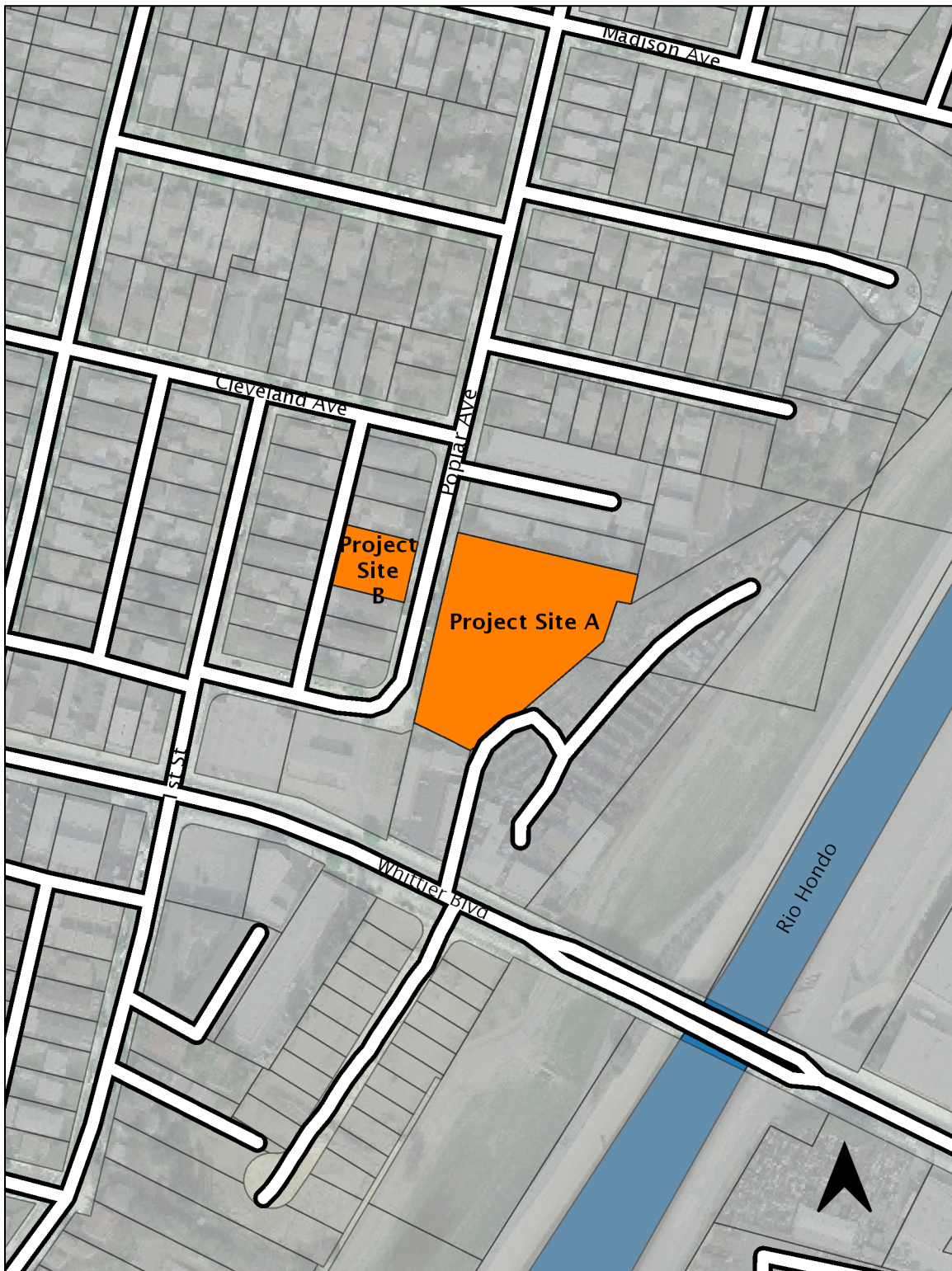


EXHIBIT 3
LOCAL MAP
SOURCE: QUANTUM GIS

Major roadways in the vicinity of the two project sites include: Beverly Boulevard, located 0.41 miles to the north of the project sites; Whittier Boulevard, located 223 feet to 427 feet south of the project sites; Paramount Boulevard, located 0.69 to 0.75 miles east of the project sites; and, Montebello Boulevard, located one-half mile west of the project sites.

Environmental Setting

The project sites are located in the midst of an existing residential neighborhood. An aerial photograph is provided in Exhibit 4. The surrounding land uses and development are described in detail below:²

- *North of Sites.* Multiple-family residential abuts the two project sites to the north.
- *South of Sites.* A motel abuts Project A to the south. This motel has frontage along Whittier Boulevard. Conversely, a quadruplex abuts Project B to the south.
- *East of Sites.* Two undeveloped parcels abut Project A to the east. These parcels are covered over in dilapidated asphalt and concrete and contain unmaintained ruderal vegetation. Lastly, Poplar Avenue extends along the east side of Project B.
- *West of Sites.* Poplar Avenue extends along the west side of Project Site A, while an existing alley extends along the west side of Project Site B. Additional multiple-family residential development is located further west of both sites.

Project A will be constructed within a 73,807 square foot development area that consists of three parcels that occupy frontage along the east side of Poplar Avenue. The parcel that corresponds to 116 North Poplar Avenue is presently occupied by four, two-story apartment buildings totaling 22,538 square feet and containing 27-units, while the parcel that corresponds to 128 North Poplar Avenue is occupied by four single family units and a two-story 8-unit apartment complex totaling 11,101 square feet of floor area. Finally, the parcel that corresponds to 136 North Poplar Avenue is occupied by two single family units totaling 1,974 square feet.³ Meanwhile, Project B will be constructed within a 12,500 square foot development area that consists of two parcels that occupy frontage along the west side of Poplar Avenue. The parcel that corresponds to

² Field Survey. Survey was conducted on November 19, 2020.

³ Los Angeles County Tax Assessor and the California Regional Multiple Listing Service.

129 North Poplar Avenue is occupied by an existing 1,233 square foot single-family dwelling of Spanish architecture. Meanwhile, the parcel that corresponds to 133 North Poplar Avenue is occupied by an existing 1,090 square foot single-family dwelling of Tudor architecture.⁴

Project Description

Project A involves the construction of 140 apartment units (including 30 units affordable to lower-income households) on a 1.69-acre site. Project A will consist of the following elements:

- *Project Site – Project A.* The 1.69-acre (73,807 square foot) project site consists of three parcels (APNs: 6347-012-008, 6347-011-019, 6347-011-013). The project site has a maximum lot depth (east to west) of 300 feet and three inches and a maximum lot width (north to south) of 402 feet.⁵
- *Building Overview – Project A.* The proposed apartment building will consist of four floors and will include 140 dwelling units (including 30 units affordable to lower-income households). In addition, two subterranean parking levels containing a total of 298 parking spaces will be provided. The building will have a total floor area of approximately 170,161 square feet and will have a height of 47 feet as measured from the street frontage. The project will have a Floor Area Ratio (FAR) of approximately 2.31 to 1.0, a lot coverage of 57%, and a density of approximately 83 units per acre.⁶
- *First Floor – Project A.* The first floor will total 40,325 square feet and will contain 35 units ranging in size from 616 square feet to 1,780 square feet. Of the total units that will be provided, one unit will be a studio unit; 15 units will be equipped with one bedroom and one bathroom; 17 units will feature two bedrooms and two bathrooms; and two units will consist of three bedrooms and two bathrooms. A number of amenities will be provided on the first-floor deck including the leasing office, a courtyard, swimming pool, gym, and children's play area.⁷

⁴ Los Angeles County Tax Assessor and the California Regional Multiple Listing Service.

⁵ GA Engineering, Inc. *Cover Sheet and Site Plan – 116 North Poplar Avenue*. Plans dated October 11, 2021.

⁶ GA Engineering, Inc. *Cover Sheet – 116 North Poplar Avenue*. Plans dated October 11, 2021.

⁷ GA Engineering, Inc. *Cover Sheet and First Floor Plan – 116 North Poplar Avenue*. Plans dated October 11, 2021.

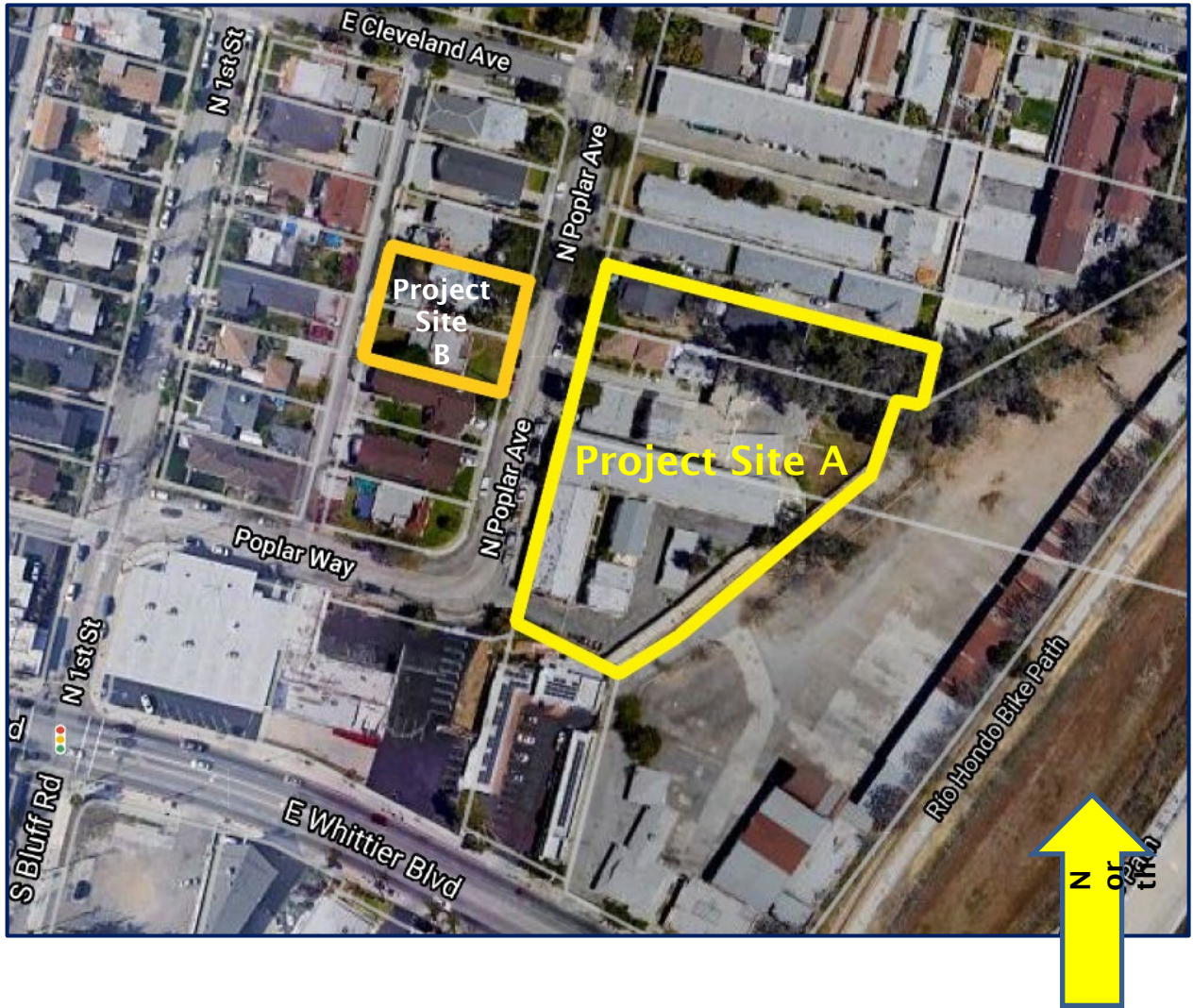


EXHIBIT 4
AERIAL PHOTOGRAPH
SOURCE: CRMLS

- *Second Floor – Project A.* The second floor will total 43,279 square feet and will contain 35 units ranging in size from 730 square feet to 1,780 square feet. Of the total units that will be provided, 13 units will be equipped with one bedroom and one bathroom; 18 units will feature two bedrooms and two bathrooms; and four units will consist of three bedrooms and two bathrooms.⁸
- *Third Floor – Project A.* The third floor will total 43,279 square feet and will contain 35 units ranging in size from 730 square feet to 1,780 square feet. Of the total units that will be provided, 13 units will be equipped with one bedroom and one bathroom; 18 units will feature two bedrooms and two bathrooms; and four units will consist of three bedrooms and two bathrooms.⁹
- *Fourth Floor – Project A.* The fourth floor will total 43,279 square feet and will contain 35 units ranging in size from 730 square feet to 1,780 square feet. Of the total units that will be provided, 13 units will be equipped with one bedroom and one bathroom; 18 units will feature two bedrooms and two bathrooms; and four units will consist of three bedrooms and two bathrooms.¹⁰
- *Access and Parking – Project A.* Access to the new apartment building will be provided by two 20-foot-wide driveways located at the northwestern and southwestern corners of the site. These driveways will provide access to the subterranean parking levels from Poplar Avenue. Parking will be provided within two subterranean parking levels totaling 124,514 square feet. A total of 298 parking spaces will be provided, of which 132 spaces will be tandem and 166 spaces will be single. Lastly, a total of 14 short-term and 140 long-term bicycle spaces will be included.¹¹
- *Amenities and Open Space – Project A.* A total of 31,360 square feet of open space will be provided. Private open space will consist of 14,578 square feet of balcony space with each private balcony approximately 100-106 square feet in size. Public open space will consist of a 982 square foot rear yard, a 14,760 square foot courtyard, and a 1,040

⁸ GA Engineering, Inc. *Cover Sheet and Second Floor Plan – 116 North Poplar Avenue.* Plans dated October 11, 2021.

⁹ GA Engineering, Inc. *Cover Sheet and Third Floor Plan – 116 North Poplar Avenue.* Plans dated October 11, 2021.

¹⁰ GA Engineering, Inc. *Cover Sheet and Fourth Floor Plan – 116 North Poplar Avenue.* Plans dated October 11, 2021.

¹¹ GA Engineering, Inc. *Site Plan, 1 Basement Plan, 2 Basement Plan – 116 North Poplar Avenue.* Plans dated October 11, 2021.

square foot gym. The project will also include various amenities such as barbeque areas, a water feature and swimming pool, and a 1,100 square foot children's play area. Additional barbeques will be placed on the roof deck. Lastly, Project A will include 140 storage units totaling 136.9 cubic feet of storage space (refer to Exhibit 11 for a depiction of the storage unit).¹²

- *Architecture – Project A.* The project design will be Mediterranean modern architecture. The exterior structure will be comprised of white and tan stucco. Red tile roofs will be provided. Meanwhile, the garage doors will be colored dark brown, which will provide a visual contrast.¹³
- *Infrastructure – Project A.* All applicable building and fire codes will be adhered to. In addition, mechanical ventilation will be installed in the subterranean garage and utilities will be upgraded i.e. water, electric, gas, and sewer to provide for additional capacity. All applicable Low Impact Development measures (LID) will be incorporated into the project design.

The site plan for Project A is provided in Exhibit 5. Floor plans are provided in Exhibits 6 through 9. Meanwhile, basement plans are depicted in Exhibits 10 and 11. A roof plan is shown in Exhibit 12, and the open space diagram is provided in Exhibit 13. Colored elevations are provided on Exhibits 14 and 15.

¹² GA Engineering, Inc. *Open Space Diagram, First Floor Plan, Roof Plan – 116 North Poplar Avenue.* Plans dated October 11, 2021.

¹³ GA Engineering, Inc. *Elevations – 116 North Poplar Avenue.* Plans dated October 11, 2021.

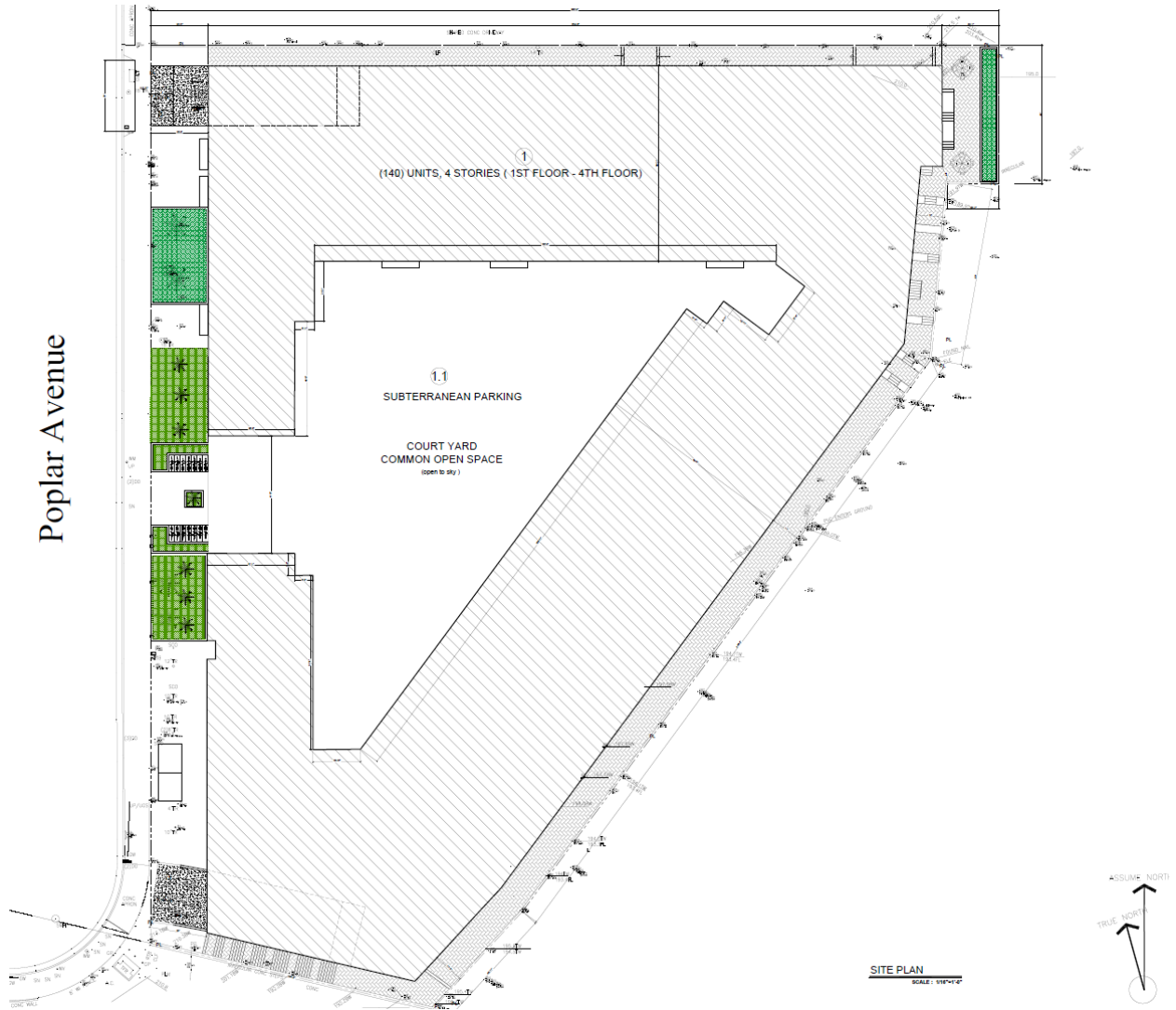


EXHIBIT 5
SITE PLAN – PROJECT A
SOURCE: GA ENGINEERING INC

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION • CITY OF MONTEBELLO
POPLAR AVENUE APARTMENTS • 116, 128, 129, 133, AND 136 NORTH POPLAR AVENUE • PLANNED DEVELOPMENT (WITH DENSITY
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EXHIBIT 6
FIRST FLOOR PLAN – PROJECT A
SOURCE: GA ENGINEERING INC



EXHIBIT 7
SECOND FLOOR PLAN – PROJECT A
SOURCE: GA ENGINEERING INC



EXHIBIT 8

THIRD FLOOR PLAN – PROJECT A

SOURCE: GA ENGINEERING INC



EXHIBIT 9

FOURTH FLOOR PLAN – PROJECT A

SOURCE: GA ENGINEERING INC

UPPER BASEMENT PLAN

REQUIRED	PROVIDED
1 BIN PER 7 UNIT 140/ 7 = 20	24 TRASH BIN

6 STANDARD(ADA)
99 STANDARD
37 COMPACT
142 TOTAL

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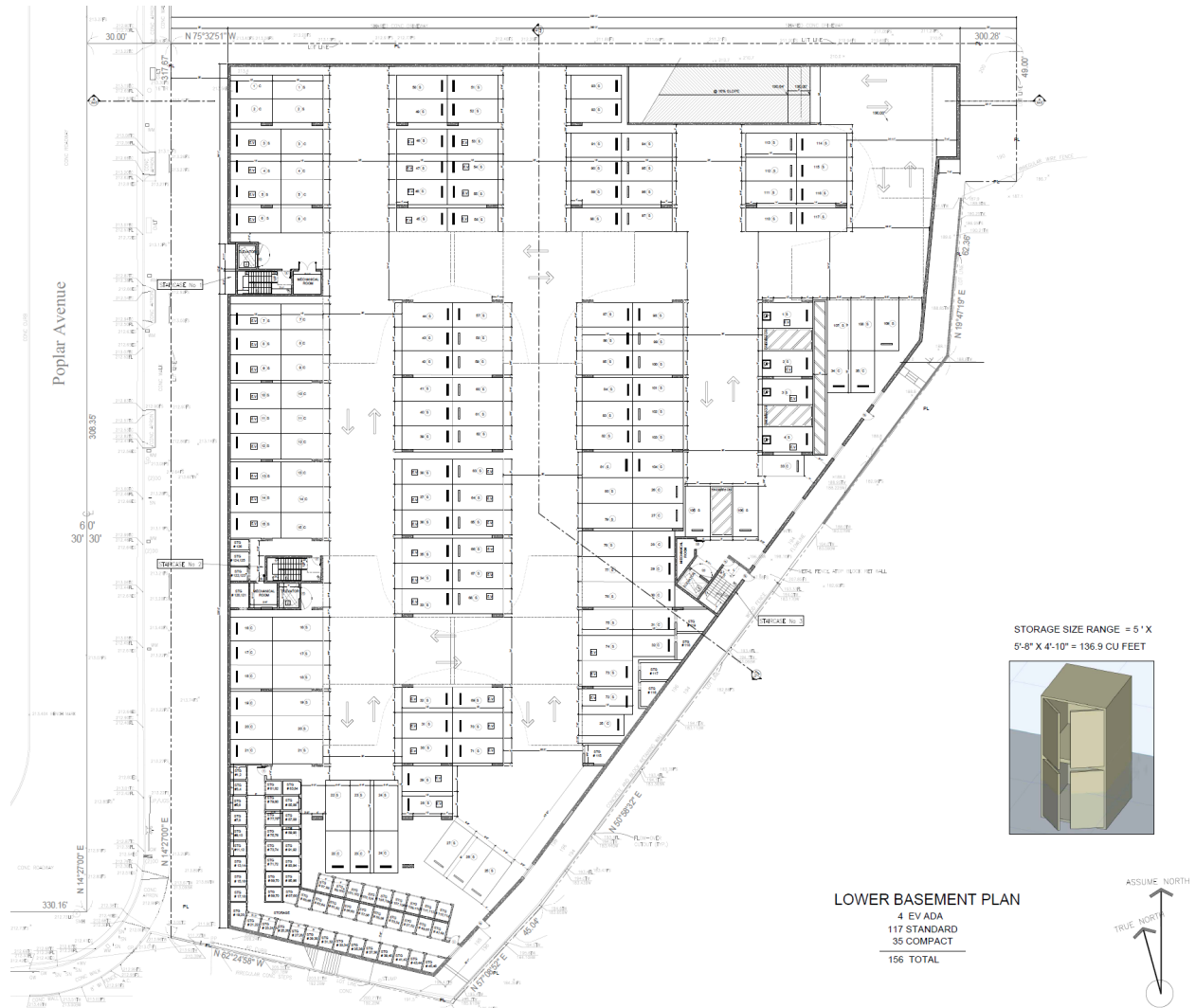


EXHIBIT 11
SECOND FLOOR BASEMENT PLAN – PROJECT A
 SOURCE: GA ENGINEERING INC

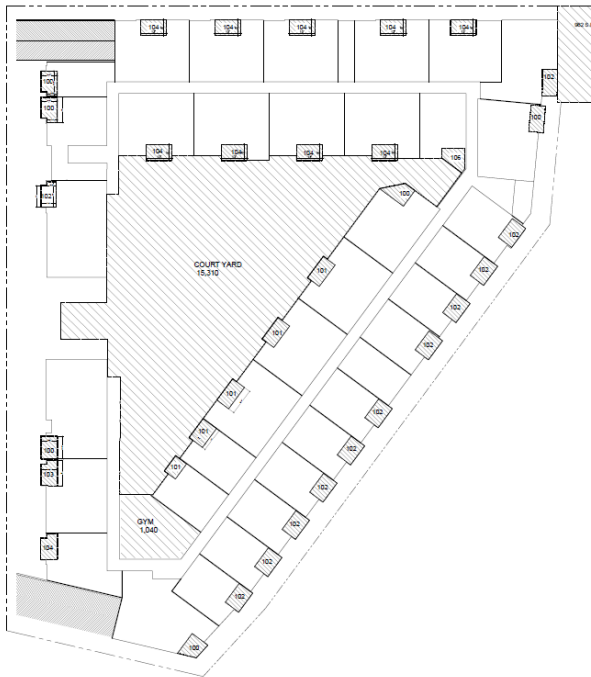


EXHIBIT 12

ROOF PLAN – PROJECT A

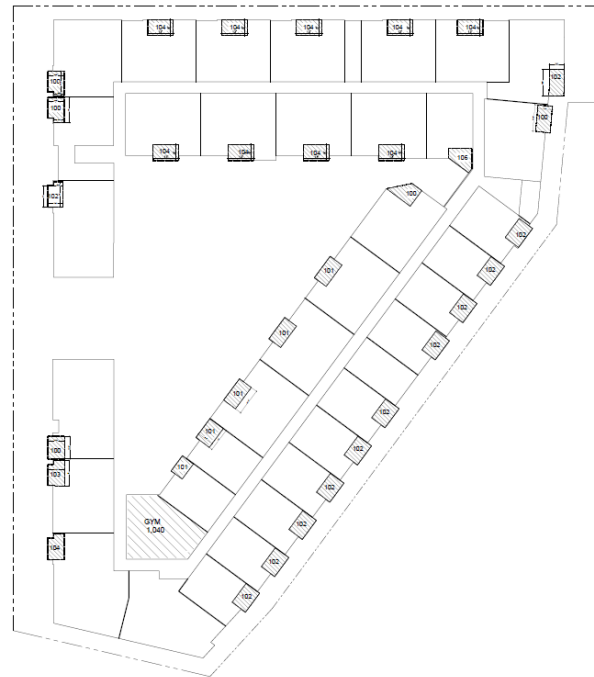
SOURCE: GA ENGINEERING INC

OPEN SPACE DIAGRAM



1ST FLOOR OPEN SPACE DIAGRAM

PRIVET	PUBLIC	OPEN SPACE
BALCONY		3,568 SQ.FT
	REAR YARD	982 SQ.FT
	COURT YARD	15,310 SQ.FT
	REC ROOM	1,040 SQ.FT



2ND, 3RD & 4TH FLOOR OPEN SPACE DIAGRAM

PRIVET	PUBLIC	OPEN SPACE
2ND FLOOR BALCONY		3,669 SQ.FT
3RD FLOOR BALCONY		3,669 SQ.FT
4TH FLOOR BALCONY		3,669 SQ.FT
TOTAL		11,007 SQ.FT

REQUIRED
PUBLIC OPEN SPACE = 21,000 SQ.FT
PRIVATE OPEN SPACE = 14,000 SQ.FT
MINIMUM TOTAL OPEN SPACE = 42,000 SQ.FT

PROVIDED
PUBLIC OPEN SPACE = 28,362 SQ.FT
PRIVATE OPEN SPACE = 14,575 SQ.FT
OPEN SPACE = 42,937 SQ.FT

EXHIBIT 13 OPEN SPACE DIAGRAM – PROJECT A SOURCE: GA ENGINEERING INC



WEST ELEVATION



EAST ELEVATION

EXHIBIT 14

EAST AND WEST ELEVATIONS – PROJECT A

SOURCE: GA ENGINEERING INC



EXHIBIT 15
NORTH AND SOUTH ELEVATIONS – PROJECT A
SOURCE: GA ENGINEERING INC

Project B is described below and will include the following elements:

- *Project Site – Project B.* The 0.28-acre (12,500 square foot) project site consists of two parcels (APNs: 6346-020-012 and 6346-020-013). The project site has a lot depth (east to west) of 125 feet and a lot width (north to south) of 100 feet.¹⁴
- *Building Overview – Project B.* The proposed apartment building will consist of three floors and will include 16 dwelling units (including two units affordable to lower-income households). The first floor will include a lobby, parking along with bicycle storage racks, and elevators, while the two remaining floors will contain the apartment units. The building will have a total floor area of approximately 23,859 square feet and will have a height of 34 feet and six inches. The building will have a Floor Area Ratio (FAR) of approximately 2.0 to 1.0, a lot coverage of 73 percent, and a density of approximately 56 units per acre.¹⁵
- *First Floor – Project B.* The first floor will have a floor area of approximately 7,889 square feet and will contain 20 tandem and 10 single parking spaces, totaling 30 parking spaces.¹⁶
- *Second Floor – Project B.* The second floor will total approximately 7,985 square feet and will contain eight units ranging in size from 910 square feet to 1,260 square feet. Of the total units that will be provided, two units will be equipped with one bedroom and one bathroom; five units will feature two bedrooms and two bathrooms; and one unit will consist of three bedrooms and two bathrooms.¹⁷
- *Third Floor – Project B.* The third floor will total approximately 7,985 square feet and will contain eight units ranging in size from 910 square feet to 1,260 square feet. Of the total units that will be provided, two units will be equipped with one bedroom and one bathroom; five units will feature two bedrooms and two bathrooms; and one unit will consist of three bedrooms and two bathrooms.¹⁸

¹⁴ GA Engineering, Inc. *Cover Sheet and Site Plan – 129 and 133 North Poplar Avenue.* Plans dated October 11, 2021.

¹⁵ GA Engineering, Inc. *Cover Sheet– 129 and 133 North Poplar Avenue.* Plans dated October 11, 2021.

¹⁶ GA Engineering, Inc. *First Floor Plan – 129 and 133 North Poplar Avenue.* Plans dated October 11, 2021.

¹⁷ GA Engineering, Inc. *Second Floor Plan – 129 and 133 North Poplar Avenue.* Plans dated October 11, 2021.

¹⁸ GA Engineering, Inc. *Third Floor Plan – 129 and 133 North Poplar Avenue.* Plans dated October 11, 2021.

- *Access and Parking – Project B.* Access to the new apartment building will be provided by a 22-foot-wide curb-cut along the west side of Poplar Avenue. A garage door will provide controlled access to the parking area, which will contain a mixed of side-by-side and tandem tuck under parking spaces. Certain of these tuck under spaces will have direct access to the alley that extends along the project site’s western boundary. These spaces will have user-controlled gated access to the alley. Lastly, a total of 16 bicycle spaces will be included.¹⁹
- *Amenities and Open Space – Project B.* A total of 3,650 square feet of open space will be provided. Private open space will consist of 1,650 square feet of balcony space with each private balcony approximately 100-110 square feet in size. Public open space will consist of a 2,000 square feet roof deck with patio furniture. Lastly, a total of 16 storage units with 100 cubic feet per unit will be provided.²⁰
- *Architecture – Project B.* The project design will be Mediterranean modern architecture. The exterior structure will be comprised of white stucco with dark brown trim. Meanwhile, the garage doors will be colored brown, which will provide a visual contrast.²¹
- *Infrastructure – Project B.* All applicable building and fire codes will be adhered to. In addition, utility lines will be upgraded i.e. water, electric, gas, and sewer to provide for additional capacity. All applicable Low Impact Development measures (LID) will be incorporated into the project design.

The site plan for Project B is provided in Exhibit 16. Floor plans are provided in Exhibits 17 through 19. A roof plan is shown in Exhibit 20, and the open space diagram is provided in Exhibit 21. Colored elevations are provided on Exhibits 22 and 23.

¹⁹ GA Engineering, Inc. *First Floor Plan (Parking) – 129 and 133 North Poplar Avenue.* Plans dated October 11, 2021.

²⁰ GA Engineering, Inc. *Open Space Diagram and Roof Plan – 129 and 133 North Poplar Avenue.* Plans dated October 11, 2021.

²¹ GA Engineering, Inc. *Elevations – 129 and 133 North Poplar Avenue.* Plans dated October 11, 2021.

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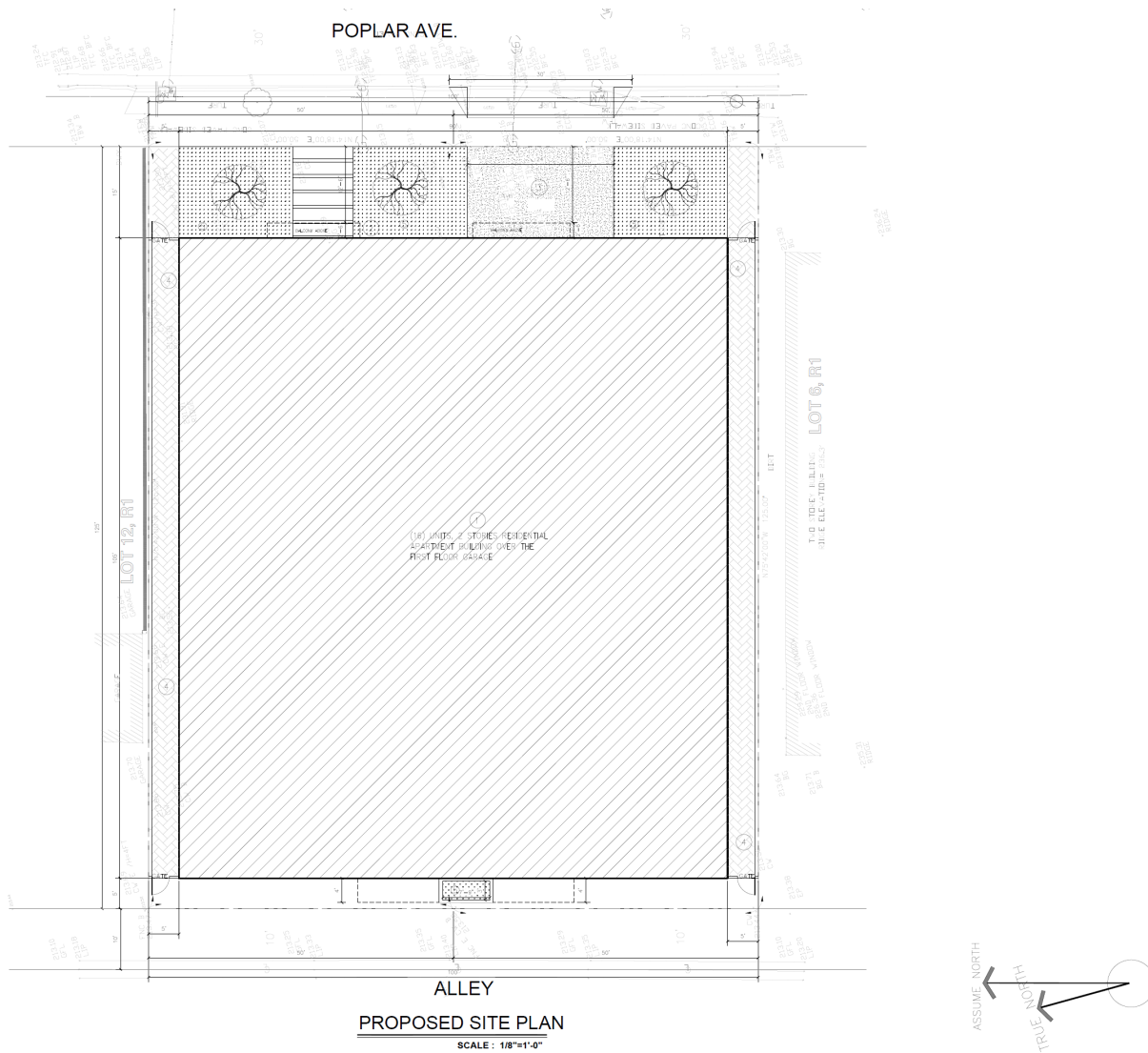


EXHIBIT 16
SITE PLAN – PROJECT B
 SOURCE: GA ENGINEERING INC

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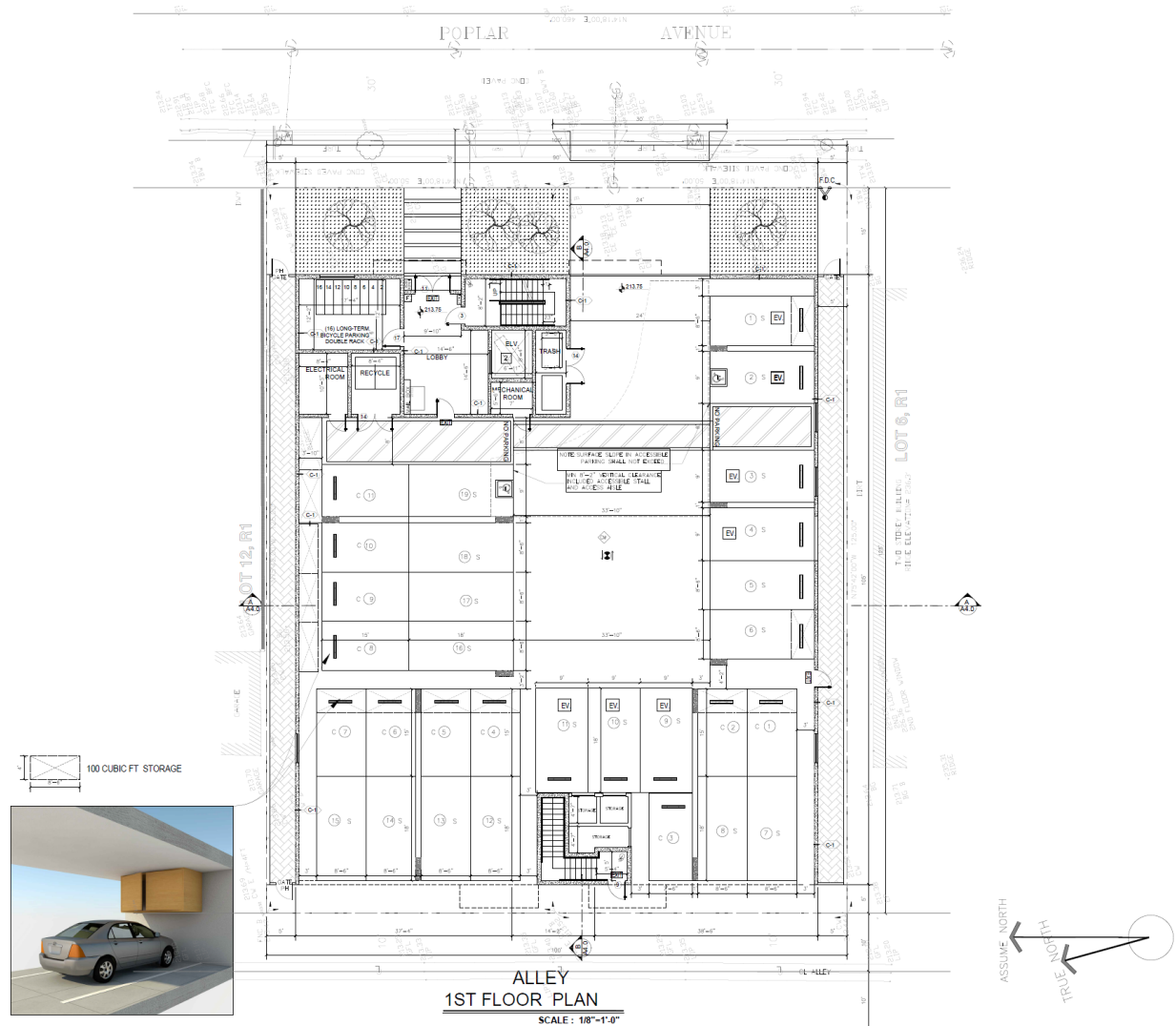
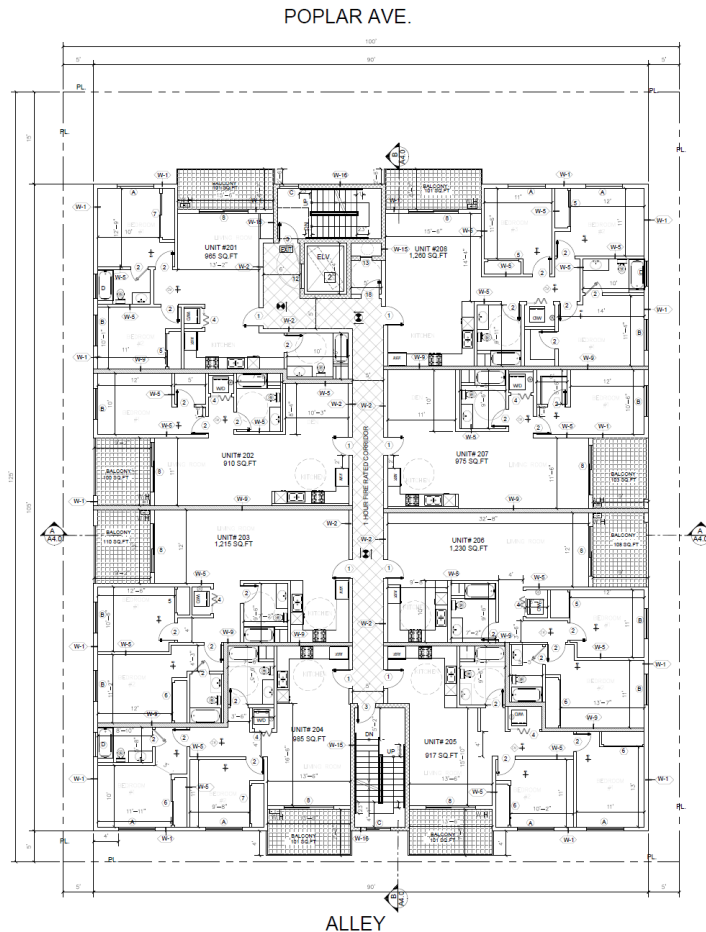


EXHIBIT 17
FIRST FLOOR PLAN – PROJECT B
 SOURCE: GA ENGINEERING INC

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2ND FLOOR PLAN
 SCALE: 1/8"=1'-0"

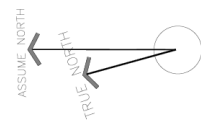


EXHIBIT 18
SECOND FLOOR PLAN – PROJECT B
 SOURCE: GA ENGINEERING INC

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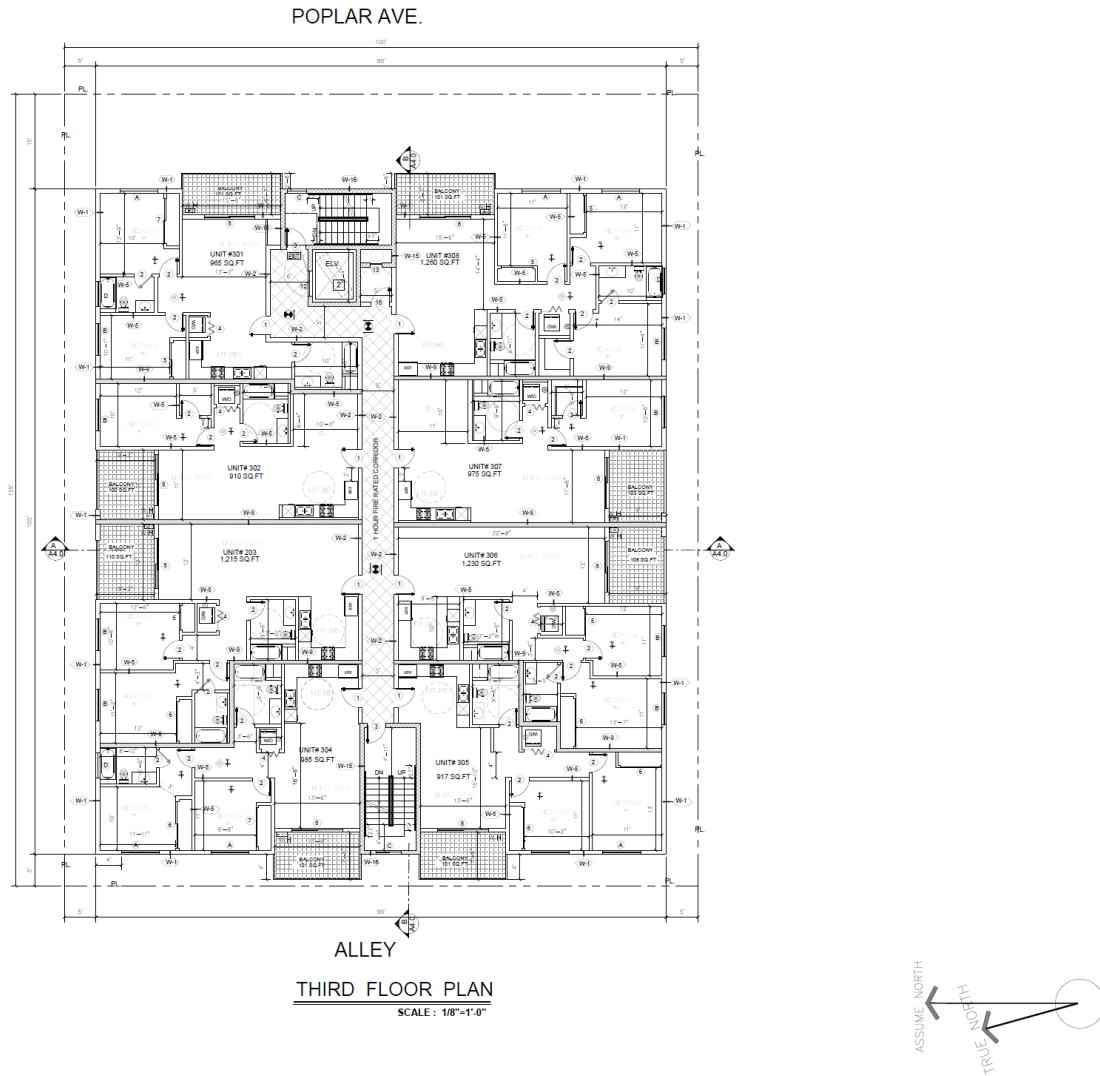


EXHIBIT 19
THIRD FLOOR PLAN – PROJECT B
 SOURCE: GA ENGINEERING INC

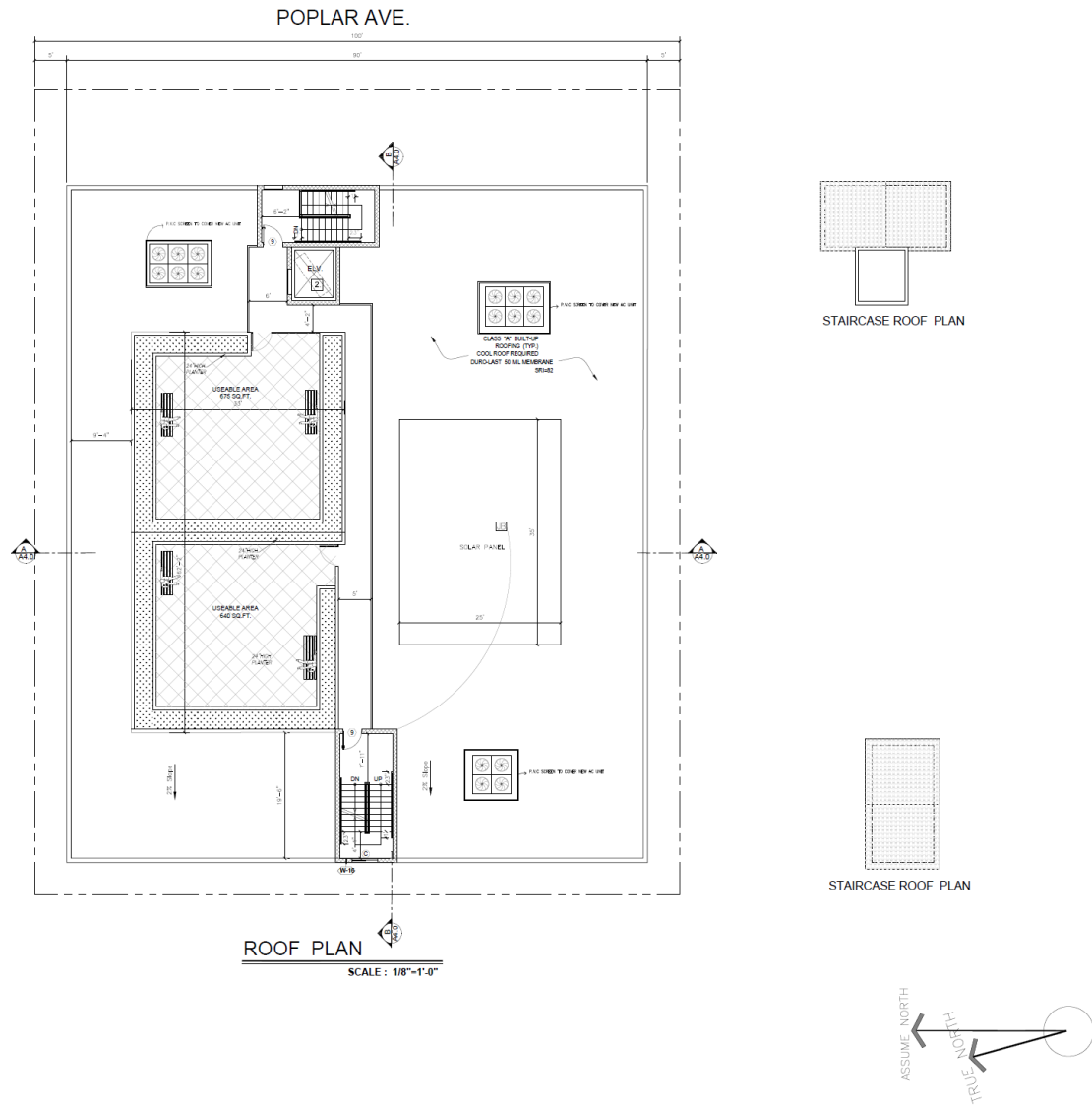
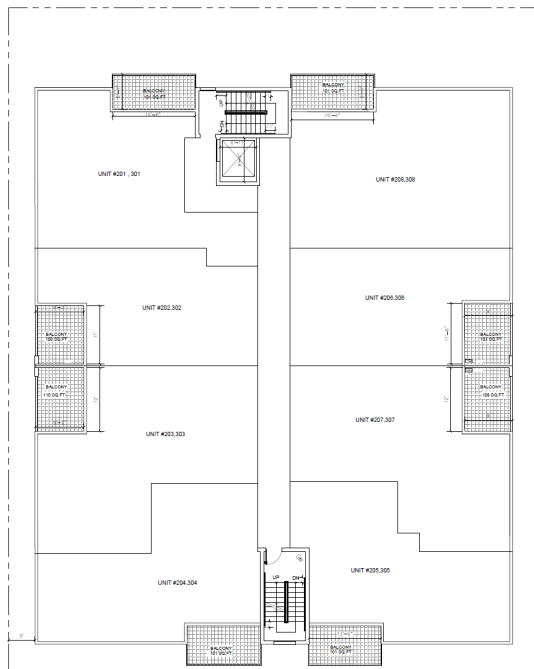


EXHIBIT 20

ROOF PLAN – PROJECT B

SOURCE: GA ENGINEERING INC

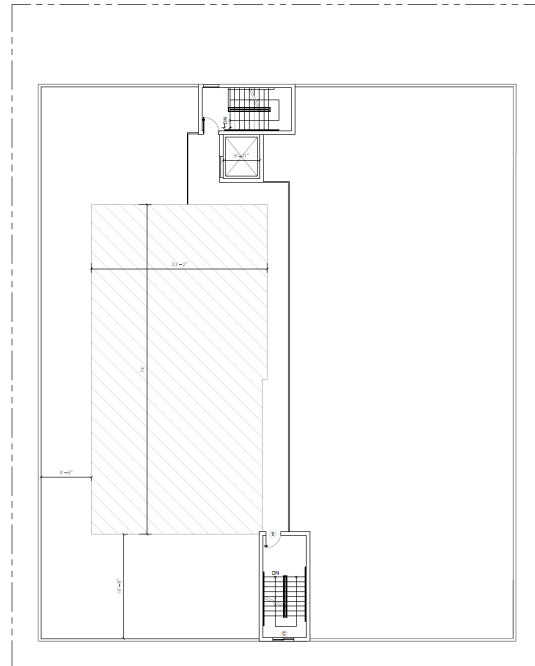
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1-ST FLOOR & 2-ND FLOOR OPEN SPACE DIAGRAM

PRIVATE OPEN SPACE:

1ST FLOOR 8 BALCONY = 825 SQ.FT
 2ND FLOOR 8 BALCONY = 825 SQ.FT



ROOF OPEN SPACE DIAGRAM

COMMON OPEN SPACE:

ROOF DECK = 2,000 SQ.FT

PROVIDED

PRIVATE : 16 BALCONY= 1,650 SQ.FT
 COMMON : ROOF DECK = 2,000 SQ.FT

TOTAL =

3,650 SQ.FT.

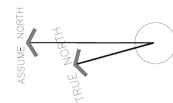
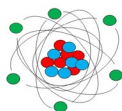


EXHIBIT 21
OPEN SPACE DIAGRAM – PROJECT B
 SOURCE: GA ENGINEERING INC

Ceqaology



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INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION • CITY OF MONTEBELLO
 POPLAR AVENUE APARTMENTS • 116, 128, 129, 133, AND 136 NORTH POPLAR AVENUE • PLANNED DEVELOPMENT (WITH DENSITY
 OVERLAY AND HEIGHT OVERLAY), SITE PLAN REVIEW, PARKING MANAGEMENT PLAN, AND DEVELOPMENT AGREEMENT.



EXHIBIT 23
NORTH AND WEST ELEVATIONS – PROJECT B
 SOURCE: GA ENGINEERING INC

Construction Characteristics

A break-down of the project's construction phases and equipment is provided below:

Project A

Project A's construction is anticipated to last for approximately 21 months and will include the demolition of the existing buildings.

- *Demolition/Site Clearance – Project A.* The demolition phase will involve the demolition of the existing on-site structures and the clearance of the project site. This phase will last for two months. Up to two excavators, two skid loaders, and a dump truck may be present during this phase.
- *Grading – Project A.* The grading phase will involve the removal of approximately 26,750 cubic yards of earth from of the project site. This phase will last for one month. Up to two excavators and two skid loaders may be present during this phase. In addition, a total of 1,337 haul trucks will be required.
- *Shoring – Project A.* The shoring phase will involve the installation of piles and foundation support. This phase will last for two months. Up to two drill rigs and one crane may be present during this phase.
- *Building Construction – Project A.* This phase will involve the construction of the building and parking garage. This phase will last for 12 months. Typical equipment used during this phase includes cranes scaffolding equipment, generators, cement trucks, excavators, aerial lifts, and forklifts.
- *Finishing – Project A.* This phase will involve the planting of landscaping, the application of architectural coatings, and the installation of various amenities. This phase will last for four months. Typical equipment used during this phase includes air compressors.

Project B

Project B's construction is anticipated to last for approximately 12 months and will include the demolition of the existing buildings.

- *Demolition/Site Clearance – Project B.* The demolition phase will involve the demolition of the existing on-site structures and the clearance of the project site. This phase will last for one month. Up to one excavator

and two skid loaders may be present during this phase.

- *Trenching/Foundations - Project B.* This phase will involve the trenching of the site and the establishment of the building foundations. This phase will last for one month. Up to one mini-excavator and two skid steer loaders may be present during this phase.
- *Building Construction - Project B.* This phase will involve the construction of the building and parking garage. This phase will last for eight months. Typical equipment used during this phase includes cranes, scaffolding equipment, generators, aerial lifts, forklifts, excavators, and cement trucks.
- *Finishing - Project B.* This phase will involve the planting of landscaping, the application of architectural coatings, and the installation of various amenities. This phase will last for two months. Typical equipment used during this phase includes air compressors.

Discretionary Actions

The proposed project will require the approval of a Planned Development with Density Overlay and Height Overlay; a Site Plan Review; a Parking Management Plan; a Development Agreement; and other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

9. Current Zoning and Land Use Designations for the Surrounding Land Uses:

Current Zoning (MMC Chapter 17.04) for Surrounding Land Uses

Project A:

North: Multiple-family Residential (R-3)
South: General Commercial (C-2)
East: Light Manufacturing (M-1), Residential Agriculture (R-A), Multiple-family Residential (R-3)
West: Multiple-family Residential (R-3)

Project B:

North: Multiple-family Residential (R-3)
South: Multiple-family Residential (R-3), General Commercial (C-2)
East: Multiple-family Residential (R-3)
West: Multiple-family Residential (R-3)

**Current Land Use (City of Montebello 1973b) for Surrounding Land Uses
 Project A:**

North: High Density Residential (HDR)
 South: Boulevard Commercial (BC)
 East: High Density Residential (HDR), General Commercial (GC)
 West: Medium Density Residential (MDR)

Project B:

North: Medium Density Residential (MDR)
 South: Boulevard Commercial (BC)
 East: High Density Residential (HDR)
 West: Medium Density Residential (MDR)

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

The project would require various ministerial approvals such as demolition permits, building permits, grading permits, occupancy permits, and a permit to connect to the City and County sewer lines. The project would also be required to submit a Notice of Intent to comply with the General Construction Activity NPDES Permit to the State Water Resources Control Board.

Environmental Factors Potentially Affected:

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

	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology and Soils		Greenhouse Gas Emissions		Hazardous and Hazardous Materials
	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
	Noise		Population and Housing		Public Services
	Recreation		Transportation		Tribal Cultural Resources
	Utilities and Service Systems		Wildfire		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 potentially significant effects: 1) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards; and 2) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

 Signature

 Date

 Printed Name

Evaluation of Environmental Impacts:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
- 4) “Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, Program EIR or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D).
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A references list should be attached, and other sources used or individuals contacted should be cited in the discussion.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?			X	
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			X	

DISCUSSION:

Except as provided in Public Resources Code Section 21099, would the project:

A. Have a substantial adverse effect on a scenic vista? • Less than Significant Impact.

The two project sites are located in the midst of an existing residential neighborhood. Residential development occupies frontage along both sides of Poplar Avenue. In addition, an abundant amount of mature trees line both sides of the aforementioned street. A limited view of the Montebello Hills is available facing north on Poplar Avenue. The view of the Montebello Hills is partially obstructed by the existing streetscape and development. Additionally, there are no public scenic views available looking west, south, or east from Poplar Avenue. Scenic views of the Santa Ana Mountains are available facing east from within Project Site A.²² These views will continue to remain unobstructed with the implementation of the proposed project. Views of the Santa Ana Mountains from Poplar Avenue will continue to remain obstructed with the implementation of the proposed project. In addition, views from Whittier Boulevard, a major east-west arterial, will not be significantly impacted by the proposed project due to the nature of the topography of

²² Ceqaology. *Field Survey*. Survey was conducted on November 19, 2020.

Project Site A, which rises precipitously above the street to the north. As a result, less than significant impacts are anticipated to occur.

B. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? • No Impact.

According to the California Department of Transportation (Caltrans), the nearby streets including Poplar Avenue and Whittier Boulevard are not designated scenic highways.²³ In addition, there are no State or County designated scenic highways in the City according to the General Plan Scenic Highways Element.²⁴ As indicated previously, the two project sites are developed with residential land uses and are covered over in pavement and ornamental landscaping. There is no scenic vegetation located on either project site and neither of the two project sites contain any scenic rock outcroppings. Lastly, none of the structures present on-site are listed in the State or National historic register (refer to Section 3.5). As a result, no impacts will occur.

C. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? • Less than Significant Impact.

The Open Space Element of the City's General Plan identifies numerous significant resources within the City including the Montebello Hills, the bluff adjacent to the Rio Hondo River, and the Mission Viejo and Sanchez Adobe.²⁵ In addition, the Open Space Element contains various objectives and policies designed to establish and protect the aforementioned scenic resources. These policies and objectives include:

- *Objective 5.* Identify unique natural features, scenic areas, and historical sites.
- *Policy 2.* Ecologically important areas should be viewed as areas of critical concern and should be preserved wherever possible.
- *Policy 3.* Open space areas should be provided or developed to serve the needs appropriate to their location.

²³ California Department of Transportation. *California State Scenic Highway System Map*.
<https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>

²⁴ City of Montebello General Plan. *Scenic Highways Element*. Plan adopted May 27, 1975.

²⁵ City of Montebello General Plan. *Open Space Element*. Plan adopted May 27, 1975.

The policies and objectives identified in the General Plan are the only regulations governing scenic quality. The Municipal Code does not contain any policies identifying and regulating scenic resources. As indicated previously, the two project sites are currently developed with residential units. In addition, views of both the Montebello Hills and the Rio Hondo basin are presently obstructed by the existing streetscape and development. The surrounding residential buildings vary in height from 12 to 20 feet. Therefore, the implementation of the proposed project will not impact nearby scenic resources since views of the aforementioned resources are currently limited. Furthermore, the project's implementation will not affect zoning regulations governing scenic quality since none have been established. As a result, the potential impacts will be less than significant.

D. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? • Less than Significant Impact.

Exterior lighting that is not properly mitigated will often produce unwanted excess light that propagates into adjacent properties. This nuisance lighting is referred to as light trespass. Residential lighting is regulated under Title 15 – Buildings and Construction, Chapter 15.08, Section 15.08.100 – Special Residential Building Provisions of the City's Municipal Code. Per Section 15.08.100.C of the Municipal Code, lighting in multiple-family dwellings shall be as follows:

1. Aisles, passageways, and recesses related to and within the building complex shall be illuminated with an intensity of at least 0.25 foot-candles at the ground level during the hours of darkness. Lighting devices shall be protected by weather and vandalism resistant covers.
2. Open parking lots and carports shall be provided with a maintained minimum one foot-candle of light on the parking surface during the hours of darkness. Lighting devices shall be protected by weather and vandalism resistant covers.
3. All required lighting shall be designed to turn on automatically. Luminaries shall be directed or shielded to not be directly visible from any dwelling unit or cause off-site glare or nuisances.

The proposed project will be required to adhere to the aforementioned provisions established in Section 15.08.100.C of the Municipal Code. Compliance with that Section of the Municipal Code will be confirmed during the final plan check process as well as prior to the issuance of a building permit. Sources of project-related light include construction security lighting; exterior lighting affixed to the building façade; walkway lighting; exterior lighting present within the landscape and courtyard areas; lighting installed within the parking garage; and vehicular lighting. As stated previously, the project sites are presently

developed with residential uses. Therefore, no additional impacts regarding light trespass will result since light is currently generated on-site by the existing land uses. As a result, the potential impacts with respect to light trespass will be less than significant.

Glare is a phenomenon that is described as visual discomfort and/or the impairment of vision of objects resulting from changes in levels of brightness. Glare may be produced directly from bright light or through the reflection of light on certain surfaces. The exterior façade surfaces will consist of non-reflective materials, such as concrete, masonry, and stucco components. The project includes an area dedicated for future solar panels. These panels will be a source of glare; however, this glare will not impact the surrounding areas since the solar panels will be obstructed from view by the parapet. As a result, the glare-related impacts are anticipated to be less than significant.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts regarding aesthetics will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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 5110[g])?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

DISCUSSION:

Would the project:

- A. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? • No Impact.*

According to the California Department of Conservation, the City of Montebello does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The entire City is urban and there are no areas within the City that are

classified as “Prime Farmland.”²⁶ Since the implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses, no impacts will occur.

B. Conflict with existing zoning for agricultural use, or a Williamson Act Contract? • No Impact.

According to Title 17 – Zoning, Chapters 17.14 and 17.18 of the City’s Municipal Code, horse keeping and noncommercial horticulture and agricultural crops are permitted accessory uses within the R-1 Single-Family Zone district (the list of permitted uses within the R-1 zone is also applicable to properties zoned R-3). The project’s implementation will require a Zone Change to accommodate a Density Overlay. Nevertheless, the Zone Change that will be required to implement the proposed project will not result in a loss of agricultural land uses since there are none present on-site. As stated previously, the project sites are occupied by existing residential land uses. In addition, according to the California Department of Conservation Division of Land Resource Protection, the project sites are not subject to a Williamson Act Contract.²⁷ As a result, no impacts on existing or future Williamson Act Contracts or land zoned for agricultural uses will result from the proposed project’s implementation.

C. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? • No Impact.

The two project sites are located in the midst of an existing residential neighborhood and the two project sites are currently occupied by existing residential development. Additionally, the project sites and adjacent properties are zoned for dense residential and commercial development. None of the two project sites are zoned for forest land, timberland, or for timberland production and the two project sites are devoid of natural forest land, timberland, and timberland resources. As a result, no impacts will occur.

²⁶ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *Important Farmland in California 2010*. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_08_11.pdf.

²⁷ California Department of Conservation. *State of California Williamson Act Contract Land*. ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf

D. Result in the loss of forest land or conversion of forest land to a non-forest use? • No Impact.

The two project sites are currently developed with residential land uses and there is no forest land located within either project site. The project sites are located in the midst of an existing residential neighborhood within an urbanized portion of the City of Montebello. In addition, the two project sites are covered over in hard surfaces, dirt, and ornamental landscaping. As a result, no loss or conversion of forest lands to urban uses will result from the proposed project's implementation and no impacts will occur.

E. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? • No Impact.

The proposed project will not involve the disruption or damage of the existing environment that would result in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the two project sites are not located in close proximity to farmland or forest land. As a result, no impacts will result from the implementation of the proposed project.

MITIGATION MEASURES:

The preceding analysis determined that no impacts to agriculture and forestry resources will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	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?			X	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c. Expose sensitive receptors to substantial pollutant concentrations?			X	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

BACKGROUND OF CRITERIA POLLUTANTS

The project sites are situated within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD maintains a set of air quality significance thresholds for various criteria air pollutants described below and on the following pages:

- Nitrogen Dioxide (NO_2)** is a compound composed of one nitrogen atom and two oxygen atoms. Nitrogen dioxide appears as a reddish-brown gas with a pungent, acrid odor or as a yellowish-brown liquid when cooled or compressed.²⁸ NO_2 is primarily emitted by the combustion of hydrocarbons and hydrocarbon-based fuel. Various sources of NO_2 include cars, trucks and buses, power plants, and off-road equipment. NO_2 is used as the indicator for the larger group of nitrogen oxides. Breathing air with a high concentration of NO_2 can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO_2 . NO_2 along with other NO_x (nitrous oxides) reacts with other chemicals in the air to form both particulate matter and ozone.

²⁸ PubChem. *Nitrogen Dioxide (Compound)*. <https://pubchem.ncbi.nlm.nih.gov/compound/Nitrogen-dioxide>.

Both of these compounds are harmful when inhaled due to effects on the respiratory system.²⁹

- *Volatile Organic Compounds (VOCs)* are gaseous organic compounds that have a high vapor pressure at room temperature, thus contributing to their volatility or instability. VOCs can be naturally occurring or man-made. Man-made VOCs are emitted from a variety of solid or liquid sources including paint thinners; paints and lacquers; cleaning supplies; wood preservatives; aerosol sprays; pesticides; building materials and furnishings; office equipment such as copiers and printers; correction fluids and carbonless copy paper; graphics and craft materials including glues and adhesives; permanent markers; and photographic solutions. In addition, paints, varnishes, and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing, and hobby products. Petroleum based fuels and other hydrocarbon products also contain VOCs. Exposure to VOCs may result in eye, nose, and throat irritation; headaches, loss of coordination and nausea; damage to the liver, kidneys, and central nervous system; fatigue; dizziness; allergic skin reactions; and certain types of cancer. The nature and severity of the symptoms depend on the length and extent of exposure to such compounds.³⁰
- *Particulate Matter (PM₁₀ and PM_{2.5})* consists of a mixture of solid particles and liquid droplets present in the air. Examples of visible particulate matter include dust, dirt, smoke, smog, or soot. Particulate matter can be emitted directly from construction sites, unpaved roads, or fields in the form of fugitive dust, or from smokestacks or fire in the form of smoke or soot. Particulate Matter can also be generated indirectly through complex chemical reactions occurring in the atmosphere between compounds such as sulfur dioxide and nitrogen oxides, which are pollutants generated by power plants, industrial land uses, or vehicles powered by internal combustion engines. Particulate Matter includes PM₁₀ and PM_{2.5}. PM₁₀ consists of inhalable particles with diameters of 10 micrometers or smaller, while PM_{2.5} consists of inhalable particles with diameters of 2.5 micrometers or smaller (roughly 30 times smaller in diameter than an average strand of human hair).³¹ Particulate Matter often results in serious environmental and health effects. Exposure to particulates may result in premature death in people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; aggravated asthma; decreased lung function; and increased

²⁹ PubChem. *Nitrogen Dioxide (Compound)*. <https://pubchem.ncbi.nlm.nih.gov/compound/Nitrogen-dioxide>. AND. United States Environmental Protection Agency. *Nitrogen Dioxide (NO2) Pollution*. <https://www.epa.gov/no2-pollution/basic-information-about-no2#What%20is%20NO2>.

³⁰ United States Environmental Protection Agency. *Indoor Air Quality – Volatile Organic Compounds’ Impact on Indoor Air Quality*. <https://www.epa.gov/indoor-air-quality-iaq/volatile-organic-compounds-impact-indoor-air-quality>.

³¹ United States Environmental Protection Agency. *Particulate Matter (PM) Pollution – Particulate Matter (PM) Basics*. <https://www.epa.gov/pm-pollution/particulate-matter-pm-basics#PM>.

respiratory symptoms including coughing and difficulty breathing. Environmental damages and effects include the formation of smog and acid rain; the acidification of lakes and streams; the depletion of soil nutrients; the reduction of biodiversity; and the damaging of forests and agricultural crops.³²

- *Sulfur Dioxide and other Sulfur Oxides (SO_2 and SO_x)* are compounds composed of a single sulfur atom and two oxygen atoms, though some sulfur oxide compounds contain three oxygen atoms. Sulfur dioxide is present as a colorless gas with a strong and pungent suffocating odor and an acidic taste. Sulfur dioxide may be generated by and applied in man-made sources or may be emitted naturally. Sulfur dioxide is a major pollutant produced by smelters, electric power plants, and the combustion of fossil fuels. In addition, sulfur dioxide is a major commercial chemical that is used to make sulfuric acid. Sulfur dioxide is also used in paper production; food production and farming; wastewater treatment; oil and metal refining; was formerly a refrigerant; and is also used as a fungicide. Natural sources of sulfur dioxide include biological decay, sea spray, and volcanic activity. Sulfur dioxide that is released into the atmosphere may react with rain droplets forming acid rain. Furthermore, sulfur dioxide can also react with other chemicals present in the atmosphere, thus forming smog. Exposure to sulfur dioxide can cause eye and throat irritation, while exposure to higher concentrations of sulfur dioxide may result in chest pain; difficulty breathing; loss of taste or smell; impaired lung function; or death.³³
- *Carbon Monoxide (CO)* is a colorless, odorless, tasteless, poisonous gas comprised of a single carbon and a single oxygen atom. Carbon monoxide is generated through the combustion of hydrocarbon products such as oil, coal, or gas. Carbon monoxide is also generated during pulp and paper production, steel production, and from typical warehouse operations. Exposure to carbon monoxide may result in headaches; dizziness; fatigue; and nausea, while prolonged exposure may result in vomiting, muscle weakness, confusion, and loss of consciousness. Permanent damage to organs such as the heart or brain may result due to a lack of oxygen.³⁴

³² United States Environmental Protection Agency. *Particulate Matter (PM) Pollution – Health and Environmental Effects of Particulate Matter (PM)*. <https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm>.

³³ PubChem. *Sulfur Dioxide (Compound)*. <https://pubchem.ncbi.nlm.nih.gov/compound/Sulfur-dioxide#section=Overview>.

³⁴ Occupational Safety and Health Administration. *OSHA Factsheet – Carbon Monoxide Poisoning*. https://www.osha.gov/OshDoc/data_General_Facts/carbonmonoxide-factsheet.pdf.

REGULATORY SETTING

The South Coast Air Quality Management District (SCAQMD) is the agency responsible for attaining state and federal clean air standards in the South Coast Air Basin (SCAB). Air pollution within the SCAB tends to stagnate due to natural barriers, such as mountains like the Transverse Range. The California Legislature created the SCAQMD in 1977 by merging the air pollution control districts of the four counties sharing the South Coast Air Basin. This basin includes portions of Los Angeles, Riverside and San Bernardino counties and all of Orange County. Within Riverside County, the AQMD also has jurisdiction over the Salton Sea Air Basin and a portion of the Mojave Desert Air Basin. Thus, the South Coast Air Basin covers an area of 6,745 square miles with a population of 14.6 million, while the larger South Coast district boundary includes 10,743 square miles and a population of 15 million.³⁵

THRESHOLDS OF SIGNIFICANCE

The SCAQMD has established the following thresholds of significance for the aforementioned criteria pollutants:

Table 1
SCAQMD Thresholds of Significance

Mass Daily Thresholds		
Criteria Pollutant	Construction	Operational
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day

DISCUSSION:

Would the project:

A. Conflict with or obstruct implementation of the applicable air quality plan? • Less than Significant Impact.

The South Coast Air Quality Management District certified the Final 2016 Air Quality Management Plan (AQMP) in March 2017. The AQMP was prepared in response to the Federal Clean Air Act (CAA), which requires areas not attaining the national ambient air

³⁵ South Coast Air Quality Management District. *Map of Jurisdiction*. <http://www.aqmd.gov/docs/default-source/default-document-library/map-of-jurisdiction.pdf>.

quality standards (NAAQS) to develop and implement an emission reduction strategy that will bring the area into attainment in a timely manner. Thus, the AQMP functions as a regional blueprint for achieving the federal air quality standards and healthful air. As indicated previously, the SCAQMD is responsible for clean air in the SCAB, an area that includes Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties. While air quality has dramatically improved over the years, the Basin still exceeds federal public health standards for both ozone and particulate matter (PM) and experiences some of the worst air pollution in the nation.³⁶

Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's 1993 CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3). In addition, the project's operational emissions will be well within the emissions projections identified in the most recent AQMP. As shown in Table 3-5 of the Final 2016 AQMP, the future 2031 daily operational emissions of the entire SCAB *with* the estimated population, employment, and VMT growth projections are estimated to be: 345 tons per day of VOCs; 214 tons per day of NO_x; 1,188 tons per day of CO; 18 tons per day of SO_x; and 65 tons per day of PM_{2.5}. The project's operational emissions will be well within the emissions projections estimated in the AQMP.

In addition, the project will not significantly affect any regional population, housing, and employment projections prepared for the City Montebello. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the SCAQMD's Air Quality Management Plan (AQMP) growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. Furthermore, the proposed project will not conflict with the regional

³⁶ South Coast Air Quality Management District. *Final 2016 Air Quality Management Plan*. Plan dated March 2017.

population forecast and distribution in the 2016 AQMP. According to the 2016 AQMP, the Basin had a population of 16.4 million in 2012 and is projected to have a population of 17.6 million by the year 2023 (these numbers are derived from the 2016-2040 RTP/SCS prepared by SCAG).

City-specific growth forecasts are provided by SCAG as part of their 2020 initiative, Connect SoCal. According to the Growth Forecast Appendix prepared by SCAG for the 2020-2045 Connect SoCal plan, the City of Montebello is projected to add a total of 3,900 residents through the year 2045.³⁷ The proposed project's potential growth is anticipated to be 507 persons, which is based on the ratio of 3.25 persons per household identified by the United States Census Bureau.³⁸ The number of residents that will be added is well within SCAG's growth forecast of 3,900 residents for the City. In addition, the project is in conformance with SCAG's regional sustainable development policies that promote infill development. As a result, no impacts related to the implementation of the AQMP are anticipated.

B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? • Less than Significant Impact.

Construction Emissions

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2020.4.0) developed for the SCAQMD. The project's construction would include the demolition of the existing residential units; the removal of approximately 26,750 cubic yards of fill; the preparation of the site; the construction of the new apartment buildings; and the finishing of the project (paving, painting, and the planting of landscaping). The assumptions regarding the construction phases and the length of construction followed those identified previously in the project description. As shown in Table 2, daily construction emissions are not anticipated to exceed the SCAQMD's significance thresholds.

³⁷ Southern California Association of Governments. *Current Context – Demographics and Growth Forecast (which is part of their 2020 initiative Connect SoCal)*. Report prepared on September 3, 2020.

³⁸ United States Census Bureau. *QuickFacts – Montebello city, California*.
<https://www.census.gov/quickfacts/montebellocitycalifornia>.

Table 2
Estimated Daily Construction Emissions

Project A						
Construction Phase	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition (on-site)	0.76	6.35	10.17	0.01	1.99	0.56
Demolition (off-site)	0.06	1.31	0.61	--	0.23	0.07
Total Demolition	0.82	7.66	10.78	0.01	2.22	1.26
Site Preparation (on-site)	0.54	5.41	9.28	0.01	0.24	0.22
Site Preparation (off-site)	0.03	0.02	0.39	--	0.11	0.03
Total Site Preparation	0.57	5.43	9.67	0.01	0.35	0.25
Grading (on-site)	0.54	5.40	9.27	0.01	0.24	0.22
Grading (off-site)	0.03	0.02	0.39	--	0.11	0.03
Total Grading	0.57	5.42	9.66	0.01	0.35	0.25
Shoring/Piling and Building Construction (on-site) 2022	2.61	25.55	25.10	0.05	1.16	1.08
Shoring/Piling and Building Construction (on-site) 2022	0.65	2.28	7.25	0.02	2.15	0.59
Total Shoring/Piling and Building Construction 2022	3.26	27.83	32.35	0.07	3.31	1.67
Shoring/Piling and Building Construction (on-site) 2023	2.43	23.44	24.91	0.05	1.01	0.95
Shoring/Piling and Building Construction (off-site) 2023	0.58	1.83	6.63	0.02	2.13	0.58
Total Shoring/Piling and Building Construction 2023	3.01	25.27	31.54	0.07	3.14	1.53
Paving (on-site)	0.31	2.96	3.24	--	0.15	0.14
Paving (off-site)	0.03	0.02	0.36	--	0.11	0.03
Total Paving	0.34	2.98	3.60	--	0.26	0.17
Architectural Coatings (on-site)	26.95	1.30	1.81	--	0.07	0.07
Architectural Coatings (off-site)	0.10	0.07	1.22	--	0.38	0.10
Total Architectural Coatings	27.05	1.37	3.03	--	0.45	0.17
Project B						
Construction Phase	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition (on-site)	0.71	5.68	10.17	0.01	0.37	0.28
Demolition (off-site)	0.02	0.08	0.30	--	0.09	0.02
Total Demolition	0.73	5.76	10.47	0.01	0.46	0.30
Site Preparation (on-site)	0.50	4.83	9.30	0.01	0.21	0.19

Table 2
Estimated Daily Construction Emissions

Construction Phase	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation (off-site)	0.03	0.02	0.36	--	0.11	0.03
Total Site Preparation	0.53	4.85	9.66	0.01	0.32	0.22
Trenching (on-site)	0.34	3.08	5.49	--	0.15	0.13
Trenching (off-site)	0.01	0.01	0.18	--	0.05	0.01
Total Trenching	0.35	3.09	5.67	--	0.20	0.14
Building Construction (on-site) 2023	1.34	12.22	13.42	0.02	0.57	0.54
Building Construction (off-site) 2023	0.58	1.83	6.63	0.02	2.13	0.58
Total Building Construction 2023	1.92	14.05	20.05	0.04	2.70	1.12
Building Construction (on-site) 2024	1.25	11.43	13.34	0.02	0.50	0.47
Building Construction (off-site) 2024	0.54	1.79	6.19	0.02	2.13	0.58
Total Building Construction 2024	1.79	13.22	19.53	0.04	2.83	1.05
Paving (on-site)	0.30	2.83	3.23	--	0.14	0.13
Paving (off-site)	0.02	0.01	0.33	--	0.11	0.03
Total Paving	0.32	2.84	3.56	--	0.25	0.16
Architectural Coatings (on-site)	26.94	1.21	1.81	--	0.06	0.06
Architectural Coatings (off-site)	0.10	0.06	1.14	--	0.38	0.10
Total Architectural Coatings	27.04	1.27	2.95	--	0.44	0.16
Maximum Daily Emissions	30.08	27.84	34.59	0.08	3.61	1.71
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod

Operational Emissions

Long-term operational emissions refer to those emissions that will occur following the construction and subsequent occupation of the proposed project. Operational emissions will occur throughout the project's operational lifetime. According to the California Emissions Estimator Model (CalEEMod), operational emissions are categorized into three different types of emissions: area, energy, and mobile. Area emissions refers to those type of emissions that consist of VOCs, such as architectural coatings; landscape equipment and fuel; cleaning supplies; and wood-burning stoves. Energy emissions quantify the proposed project's indirect emissions related to the consumption and generation of

energy, while mobile emissions estimate the proposed project's emissions from on-road mobile sources. The analysis of long-term operational impacts also used the CalEEMod computer model. As indicated in Table 3, the projected long-term operational emissions will be below thresholds considered to be a significant impact.

Table 3
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Area-wide (lbs/day)	4.27	0.14	12.89	--	0.07	0.07
Energy (lbs/day)	0.06	0.52	0.22	--	0.04	0.04
Mobile (lbs/day)	1.37	1.22	12.09	0.02	2.75	0.74
Total (lbs/day)	5.71	1.89	25.21	0.02	2.86	0.86
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod

As indicated in Table 3, the projected long-term emissions are below thresholds considered to represent a significant impact. As a result, the potential impacts with regards to operational emissions will be less than significant.

Cumulative Emissions

Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As the project's emissions during construction and operation would not exceed any applicable significance threshold, the project's contribution to any cumulative air quality impacts would not be considerable, and cumulative impacts related to air quality would be less than significant.

C. Expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact.

Sensitive receptors refer to a group of people in the population who are particularly susceptible to health effects due to exposure to an air contaminant (individuals with pre-existing conditions, children, and elderly persons). The following are land uses (sensitive

sites) where sensitive receptors are typically located: schools; playgrounds and childcare centers; long-term health care facilities; rehabilitation centers; convalescent centers; hospitals; retirement homes; residences; and libraries.³⁹ Sensitive receptors consisting of residential land uses abut Project Site A to the north, while sensitive receptors consisting of residential land uses are located north, south, east, and west of Project Site B.

A Localized Significance Thresholds (LSTs) analysis was conducted for the construction phase of this project since the two sites are located in the midst of an existing residential neighborhood. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to the California Environmental Quality Act (CEQA). LSTs would only apply to projects that must undergo an environmental analysis pursuant to CEQA or the National Environmental Policy Act (NEPA) and are five acres or less (the two project sites total less than five acres). LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO_x), carbon monoxide (CO), particulate matter less than 10 microns in aerodynamic diameter (PM₁₀), and particulate matter less than 2.5 microns in aerodynamic diameter (PM_{2.5}).⁴⁰ The LST analysis for construction emissions is presented in Table 4.

Table 4
Localized Significance Thresholds Analysis for 2-acre sites
in Source Receptor Area 11

Criteria Pollutant	Construction Emissions	Distance to Nearest Sensitive Receptor	Thresholds of Significance	Exceedance?
CO	34.59	25 meters	121 lbs/day	No
NO _x	27.84	25 meters	1,031 lbs/day	No
PM ₁₀	3.61	25 meters	7 lbs/day	No
PM _{2.5}	1.71	25 meters	5 lbs/day	No

As shown in Table 4, the proposed project will not exceed LSTs for particulate matter. The project Applicant will be required to adhere to standard regulatory conditions during the project's construction, which would further minimize the generation of fugitive dust. These standard regulatory conditions include those measures outlined in SCAQMD Rule 403 (which are listed below), the construction best management practices recommended by the project's engineer in the mandatory Stormwater Pollution Prevention Plan (SWPPP), and the soil recompaction recommendations made by the project's geotechnical engineer.

³⁹ South Coast Air Quality Management District. *Chapter 2 – Air Quality Issues Regarding Land Use*. <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/chapter-2---air-quality-issues-regarding-land-use.pdf>.

⁴⁰ South Coast Air Quality Management District. *Localized Significance Thresholds*. <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

Various SCAQMD standard conditions that would be applicable to the project's construction are outlined below and are required for all development projects undertaken within the SCAB:

- Use tarps or other suitable enclosures on haul trucks;
- Limit vehicle speeds to 15 miles per hour;
- Washing mud and soils from equipment at the conclusion of trenching activities;
- Ensure that the loader bucket is close to the truck to minimize drop height while loading;
- Empty loader buckets slowly so that no dust plumes are generated;
- Maintain live perennial vegetation where possible;
- Limit vehicular traffic and disturbances on soils where possible; and,
- If interior block walls are planned, install as early as possible.

Adherence to mandatory Rule 403 regulations will ensure potential impacts remain at levels that are less than significant.

D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? • Less than Significant Impact.

Odors and dust are air pollutants that can have negative health impacts. While almost any source may emit objectionable odors, some land uses will be more likely to produce odors or dust because of their operation.⁴¹ Odors are typically generated during the project's construction phase, and depending on the land use, as a result of daily operations. The types of facilities or operations that are prone to generate odors, dust, and other air pollutants include: agriculture (farming and livestock); chemical plants; composting activities; dairies; fiberglass molding; landfills; refineries; rail yards; waste water treatment plants; and materials recovery facilities (MRFs).⁴² Odors may also be generated during a project's construction phase through the consumption of diesel fuels, the installation of asphalt pavement, and the application of architectural coatings. Fugitive dust is also

⁴¹ South Coast Air Quality Management District. *Chapter 2 – Air Quality Issues Regarding Land Use*. <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/chapter-2---air-quality-issues-regarding-land-use.pdf>.

⁴² Ibid.

typically generated during a project's construction phase by increased wind or disturbance from construction vehicles and equipment.

The California Air Resources Board (CARB) requires fleets of off-road diesel equipment to limit idling to five minutes, unless idling is necessary to perform a task. In addition, measures established by the SCAQMD to reduce the generation of fugitive dust are identified in SCAQMD Rule 403. These measures are standard conditions that are mandatory for projects constructed within the SCAB and are presented in Air Quality Subsection C. Finally, regulations restricting the VOC content of various coatings are included in SCAQMD Rule 1113. For example, according to SCAQMD Rule 1113, exterior building coatings and roof coatings are restricted to a VOC content of 50 grams of VOCs per liter. The project Applicant will be required to adhere to all three of the aforementioned regulations during the project's construction. As a result, the project's construction phase will result in less than significant impacts with respect to the generation of odors and fugitive dust.

Once occupied, the proposed project will not result in the generation of objectionable odors since the proposed project is residential in nature and will not be involved in any of the previously mentioned odor generating activities. As a result, the potential construction and operational impacts will be less than significant.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts to air quality will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

Discussion:

Would the project:

- A. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • Less than Significant Impact.*

The project sites are located in the midst of an urban area and no natural vegetation remains within either project site. A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer for the El Monte Quadrangle (a portion of the City including the two project sites are located within this Quadrangle) indicates that there are 10 threatened or endangered species located within the El Monte Quadrangle. These species include:

- The *light-footed Ridgeway's rail* is a hen-sized marsh bird that is long-legged, long-toed, and approximately 14 inches long. These birds require shallow water and mudflats for foraging, with adjacent higher vegetation for cover during high water. These birds are found in coastal salt marshes, lagoons, and wetlands.⁴³
- The *Southwestern Willow flycatcher* is a bird species not likely to be found on-site due to the lack of dense riparian habitat.⁴⁴
- The *least Bell's vireo* is not likely to be found on-site due to the lack of riparian habitat. Furthermore, this bird species primarily lives in San Diego County.⁴⁵
- The *Nevin's barberry* is a flowering shrub species with a similar appearance to a holly plant. There are no Nevin's barberry plants located on-site.⁴⁶
- The *Swainson's hawk* is not likely to be found on-site due to the lack of plains and farmland.⁴⁷

⁴³ United States Fish and Wildlife Service. *Light-footed Ridgeway's Rail*. https://www.fws.gov/refuge/san_diego_bay/wildlife_and_habitat/Light-footed_Ridgways_Rail.html.

⁴⁴ United State Geological Survey. *Southwestern Willow Flycatcher Habitat*. <http://sbosc.wr.usgs.gov/cprs/research/projects/swwf/wiflhab.asp>.

⁴⁵ California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo (Vireo bellii pusillus)*. http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm.

⁴⁶ Ceqaology. *Field Survey*. Survey was conducted on November 19, 2020.

⁴⁷ Audubon. *Swainson's Hawk (Buteo swainsoni)*. <http://www.audubon.org/field-guide/bird/swainsons-hawk>.

- The *bank swallow* is a bird species not likely to be found on-site due to the lack of riparian habitat.⁴⁸
- The *willow flycatcher* is a bird species not likely to be found on-site due to the lack of marsh, brushy fields, and willow thickets.⁴⁹
- The *Western yellow-billed cuckoo* is an insect-eating bird not likely to be found on-site due to the lack of riparian woodland habitat.⁵⁰
- The *California gnatcatcher* is not likely to be found on-site due to the lack of suitable habitat. The absence of coastal sage scrub, the California gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.⁵¹ Nevertheless, there is gnatcatcher habitat present in the Montebello Hills. The proposed project will be constructed within the designated project sites and the project's implementation will not affect gnatcatcher habitat located in the Montebello Hills.
- The *Santa Ana sucker* will not be found on-site because the Santa Ana sucker is a fish and there are no bodies of water present on-site.⁵²

The proposed project will not have an impact on the aforementioned species since the project sites are located in the midst of an urban area. The project sites and surrounding areas are not conducive to the survival of the aforementioned species due to the level of development and lack of suitable habitat. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project's implementation.

⁴⁸ Audubon. *Bank Swallow (Riparia riparia)*. <https://www.audubon.org/guia-de-aves/ave/bank-swallow>.

⁴⁹ Audubon. *Willow Flycatcher (Empidonax traillii)*. <http://birds.audubon.org/birds/willow-flycatcher>.

⁵⁰ US Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm.

⁵¹ Center for Biological Diversity. *Coastal California Gnatcatcher*. http://www.biologicaldiversity.org/species/birds/coastal_California_gnatcatcher/.

⁵² Ceqaology. *Field Survey*. Survey was conducted on November 19, 2020.

B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? • No Impact.

Riparian habitat consists of land located along watercourses and bodies of water, such as floodplains and streambanks.⁵³ Riparian habitat is characterized by unique soil and/or vegetation that is influenced by the presence of water.⁵⁴ The project sites are currently occupied by residential buildings and there are no natural watercourses or bodies of water located within the two project sites. In addition, the sites are paved over, and the only landscaping present on-site consists of introduced ornamental species typically used for landscaping. The field survey that was conducted for this project indicated that there is no riparian habitat present on-site or within the adjacent properties. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper.⁵⁵ As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

C. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • No Impact.

According to a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper, the project sites are devoid of wetlands.⁵⁶ Wetlands are defined as areas that contain a predominance of hydric soils, are inundated or saturated by surface or groundwater at a frequency and duration required to support hydrophytic (water-loving) vegetation, and feature an abundance of hydrophytic vegetation.⁵⁷ Nevertheless, the Rio Hondo River is a designated wetland and is classified as a Riverine, which includes all inland non-tidal wetlands (wetlands that are not influenced by tidal forces) and deep water habitats contained within a channel.⁵⁸ The nearest project site to the Rio Hondo River is Project Site A, located approximately 500 feet to the west of the Rio Hondo. The development of the proposed project will occur within the boundaries of project sites A and B. Therefore, the project's construction will not result in any removal, filling, or hydrological interruption of

⁵³ United States Department of Agriculture – Natural Resources Conservation Service. *Riparian Areas Environmental Uniqueness, Functions, and Values*. https://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/technical/?cid=nrcs143_014199#what.

⁵⁴ Ibid.

⁵⁵ U.S. Fish and Wildlife Service. *Wetlands Mapper*. <http://www.fws.gov/Wetlands/data/Mapper.html>

⁵⁶ Ibid.

⁵⁷ United States Department of Agriculture – Natural Resources Conservation Service. *Wetlands*. <https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/water/wetlands/>

⁵⁸ Ibid.

protected wetland areas nor will the project result in any substantial effects to protected wetland areas. Thus, no impacts to protected wetlands will occur.

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? • No Impact.

The Los Angeles County Department of Regional Planning defines a wildlife corridor as:

“Areas of open space of sufficient width to permit larger, more mobile species (such as foxes, bobcats, and coyotes) to pass between larger areas of open space, or to disperse from one major open space region to another are referred to as “wildlife corridors.” Such areas generally are several hundred feet wide, unobstructed, and usually possess cover, food, and water.”⁵⁹

As indicated previously, the Rio Hondo River is classified as a wetland. The Rio Hondo River is located approximately 500 feet east of the two project sites. In addition, the river is situated at a lower elevation than the two sites and the river has been channelized. Wetlands perform a crucial role in serving as wildlife corridors for migratory species. Wetlands contain an abundant amount of vegetation and water saturated soil. The proposed project will be constructed within the confines of the two designated project sites. No development will occur beyond the project sites’ boundaries. As a result, the implementation of the proposed project will not interfere or impede the use of the Rio Hondo as a wildlife corridor.

The United States Fish and Wildlife Service is responsible enforcing the Migratory Bird Treaty Act of 1918. The Migratory Bird Treaty Act of 1918 makes it illegal to take, possess import, export, transport, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such bird except under the terms of a valid Federal permit.⁶⁰ The two project sites are developed and do not contain any wetland or riparian habitat. Furthermore, the two project sites do not connect with or serve as a link between two open space areas since the two project sites are located in the midst of an urban area. As noted in the previous subsections, there were no sensitive plant or animal species observed on-site. The vegetation that is present within the two sites consists of species that are typically used for landscaping. In addition, the vegetation present on-site is not currently supporting any migratory avian species. Therefore, no impacts to wildlife corridors, native

⁵⁹ Los Angeles County Department of Regional Planning. *Significant Ecological Areas*. http://planning.lacounty.gov/sea/local_and_site_specific_habitat_linkages_and_wildlife_corridors

⁶⁰ U.S. Fish and Wildlife Service. *Migratory Bird Treaty Act*. <https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php>.

species, or migratory species will occur since the sites are developed and the project's construction will be limited to the two designated development sites.

E. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • Less than Significant Impact.

Title 12 (Streets, Sidewalks, and Public Places) Chapter 12.08 –Trees and Shrubs of City of Montebello municipal code serves as the City's "Tree Ordinance." The ordinance prohibits the removal and/or cutting of trees located in public spheres such as easements, streets, and parks. There are multiple mature trees located along both sides of the Poplar Avenue public right-of-way. These trees will remain intact with the implementation of the proposed project. Nevertheless, should these trees be removed in the future to accommodate the proposed project, the project Applicant will need to conform to Section 12.08.060 of the City's municipal code, which outlines specific instructions regarding the removal and replacement of public trees. As a result, the potential impacts are considered to be less than significant.

F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? • No Impact.

There are portions of the Montebello Hills that are designated for habitat restoration. These areas are located within the Montebello Hills Conservation Area and have been selected for habitat restoration through the implementation of mitigation provided in the Draft Environmental Impact Report written for the Montebello Hills Specific Plan development. The proposed project will be confined to the two project sites and will not affect or extend into the Montebello Hills Conservation Area. As a result, no impacts will occur.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts to biological resources will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c. Disturb any human remains, including those interred outdoors of formal cemeteries?			X	

DISCUSSION:

Would the project:

A. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? • No Impact.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. A site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. State historic preservation regulations include the statutes and guidelines contained in the California Environmental Quality Act (CEQA) and the Public Resources Code (PRC). A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, that is historically or archaeologically significant. The State regulations that govern historic resources and structures include Public Resources Code (PRC) Section 5024.1 and CEQA Guidelines Sections 15064.5(a) and 15064.5(b). In addition, California law protects Native American

burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains. CEQA, as codified at PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the State.

The City of Montebello contains various historical resources including the Mission Viejo, a Spanish mission constructed in 1771; Sanchez Adobe, the first house constructed within the City in 1844; and the Montebello Women's Club, which is included on the National Register of Historic Places. The Mission Viejo was relocated to the City of San Gabriel in 1776 due to heavy rains.⁶¹ The City was also the site of a decisive battle that occurred on January 8th, 1847. The Battle of the Rio San Gabriel was fought along the banks of the Rio Hondo River and the victory secured the possession of California for the United States.⁶² Meanwhile, the Montebello Women's Club is the only federally designated historical resource located within the City.⁶³ A review of the State Office of Historic Preservation's (SHPO) list of State historic resources was conducted to identify the presence of any State designated sites within the City. No local resources were identified on the list of State historic resources compiled by SHPO.⁶⁴

As indicated previously, the project's construction will occur within the designated project sites. Therefore, the project's implementation will not directly affect any of the aforementioned historical resources since none of those historic resources are present on-site and construction activities will be limited to the designated development areas. The Mission Viejo is no longer present and the mission never occupied any of the two project sites. Additionally, the Sanchez Adobe is located 1.25 miles northeast of the project sites while the Montebello Women's Club is situated one mile west of the two sites.⁶⁵

Lastly, none of the structures present on-site meet the criteria for eligibility for preservation. The units that occupy Project Site A were constructed between 1954 and 1962. These units feature obsolete architecture that lacks façade articulation. Furthermore, the street facing elevations are partially obstructed by dense vegetation and the paved areas have not been consistently maintained. Finally, no known historic or otherwise significant events have occurred within Project Site A. The units that occupy Project Site B were constructed in 1927 and are of Spanish and Tudor architecture. Both of

⁶¹ City of Montebello. *The History of Montebello*. <https://www.cityofmontebello.com/about-montebello/montebello-history.html>.

⁶² Ibid.

⁶³ United States National Park Service. *National Register Database and Research – Search Properties Listed in the National Register of Historic Places*. <https://www.nps.gov/subjects/nationalregister/database-research.htm#table>.

⁶⁴ California Office of Historic Preservation. *California Historical Resources*. <http://ohp.parks.ca.gov/listedresources/>.

⁶⁵ Google Maps. Site accessed November 25, 2020.

those architectural styles (Spanish and Tudor) were common during that era and none of the structures present on-site possess unique character or design features that distinguishes them from other units that were constructed during that time period. Moreover, no known historic or otherwise significant events have occurred within the two units that occupy Project Site B. As a result, no impacts to historical resources will occur with the implementation of the proposed project.

B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? • Less than Significant Impact.

The Gabrielino-Tongva tribe has been indigenous to the Los Angeles Basin for over 7,000 years. The City of Montebello was the location of the former Gabrielino-Tongva village known as Sehat, or Shevaanga, which was situated in the northern portion of the City near the present-day Whittier Narrows. Village sites were also located adjacent to watercourses. The two project sites are currently developed with residential uses. Extensive disturbance including grading and excavation was undertaken to accommodate the existing development, especially within the property located at 116 North Poplar Avenue. Therefore, the likelihood of encountering archaeological resources during the project's construction phase is considered to be remote. Nevertheless, in the unlikely event that remains are uncovered by construction crews, all construction activities shall be halted, and the City of Montebello Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA and California Health and Safety Code Section 7050.5(b) will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned standard condition will reduce potential impacts to levels that are less than significant.

C. Disturb any human remains, including those interred outside of dedicated cemeteries? • Less than Significant Impact.

There are no dedicated cemeteries located on-site or within the surrounding properties. The two closest cemeteries to the project sites are Resurrection Catholic Cemetery, located two miles to the north in the City of Rosemead, and Rose Hills Mortuary, located 2.27 miles to the east in the City of Whittier.⁶⁶ A total of 26,750 cubic yards of earth will be removed in order to accommodate Project A. Nevertheless, human remains are not likely to be encountered during Project A's grading phase since the project site has been extensively disturbed to accommodate the existing development. Furthermore, human remains are not likely to be encountered during the construction of Project B since the project site has been disturbed to accommodate the existing development. In addition, superficial

⁶⁶ Google Earth. Site accessed November 25, 2020.

excavations will be completed to accommodate utility lines and building foundations and extensive grading will not be performed within Project Site B. Notwithstanding, in the unlikely event that remains are uncovered by construction crews, all construction activities shall be halted, and the City of Montebello Police Department will be contacted (the Department will then contact the County Coroner). This is a standard condition under California Health and Safety Code Section 7050.5(b), which states:

"In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."

In addition, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA and California Health and Safety Code Section 7050.5(b) will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned standard condition will reduce potential impacts to levels that are less than significant.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts to cultural resources will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY RESOURCES. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Discussion:

Would the project:

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

Energy consumed during the project's construction would be related to the use of on-site generators utilized to power safety lights, portable offices, and electric equipment. In addition, the construction equipment will require the consumption of diesel fuel. Energy consumption during the project's occupation includes the use of electricity and natural gas. The project's operational energy consumption was quantified using the CalEEMod. According to the model, the project will consume approximately 261,436 kBtu of natural gas and 1,415,288 kilowatts of electricity annually. The proposed project will be constructed in accordance with the City's Building Code and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. Therefore, energy efficient fixtures and appliances will be incorporated into the project. In addition, the project will contain designated areas for future solar panels. As a result, less than significant impacts will occur.

B. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? • Less than Significant Impact.

As indicated previously, the proposed project will be constructed in accordance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. Those sections of the California Code of Regulations mandate the use of energy efficient fixtures and appliances. In addition, areas located on the roofs of

the two new buildings will be designated and reserved for future solar panels. The option to incorporate solar panels in the future will ensure the proposed project's energy consumption will remain in compliance with any future state or local renewable energy plan or energy efficiency plan. As a result, the potential impacts are considered to be less than significant.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts to energy resources will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
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 based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off- site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1- B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
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?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Discussion:

Would the project:

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

The City of Montebello is located in a seismically active region as is the entire Los Angeles Basin. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of Montebello was not included in the list. However, Montebello is still located in an area that is surrounded by major faults and blind thrust faults. Faults located near the City include the Sierra Madre Fault Zone, Norwalk Fault, Raymond Fault, Santa Monica Fault, Newport-Inglewood Fault, Las Cienegas Fault, the Montebello Hills Fault, and the Whittier-Elsinore Fault. The nearest Alquist-Priolo Special Studies Zone is the Montebello Fault located 2.83 miles to the northeast. The Montebello Fault extends roughly 1.28 miles in a northwest to southeast orientation. The fault's northern terminus is the San Gabriel Boulevard and Garvalia Avenue intersection (refer to Exhibit 24). The fault's southern terminus is just south of the Pomona Freeway. Furthermore, the City is also underlain by the following blind thrust faults: the Puente Hills Fault, the Elysian Park Earthquake Fault, and the East Los Angeles Fault.

Despite the project sites' location in proximity to known faults, the potential impacts from fault rupture are considered no greater for the project sites than for the surrounding areas. Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two. Additionally, the potential impacts regarding ground shaking would also be considered less than significant. The intensity of ground shaking depends on the intensity of the earthquake, the duration of shaking, soil conditions, type of building, and distance from the epicenter or fault. The proposed project will be constructed in compliance with the 2019 Building Code, which contains standards for building design to minimize the impacts from ground shaking.

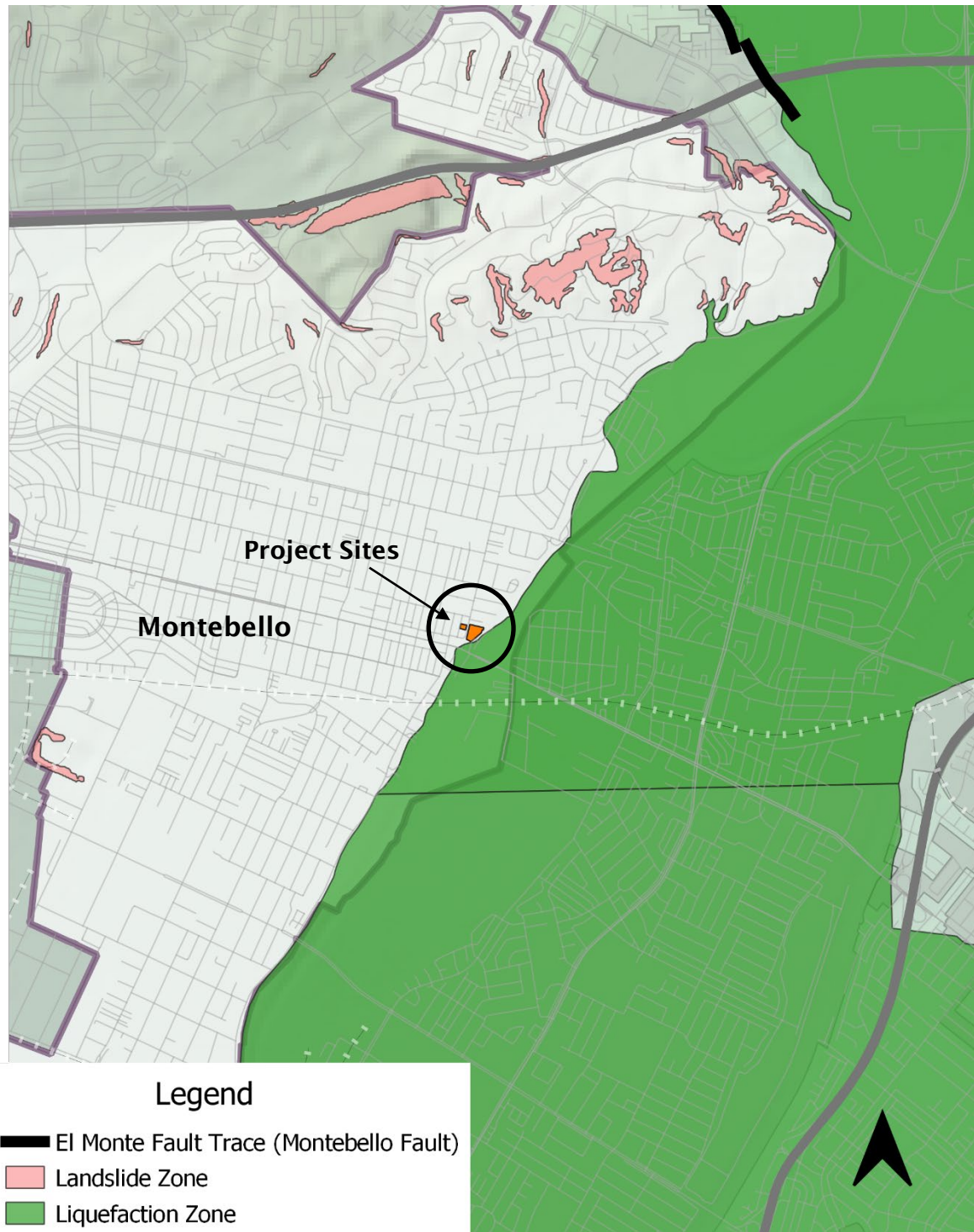


EXHIBIT 24 SEISMIC HAZARDS MAP

SOURCE: QUANTUM GIS AND CALIFORNIA DEPARTMENT OF CONSERVATION

Other potential seismic issues include ground failure, liquefaction, and lateral spreading. Ground failure is the loss in stability of the ground and includes landslides, liquefaction, and lateral spreading. The project site is not located within a liquefaction zone (refer to Exhibit 24). According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 24).

Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading will not affect the proposed development since the project sites are not located within an area that may be subject to liquefaction. Therefore, lateral spreading caused by liquefaction would not affect the project. As a result, the impacts are anticipated to be less than significant.

B. Result in substantial soil erosion or the loss of topsoil? • Less than Significant Impact.

Two Geotechnical Reports dated August 20, 2020 and October 2, 2020 were prepared for the project by LK Geotechnical Engineering, Inc. According to the two Geotechnical Reports, Project Site A is underlain with artificial fill consisting of red brown to dark brown sandy clay, clayey sand, and silty sand with man-made debris.⁶⁷ Meanwhile, Project Site B is currently underlain with older alluvium consisting of brown to orange brown sandy clay to clayey sand/silty sand.⁶⁸ The two Geotechnical Reports contain various recommendations identified to control and prevent erosion and off-site discharge of sediment. These recommendations include properly covering and securing all excavations; removal or compaction of stockpiles or spoil piles; locating temporary stockpiles in stable or approved areas away from slopes, excavations, or improvements; preventing workers from entering un-shored excavations over five-feet in depth; and preventing water from saturating open trenches.⁶⁹ In addition, the project Applicant must adhere to the grading requirements outlined in Chapter 15.48 – Grading of the City’s Municipal Code. For example, Section 15.48.470 – Seasonal Limits contains the following provisions:

⁶⁷ LK Engineering, Inc. *Geotechnical Investigation Report – Proposed 4-Story Apartment Building*. Report dated October 2, 2020.

⁶⁸ LK Engineering, Inc. *Geotechnical Investigation Report – Proposed 3-Story Apartment Building*. Report dated August 20, 2020.

⁶⁹ Ibid.

- A. No fill material shall be placed, spread, or rolled at such time or times that weather conditions are considered unfavorable by the city engineer. When the work is interrupted by heavy rain, fill operations shall not be resumed until field tests by the soils engineer indicate that the moisture content and density of the fill materials meet the requirements of this chapter.
- B. The period between November 15th and April 15th is determined to be the period during which heavy rainfall normally occurs in the city. Previously authorized grading work which continues into the rainy season shall be protected by the installation of temporary erosion control devices. Plans for erosion control devices shall be submitted to the engineering department and design approval obtained not later than November 1st. The design and construction of desilting basins which discharge drainage onto the city streets or natural watercourses shall be under the control of the engineering department. All temporary erosion control devices, including the desilting basins, shall be installed not later than November 15th.
- C. Grading work shall be limited or ceased if the city engineer finds that its continuance will constitute a hazard to persons or property during the period November 15th through April 15th.

Furthermore, the project Applicant will be required to prepare a Stormwater Pollution Prevention Program (SWPPP) pursuant to Federal NPDES regulations since the project would connect to the City's Municipal Separate Storm Sewer System (MS4). The SWPPP is required to apply for an NPDES General Construction Activities Stormwater Permit (GCASP). The SWPPP will contain construction best management practices (BMPs) that will restrict the discharge of sediment into the surrounding streets and local storm drains. Therefore, the project's construction will not result in substantial soil erosion or the loss of topsoil since the project Applicant will be required to adhere to the recommendations outlined in the Geotechnical Reports as well as in the mandatory SWPPP. Once occupied, the project site will be paved over and landscaped, which will minimize soil erosion. As a result, the potential impacts regarding soil erosion are considered to be less than significant.

C Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? • Less than Significant Impact.

Project Site A is presently underlain with artificial fill and older alluvium. The Geotechnical Report that was prepared for Project Site A concluded that the artificial fill is unsuitable for foundation or slab support or for receiving new compacted fill, while the older alluvium is considered suitable for foundation or slab support for the proposed structures and/or for support of new compacted fill (with adherence to the recommendations provided in the

aforementioned report).⁷⁰ In addition, the near surface soils have a “slightly” collapsible potential.⁷¹ Project Site B is currently underlain with older alluvium. According to the Geotechnical Report that was prepared for that project, the older alluvium is considered suitable for foundation or slab support for the proposed structures and/or for support of new compacted fill (with adherence to the recommendations provided in the aforementioned report).⁷² While a majority of the soils that are located within Project Site B are considered to be suitable for development, the near surface soils have a “slightly” collapsible potential.⁷³ Nevertheless, the two geotechnical reports contain a variety of recommendations that must be incorporated during the project’s construction. Some of these recommendations include removing and recompacting the existing fill, installing new retaining walls, and incorporating rebar in order to reinforce concrete slabs, among others.⁷⁴

Once complete, the two project sites will largely be covered over in impervious surfaces. In addition, the landscaping that will be provided will anchor the on-site soils during a rain event. The project sites will contain recompacted soils, slab support, and other various structural and geological design features. These design features will minimize potential issues regarding soil stability.

As indicated previously, lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading will not affect the proposed project because the project site is not located within a liquefaction zone. Lateral spreading resulting from an influx of groundwater is slim. The likelihood of lateral spreading will be further reduced since the project’s implementation will not require grading and excavation that would extend to depths required to encounter groundwater. In addition, the project will not result in the direct extraction of groundwater located below ground surface (BGS) since the project will continue to be connected to the City’s water system.

⁷⁰ LK Engineering, Inc. *Geotechnical Investigation Report – Proposed 4-Story Apartment Building*. Report dated October 2, 2020.

⁷¹ Ibid.

⁷² LK Engineering, Inc. *Geotechnical Investigation Report – Proposed 3-Story Apartment Building*. Report dated August 20, 2020.

⁷³ Ibid.

⁷⁴ Ibid.

The soils that underlie Project Site A possess a medium potential for shrinking and swelling, while the soils that underlie Project Site B possess a low shrink-swell potential.⁷⁵ Soils that exhibit certain shrink swell characteristics expand according to the moisture content present at the time. The shrinking and swelling of soils (expansion) is influenced by the amount of clay present in the underlying soils.⁷⁶ Soils that have a high expansion potential may cause damage to building foundations following a change in soil moisture content.⁷⁷ As a result, the geotechnical reports contain recommendations that will address the underlying soil's expansion potential. In addition, no groundwater will be drained to accommodate the implementation of the proposed project. In addition, the project would not result in the direct extraction of groundwater located below ground surface (BGS). Therefore, the likelihood of on-site subsidence is considered to be remote. As a result, the potential impacts are anticipated to be less than significant.

D. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? • Less than Significant Impact.

The soils that underlie Project Site A possess a medium shrink-swell potential, while the soils that underlie Project Site B possess a low shrink-swell potential. Both geotechnical reports that were prepared for the project include recommendations that include the removal and recompaction of unsuitable soils. Additional recommendations for addressing soil expansion are provided in the geotechnical reports. Adherence to the recommendations and design features outlined in the two geotechnical reports will reduce potential impacts to levels that are less than significant.

F. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? • No Impact.

The project will connect to the sewer lines located along Poplar Avenue. No septic tanks will be installed. As a result, no impacts will occur.

⁷⁵ LK Engineering, Inc. *Geotechnical Investigation Report – Proposed 4-Story Apartment Building*. Report dated October 2, 2020. AND.
LK Engineering, Inc. *Geotechnical Investigation Report – Proposed 3-Story Apartment Building*. Report dated August 20, 2020.

⁷⁶ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*.
http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083

⁷⁷ LK Engineering, Inc. *Geotechnical Investigation Report – Proposed 4-Story Apartment Building*. Report dated October 2, 2020. AND.
LK Engineering, Inc. *Geotechnical Investigation Report – Proposed 3-Story Apartment Building*. Report dated August 20, 2020.

F. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? • No Impact.

No paleontological resources or geologic features are anticipated to be encountered during the project's construction phase due to the recent age (Holocene) of the soil. The soils that underlie the project sites are alluvial soils. The alluvial deposits are typically quaternary-aged (from two million years ago to the present day) and span the two most recent geologic epochs, the Pleistocene and the Holocene.⁷⁸ As a result, no impacts to paleontological resources will occur and no mitigation is required.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts regarding geology/soils will result from the proposed project's implementation. As a result, no mitigation is required.

⁷⁸ United States Geological Survey. *What is the Quaternary?*
http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what_is.html.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion:

Would the project:

A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? • Less than Significant Impact.

Greenhouse Gases (GHG) consist of gaseous compounds that trap heat in the atmosphere. GHG are released into the atmosphere through a variety of natural and human-related sources and activities. Natural sources of GHG include volcanic eruptions, wetlands, the thawing of permafrost, and forest fires. Human-related sources of GHG include large-scale agriculture, the combustion of fossil fuels, and the disposal of solid waste and treatment of wastewater. Anthropogenic (human-influenced) climate change has accelerated following the Industrial Revolution, in which hydrocarbon-based products derived from coal, petroleum, and natural gas began to be utilized for the first time on a massive scale. In fact, human activities are responsible for almost all of the increase in GHG emissions over the past 150 years.⁷⁹ The following compounds function as greenhouse gases:

- *Carbon Dioxide (CO₂).* Carbon dioxide is a compound that is composed of a single carbon atom bonded to two oxygen atoms. Carbon dioxide is released through the combustion of fossil fuels and other organic biological materials, such as trees and solid waste. Carbon dioxide is also released as a by-product of certain chemical reactions. Carbon dioxide is the primary greenhouse gas emitted through human activities, accounting for nearly 81.3 percent of all anthropogenic greenhouse gases

⁷⁹ United States Environmental Protection Agency. *Overview of Greenhouse Gases.*
<https://www.epa.gov/ghgemissions/overview-greenhouse-gases>.

within the United States. The main sources of carbon dioxide include transportation, electricity, and industry.⁸⁰

- *Methane (CH₄)*. Methane is a compound that is composed of a single carbon atom and four hydrogen atoms. Methane can be generated through human activities or as a result of natural phenomena. Anthropogenic sources of methane include the production, processing, storage, transmission, and distribution of natural gas and petroleum; the raising of livestock such as cattle, swine, sheep, and goats; and the decomposition of solid waste in landfills and the treatment of wastewater. Natural sources of methane include wetlands. Methane is a powerful greenhouse gas, with a comparative impact 25 times greater than carbon dioxide.⁸¹
- *Nitrous Oxide (N₂O)*. Nitrous oxide is composed of two nitrogen atoms and a single oxygen atom. Nitrous oxide can be generated through human activities or as a result of natural phenomena. Anthropogenic sources of nitrous oxide include agricultural soil management practices such as the application of natural and synthetic fertilizers, the management of manure, or the burning of agricultural residue; the combustion of fossil fuels; the production of certain chemicals and synthetic products (as a by-product); and the treatment of wastewater. Nitrous oxide is a powerful greenhouse gas, with one pound of nitrous oxide having a comparative impact 300 times greater than that of one pound of carbon dioxide.⁸²
- *Fluorinated Gases (HFCs, PFCs, SF₆, NF₃)*. Fluorinated gases are emitted solely as a result of human activities. Fluorinated gases consist of four main categories: hydrofluorocarbons (HFCs), which are typically utilized as refrigerants, aerosol propellants, foam blowing agents, solvents, and fire retardants; perfluorocarbons (PFCs), a by-product of aluminum production that is used in the manufacturing of semi-conductors; sulfur hexafluoride, which is used as an insulating gas in electrical transmission equipment; and nitrogen trifluoride, one of the most powerful greenhouse gases used in the production of chemicals and rocket fuel.^{83 84}

⁸⁰ United States Environmental Protection Agency. *Overview of Greenhouse Gases – Carbon Dioxide*. <https://www.epa.gov/ghgemissions/overview-greenhouse-gases>.

⁸¹ United States Environmental Protection Agency. *Overview of Greenhouse Gases – Methane*. <https://www.epa.gov/ghgemissions/overview-greenhouse-gases>.

⁸² United States Environmental Protection Agency. *Overview of Greenhouse Gases – Nitrous Oxide*. <https://www.epa.gov/ghgemissions/overview-greenhouse-gases>.

⁸³ United States Environmental Protection Agency. *Overview of Greenhouse Gases – Fluorinated Gases*. <https://www.epa.gov/ghgemissions/overview-greenhouse-gases>.

⁸⁴ PubChem. *Nitrogen Trifluoride*. <https://pubchem.ncbi.nlm.nih.gov/compound/Nitrogen-trifluoride#section=Use-and-Manufacturing>.

The State of California has not identified a threshold of significance for greenhouse gas emissions, thus allowing individual air districts and jurisdictions to establish their own thresholds of significance for GHG emissions. The SCAQMD established a threshold of 10,000 metric tons of carbon dioxide equivalent per year for industrial projects (according to the SCAQMD, this threshold may be used for all types of development if the lead agency does not have a threshold identified).⁸⁵ Separate thresholds for residential and commercial development were contemplated by the SCAQMD Governing Board, which included a proposed threshold of significance of 3,000 metric tons of carbon dioxide equivalent (MTCO₂E) per year.⁸⁶ It is important to note that CO₂ equivalency refers to the practice of converting other GHG emissions such as methane and nitrous oxide into the equivalent amount of carbon dioxide, thus producing a single collective unit.

The project's construction and operational GHG emissions were calculated using the latest version of the CalEEMod software. The results are presented below in Table 5.

Table 5
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (tons/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Long-Term - Area Emissions	2.63	--	--	2.69
Long-Term - Energy Emissions	345.93	0.02	--	347.81
Long-Term - Mobile Emissions	417.83	0.03	0.01	424.49
Long-Term - Waste Emissions	14.56	0.86	--	36.08
Long-Term - Water Emissions	33.98	0.26	--	42.63
Long-Term - Total Emissions	814.95	1.18	0.03	853.72
Total Construction Emissions	741.94	0.15	0.01	750.29
Construction Emissions Amortized Over 30 Years				25 MTCO ₂ E
Total Operational Emissions with Amortized Construction Emissions				879 MTCO ₂ E
Significance Threshold				3,000 MTCO ₂ E

As shown in Table 5, the CO₂E total for the project is 854 MTCO₂E per year, which is below the thresholds of 3,000 and 10,000 MTCO₂E per year. The project's construction would result in an annual generation of 750 MTCO₂E per year. When amortized over a 30-year period, these emissions decrease to 25 MTCO₂E per year. These amortized construction

⁸⁵ Phone call with Ms. Lijin Sun of the SCAQMD.

⁸⁶ South Coast Air Quality Management District. *Board Meeting Agenda No. 31 dated December 5, 2008.*
[http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2).

emissions were added to the project's operational emissions to calculate the project's true GHG emissions. As shown in the table, the project's total operational emissions would be 879 MTCO₂E per year, which is still below the thresholds identified for residential land uses.

The quantitative analysis provided above is presented for informational purposes. CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significance for GHG emissions if a project complies with regulatory programs to reduce GHG emissions. Because there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

However, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project.

The GHG emissions estimates reflect what two apartment complexes of the same location and description would generate once fully occupied. The type of activities that may be undertaken once the project is occupied have been predicted and accounted for in the model for the selected land use type. It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).⁸⁷ Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment,

⁸⁷ California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies.

and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant.

B. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • Less than Significant Impact.

Assembly Bill 32 (AB-32), also known as the Global Warming Solutions Act of 2006, was enacted by the State in an attempt to drastically reduce GHG emissions. AB-32 requires California to reduce its GHG emissions to 1990 levels by 2020 – a reduction of approximately 15 percent below emissions expected under a “business as usual” scenario. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country’s most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40 percent reduction in greenhouse gas emissions below 1990 levels by 2030.⁸⁸

Other State regulations governing GHG emissions include Part 6 and Part 11 of Title 24 of the California Code of Regulations. On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Additionally, the 2016 version addresses additional items such as clean air vehicles, increased requirements for electric vehicle charging infrastructure, organic waste, and water efficiency and conservation. The 2019 version of the standards became effective as of January 1, 2020. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as State law provides methods for local enhancements. Since the project will be in conformance with Part 6 and Part 11 regulations, the potential impacts are considered to be less than significant.

At the local level, the City of Montebello does not currently have a Climate Action Plan. Nevertheless, the City is presently in the process of preparing General Plan policies that will be effective in reducing GHG emissions within the City.⁸⁹ Regionally, SCAG updated their 2016-2040 Regional Transportation Plan/Sustainable Communities Plan in 2020 (known as Connect SoCal). The Connect SoCal plan identifies various strategies for

⁸⁸ Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.* <http://gov.ca.gov/news.php?id=18938>.

⁸⁹ State of California – Governor’s Office of Planning and Research. *California Jurisdictions Addressing Climate Change.* https://www.ca-ilg.org/sites/main/files/file-attachments/california_jurisdictions_addressing_climate_change_pdf_0.pdf.

reducing GHG emissions. The proposed project will conform to the following strategies outlined in the 2020 Connect SoCal plan:⁹⁰

- *Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets (Goal: Focus Growth Near Destinations & Mobility Options).* The proposed project will be located within one-quarter of a mile from a transit stop (Montebello Bus Line Stops are located at Second Street and Whittier Boulevard and Fourth Street and Whittier Boulevard). In addition, the proposed project will provide up to 81 units per acre and 154 bicycle spaces. According to the local profile for the City, average commute times to work reached 33.7 minutes in 2018. The average commute times within the City exceed County-wide commute times by 2.8 minutes.⁹¹ The inclusion of high-density housing with ancillary bicycle parking nearby transit stops will assist the City in reducing commute times.
- *Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods (Goal: Focus Growth Near Destinations & Mobility Options).* A total of 68 percent of the housing units within the City were constructed before 1970.⁹² The proposed project is a request to replace 43 existing rental units with 156 new apartment units. The two project sites are currently underutilized. All of the parcels that comprise the sites are zoned for R-3, therefore, the two project sites can accommodate additional units. Furthermore, the units that occupy the two project sites were built prior to the adoption of green and sustainable building requirements, such as the inclusion of building insulation and energy efficient fixtures. The proposed project will include sustainable design features such as solar zones, bicycle parking, and electric vehicle (EV) charging stations. In addition, the project will comply with the California Green Building Code.
- *Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space (Goal: Leverage Technology Innovations).* The proposed project will include bicycle parking spaces as well as EV charging stations. In addition, designated solar zones will be provided on the roofs of both buildings.

⁹⁰ Southern California Association of Governments. *Current Context – Demographics and Growth Forecast (which is part of their 2020 initiative Connect SoCal)*. Report prepared on September 3, 2020.

⁹¹ Southern California Association of Governments. *Profile of the City of Montebello*. Report dated May 2019.

⁹² Ibid.

- *Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation (Goal: Leverage Technology Innovations).* The proposed project will include designated solar zones on the roofs of both buildings.

As indicated above, the proposed project will conform with SCAG’s goals and policies in regard to sustainable infill development. Furthermore, the project will be required to conform to the California Green Building Code. Compliance with the California Green Building Code will be confirmed with the City’s Building Official. As a result, the potential impacts are considered to be less than significant.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts regarding greenhouse gas emissions will result from the proposed project’s implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Discussion:

Would the project:

A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Less than Significant Impact.

The project's construction will require the use of diesel fuel to power the construction equipment. The diesel fuel will be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that will be used on-site during the project's construction phase include, but are not limited to, solvents, architectural coatings, and equipment lubricants. As indicated previously, the two project sites are occupied by structures that were constructed between 1927 and 1962. Due to the age of the existing buildings on-site, lead based paint (LBP) and/or asbestos containing materials (ACMs) may be present and could be released during the demolition phase. The removal of lead-based paint and/or asbestos containing materials will be performed by a certified abatement contractor in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities.

The two project sites are not listed on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List).⁹³ In addition, the project sites were not identified on any Leaking Underground Storage Tank database (LUST).⁹⁴ A search through the California Department of Toxic Substances Control's EnviroStor database indicated that the project sites were not included on any Federal or State clean up or Superfund lists.⁹⁵ The EPA's multi-system search was consulted to determine whether the project sites are identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List. The two project sites were not included on any of the aforementioned lists.⁹⁶ Therefore, the project's implementation is not anticipated to create significant hazards involving the transport and

⁹³ California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese List)*. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

⁹⁴ California State Water Resources Control Board. *GeoTracker*. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=montebello>.

⁹⁵ California Department of Toxic Substances Control. *Envirostor*. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=montebello>.

⁹⁶ United States Environmental Protection Agency. *Envirofacts – Multisystem Search*. https://enviro.epa.gov/enviro/efsystemquery.multisystem?fac_search=primary_name&fac_value=&fac_search_type=Beginning+With&postal_code=&location_address=Poplar&add_search_type=Containing&city_name=Montebello&county_name=Los+Angeles&state_code=CA&TribalLand=0&TribeType=selectTribeALL&selectTribe=noselect&tribedistance1=onLand&sic_type=Equal+to&sic_code_to=&naics_type=Equal+to&naics_to=&chem_name=&chem_search=Beginning+With&cas_num=&page_no=1&output_sql_switch=FALSE&report=1&database_type=Multisystem.

removal of residual contamination. It is important to note that the property located at 140 East Whittier Boulevard (not a part of the project site) was a LUST cleanup site. The case involved diesel contamination present in the soil. Nevertheless, the case was closed as of 1999.⁹⁷ In addition, the site of contamination was located down-gradient from the project site.

Due to the nature of the proposed project (two apartment complexes), no hazardous materials beyond what is typically used in a household setting for routine cleaning and maintenance would be used once the project is occupied. As a result, the potential impacts are considered to be less than significant, and no mitigation is required.

B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • Less than Significant Impact.

The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phase include, but are not limited to, solvents, architectural coatings, and equipment lubricants. In addition, the project's construction will require the demolition of the existing on-site structures, which were built between 1927 and 1962. Due to the ages of the buildings present within both project sites, LBP and ACM may be present and could be released during the project's demolition phase. As a result, lead based paint and/or asbestos containing materials would be removed by a certified abatement contractor pursuant to SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities.

As indicated in the previous subsection, the project sites are not located on the California Department of Toxic Substances Control's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). In addition, the project sites are not identified on any Leaking Underground Storage Tank database (LUST). A search through the California Department of Toxic Substances Control's EnviroStor database indicated that the project sites were not included on any Federal or State clean up or Superfund lists. The EPA's multi-system search was consulted to determine whether the project sites are identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List. The project sites were not on any of the aforementioned lists. Therefore, the project's implementation is not anticipated to create significant hazards involving the

⁹⁷ California State Water Resources Control Board. *GeoTracker*.
https://geotracker.waterboards.ca.gov/profile_report?global_id=T0603704028.

transport and removal of residual contamination. As indicated previously, the project's operation will not require the use of hazardous materials beyond what is typically used in a household setting for routine cleaning and maintenance. As a result, the potential impacts are considered to be less than significant.

C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • Less than Significant Impact.

Fremont Elementary School is located approximately 0.21 miles northwest of the two project sites.⁹⁸ The project's construction will require the use of diesel fuel to power the construction equipment. The diesel fuel will be properly sealed in tanks and will be transported to the site by truck. Other hazardous materials that will be used on-site during the project's construction phase include, but are not limited to, solvents, architectural coatings, and equipment lubricants. The transport of these materials is regulated by the Department of Transportation under the Hazardous Materials Transportation Act, which the project's contractors must be familiar with.

Because of the nature of the proposed use (two apartment complexes), no hazardous materials beyond what is typically used in a household setting for routine cleaning and maintenance would be used once the project is occupied. As a result, the potential impacts are considered to be less than significant.

D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? • Less than Significant Impact.

Government Code section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List, or list of Hazardous Waste and Substances Sites. The Cortese List is a planning document used by the State, local agencies, and developers to comply with California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. Government Code section 65962.5 was originally enacted in 1985, and per subsection (g), the effective date of the changes called for under the amendments to this section was January 1, 1992. While Government Code Section 65962.5 references the preparation of a "list," many changes have occurred related to web-based information access since 1992 and this information is now largely available on the internet sites of the responsible organizations. The California Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List, though other

⁹⁸ Google Maps. Site accessed November 25, 2020.

State and local government agencies are required to provide additional hazardous material release information for the Cortese List.⁹⁹

The Cortese List in its current form consists of several databases including: the list of Hazardous Waste and Substances sites from DTSC's EnviroStor database (pursuant to subsection 65962.5.A); the list of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database (pursuant to subsection 65962.5.B); the list of solid waste disposal sites identified by the Water Board (pursuant to subsection 65962.5.C); the list of active Cease and Desist Orders and Abatement Orders that do not concern the discharge of wastes that are hazardous materials; and the list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.¹⁰⁰ A search through the aforementioned databases indicated that the two project sites are not identified on any Cortese list. As a result, no impacts will occur.

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

The project site is not located within two miles of a public airport. The closest airport to the project sites is the San Gabriel Valley Airport, located seven miles to the north in the City of El Monte. The two project sites are not located within the Runway Protection Zone (RPZ) for the San Gabriel Valley Airport and the proposed project will not penetrate the airport's 20:1 slope. Essentially, the proposed project will not introduce any new building or structure that will interfere with the approach and takeoff of aircraft utilizing the aforementioned airport. As a result, the proposed project will not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people residing in the project area and no impacts would occur.

F. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? • No Impact.

A map of disaster movement and evacuation routes is depicted in the City of Montebello General Plan Safety Element. According to the map, Whittier Boulevard is classified as an evacuation route.¹⁰¹ The project will be constructed within two designated development sites located along both sides of Poplar Avenue. The project's construction will not require

⁹⁹ California Department of Toxic Substances Control. *DTSC's Hazardous Waste and Substances Site List*. <https://dtsc.ca.gov/dtscs-cortese-list/>.

¹⁰⁰ California Environmental Protection Agency. *Cortese List Data Resources*. <https://calepa.ca.gov/sitecleanup/corteselist/>.

¹⁰¹ City of Montebello General Plan. *Safety Element – Map 1: Disaster Movement and Evacuation Routes*. Plan dated January 2017.

the closure or obstruction of Whittier Boulevard. In addition, the proposed project will be required to meet minimum roadway widths established in the City of Montebello Municipal Code. These standards ensure that roadways have adequate width to accommodate emergency vehicle access and to permit the efficient movement of a large number of people.¹⁰² In conclusion, the proposed project will not impair the implementation of any emergency response or evacuation plan, nor will the project physically obstruct any evacuation route. As a result, no impacts will occur.

G. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire? • No Impact.

The adjacent properties are urbanized and there are no areas of native or natural vegetation found within the vicinity of the project sites. The lack of chaparral limits the area's ability to provide fuel to ignite a wild land fire. In addition, the project site is located outside of any wildfire risk designation area.¹⁰³ As a result, no risk from wildfire is anticipated with the approval and subsequent occupation of the proposed project and no impacts will occur.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts regarding hazards and hazardous materials will result from the proposed project's implementation. As a result, no mitigation is required.

¹⁰² City of Montebello General Plan. *Safety Element*. Plan dated January 2017.

¹⁰³ Cal Fire. *Fire Hazard Severity Zone in SRA for Los Angeles County*.
http://frap.fire.ca.gov/webdata/maps/los_angeles/fhszs_map.19.pdf.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i. result in a substantial erosion or siltation on- or off-site;			X	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv. impede or redirect flood flows?				X
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Discussion:

Would the project:

A. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? • Less than Significant Impact.

Stormwater runoff is regulated under Title 8 – Health and Safety, Chapter 8.36 Storm Water and Urban Runoff Pollution Prevention of the City’s Municipal Code. The purpose and intent of that Chapter is to assist the City in maintaining compliance with the federal Clean Water Act. The proposed project must adhere to the requirements outlined in that Chapter in order to connect to the City’s Municipal Separate Storm Sewer System (MS4). For example, the project Applicant must adhere to Section 8.36.090 – Control of Pollutants from State Permitted Construction Activities which indicates that:

- A. No person shall be granted a grading permit or shall commence or continue any construction activity that is subject to a general construction activity storm water National Pollutant Discharge Elimination System (NPDES) permit without showing proof of having applied for such permit.
- B. Any person engaged in a construction activity requiring a general construction activity storm water NPDES permit shall retain at the construction site the following documents: a copy of the notice of intent to comply with terms of the general permit to discharge water associated with construction activity; a waste discharge identification number issued by the State Water Resources Control Board; a storm water pollution prevention plan (SWPPP) and monitoring program plan for the construction activity requiring the construction permit; and records of all inspections, compliance and non-compliance reports, evidence of self-inspection and good housekeeping practices.

The SWPPP will contain construction best management practices (BMPs) that will restrict the discharge of sediment and runoff into the streets and local storm drains. Thus, the project’s construction will not result in the generation and discharge of contaminated runoff since the project Applicant will be required to implement the construction BMPs identified in the SWPPP.

In addition, the proposed project must comply with Section 8.36.110 – Control of Pollutants from New Developments/Redevelopment Projects, which require the design and implementation of post-construction BMPs to reduce stormwater pollution. In order to comply with that section of the Code, the project Applicant will be required to prepare a Low Impact Development (LID) plan prior to the completion of the project’s construction

phase. This LID plan will identify post-construction BMPs that will filter polluted runoff and will remove contaminants of concern prior to the discharge or percolation of runoff. From there, filtered water will either percolate into the ground, or may be discharged off-site via the local stormwater infrastructure. Thus, the project's implementation will not increase the rate or amount of surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. As a result, the potential impacts are considered to be less than significant.

B. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? • Less than Significant Impact.

The grading and trenching that would be undertaken to accommodate the building footings, parking garage (for Project A), utility lines, and other underground infrastructure such as stormwater appurtenances and double check detector assemblies will not extend to depths required to encounter groundwater. The geologists who prepared the geotechnical reports for both projects failed to encounter groundwater from exploratory borings.¹⁰⁴ Therefore, no direct construction related impacts to groundwater supplies, or groundwater recharge activities would occur. The proposed project will be connected to the City's water lines and would not result in a direct decrease in underlying groundwater supplies. As a result, the impacts are anticipated to be less than significant.

C. Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? • Less than Significant Impact.

The site's drainage characteristics will be altered upon completion of the proposed project. With the exception of the parcel located at 116 North Poplar Avenue, all of the parcels contain at-grade pervious surfaces. Stormwater runoff on these parcels either percolates into the ground through the soft surfaces, evaporates, or is conveyed and discharged off-site into the street or nearby storm drains. Following construction and incorporation of

¹⁰⁴ LK Engineering, Inc. *Geotechnical Investigation Report – Proposed 4-Story Apartment Building*. Report dated October 2, 2020. AND.
LK Engineering, Inc. *Geotechnical Investigation Report – Proposed 3-Story Apartment Building*. Report dated August 20, 2020.

LID BMPs, residual runoff may percolate into the ground or be discharged into the local storm drains in a controlled manner. As indicated previously, the project sites are located 500 feet west of the channelized Rio Hondo. Construction activities will be restricted to the designated project sites and the implementation of the proposed project will not alter the course of the Rio Hondo. Furthermore, Poplar Avenue is paved, and any runoff discharged off-site will not result in erosion or siltation.

As indicated previously, the project Applicant will be required to install various stormwater controls identified in the mandatory LID report. These BMPs will either promote the percolation of excess runoff into the ground or will facilitate the control discharge of excess runoff into the local storm drains. Therefore, the risk of off-site erosion and/or siltation will be minimal given the reduced water runoff and the lack of pervious surfaces outside of the project site. Thus, the project's implementation will not substantially increase the rate or amount of surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. As a result, the potential impacts are considered to be less than significant.

D. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? • Less than Significant Impact.

The two project sites are located within the National Flood Insurance Program's Zone X. Areas that are located within Zone X are not subject to 500-year flooding events.¹⁰⁵ Additionally, the two project sites are situated outside of a dam inundation zone, including the inundation zone for the Whittier Narrows Dam.¹⁰⁶ It is important to note that the two project sites are situated at a higher elevation than the Rio Hondo, which has been channelized. Therefore, the local topography and nature of the Rio Hondo minimizes the risk of exposure to flood hazards. The two project sites are also located outside of a tsunami risk zone. Furthermore, the two project sites would not be subject to flooding as a result of a seiche occurring in the Rio Hondo. A seiche is referred to as a standing wave oscillating in an enclosed or semi-enclosed body of water.¹⁰⁷ The lack of water in the Rio Hondo restricts the occurrence of seiches. Since the two project sites are located outside of any flood zone, tsunami risk zone, or seiche zone, the proposed project is unlikely to be inundated and the potential impacts are considered to be less than significant.

¹⁰⁵ City of Montebello. *Hazard Mitigation Plan*. Plan dated January 2017.

¹⁰⁶ Ibid.

¹⁰⁷ United States National Oceanic and Atmospheric Administration. *What is a seiche?*
<https://oceanservice.noaa.gov/facts/seiche.html>.

E. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • Less than Significant Impact.

Governor Edmund G. Brown signed into law the Sustainable Groundwater Management Act (SGMA) on September 16, 2014, which is comprised of three bills: AB-1739, SB-1168, and SB-1319. The SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans.¹⁰⁸ The City of Montebello is not located within a high or medium priority basin.¹⁰⁹ Therefore, the City is not subject to a groundwater management plan. As stated throughout this section, the project Applicant will be required to prepare a SWPPP and LID plan in order to comply with the City's Municipal Code as well as with the provisions established under the federal Clean Water Act. The inclusion of the recommended BMPs will ensure impacts to water quality remain at levels that are considered to be less than significant.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts to hydrology/water quality will result from the proposed project's implementation. As a result, no mitigation is required.

¹⁰⁸ California State Water Resources Control Board. *SGMA Groundwater Management*.
<https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management>

¹⁰⁹ California State Water Resources Control Board. *California Sustainable Groundwater Management Act Unmanaged Areas*.
<https://gispublic.waterboards.ca.gov/portal/home/webmap/viewer.html?webmap=33be434cc60740d095f296c5d2432897>.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion:

Would the project:

A. Physically divide an established community? • No Impact.

The two project sites are located in the midst of a residential neighborhood. The surrounding land uses are described in detail below:¹¹⁰

- *North of Sites.* Multiple-family residential abuts the two project sites to the north.
- *South of Sites.* A motel abuts Project A to the south. This motel has frontage along Whittier Boulevard. Conversely, a quadruplex abuts Project B to the south.
- *East of Sites.* Two undeveloped parcels abut Project A to the east. These parcels are covered over in dilapidated asphalt and concrete and contain unmaintained ruderal vegetation. Meanwhile, Poplar Avenue extends along the east side of Project B.
- *West of Sites.* Poplar Avenue extends along the west side of Project A, while an existing alley extends along the west side of Project B. Additional multiple-family residential development is located further west of both sites.

The issue is specifically concerned with the expansion of an inconsistent land use into an established community assuming that an “established community” refers to a residential neighborhood. The proposed residential use will continue to be confined within the project site’s boundaries. The project’s implementation would not affect the adjacent residential

¹¹⁰ Field Survey. Survey was conducted on November 19, 2020.

development. As a result, the project will not lead to any division of an existing established neighborhood and no impacts would occur.

B. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? • Less than Significant Impact.

As indicated previously, the two project sites are currently zoned as R-3. The proposed project will require the approval of a Planned Development with Density Overlay and Height Overlay; a Site Plan Review; a Parking Management Plan; a Development Agreement; and other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits. With approved of the requested entitlements, the projects will be consistent with the provisions of the Montebello Municipal Code (“MMC”).

Furthermore, the projects, including the proposed Planned Development with Density Overlay and Height Overlay, would be consistent with the general intent of the zoning regulations and with the City’s General Plan. The projects do not propose any subdivision and there is no applicable specific plan.

Per Section 17.02.020 of the MMC, the purpose of the zoning code is “to permit the most compatible use of land within the city, consistent with the needs of residential, commercial and industrial developments, and the promotion of the public health, safety, welfare and general prosperity of the city and its residents.” Both projects are of the high-quality design and have a layout with a scale and massing harmonious with the area. The project would be compatible with the existing residential uses in the vicinity of the project sites, and would contribute to the City’s residential needs.

One policy of the Land Use Element of the General Plan is that “Residential development of varying densities and housing types should be compatible among themselves and with adjacent commercial and industrial development”. Another policy of the same element states “Opportunities for a variety of living needs should be available in various locations throughout the City”. For both project sites, separate parcels will be combined to form a single building site which in turn creates opportunities for excellence in design, site layout, and more efficient vehicular and pedestrian access. Both Project A and Project B are of high-quality architectural design and offer amenity-rich rental housing opportunities not commonly found in the City of Montebello. This would be consistent with the General Plan’s policy of provide varying housing types and opportunities for a variety of living needs in the City.

A stated purpose of the 2016-2021 Housing Element is “to review development standards to improve site design, architectural quality, and livability of multi-family units”. The 2016-2021 Housing Element contemplated updating the Zoning Standards for the R-3 zone to accommodate the additional housing needs identified in the Regional Housing Needs Assessment (RHNA); however, these revised standards have not been codified. The project design for both sites’ layout is efficient and self-contained with on-site amenities and parking. The projects utilize efficient design concepts and are integrated into the neighborhood and are therefore compatible with the surrounding uses. In addition, the new residents will support and enhance demand for commercial services from the nearby business districts in the City.

Other stated purposes of the 2016-2021 Housing Element are “to minimize governmental constraints, market constraints, and environmental constraints that may impede the development of new housing,” and “to address future housing needs by expanding housing opportunities in the City.” The R-3 Multiple Family Residential Zone standards provide a significant impediment to the development of modern and efficient residential units. The projects would utilize the MMC’s Planned Development provisions with a Density Overlay and Height Overlay to achieve additional density and certain deviations from the R-3 development standards to expand housing opportunities in the City and meet the goals of the City’s Housing Element. The projects would make a substantial contribution towards meeting the City’s RHNA allocation, including its affordable housing allocation, consistent with the goals and policies of the General Plan Housing Element.

The projects would also support the following policies of the 2016-2021 Housing Element related to affordable housing:

- Policy 4.1. The City will continue to encourage the development of affordable housing throughout the community.
- Policy 4.5. The City will continue to encourage development of new housing in proximity to public services, transportation routes, and other community facilities.
- Policy 4.6. The City will encourage the establishment of a variety of affordability levels in multiple-projects.

Consistent with Policy 4.1, the projects would include a total of 32 units affordable to lower-income households (30 in Project A and 2 in Project B). Consistent with Policy 4.5, these units would be constructed in proximity to nearby public transportation routes and other community facilities. Consistent with Policy 4.6, the projects would be mixed-income projects with a variety of affordability levels, both market-rate and affordable to lower-income households. As a result, the potential impacts are considered to be less than

significant.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts regarding land use/planning will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
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?				X

Discussion:

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? • No Impact.

The project sites are not located in a Significant Mineral Aggregate Resource Area (SMARA), nor are they located in an area with active mineral extraction activities. As indicated previously, the two project sites are currently occupied by existing residential units. There are no existing resource extraction activities occurring within either of the project sites. A review of the California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no oil wells located within the two project sites.¹¹¹ As a result, no impacts to mineral resources will occur.

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? • Less than Significant Impact.

As indicated previously, there are no mineral, oil, or energy extraction and/or generation activities located within the project sites. Moreover, the two project sites are not located within any SMARA identified by the California State Department of Conservation. Lastly, no rare minerals or building materials will be used in the project's construction. Therefore, no impacts will result from the implementation of the proposed project.

¹¹¹ California State Department of Conservation. *Well Finder*. <https://maps.conservation.ca.gov/doggr/wellfinder/#/-118.09624/34.01145/16>.

MITIGATION MEASURES:

The preceding analysis determined that no impacts to mineral resources will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Generation of excessive ground-borne vibration or ground-borne noise levels?			X	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 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?				X

Discussion:

Would the project result in:

- A. *The generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact.*

Characteristics of Noise and Sound

Sound can be described as mechanical energy propagated as audible pressure waves (vibrations) through liquid or gaseous (such as air) mediums to a noise receiver (like a human ear). Noise can be described as loud, unexpected, or unwanted sound. Sound is characterized by two properties: frequency (or pitch) and amplitude (or loudness). Frequency is the measure of the speed of vibration and is expressed in terms of cycles per second, or Hertz (Hz). Amplitude is a measure of the size of the vibration and is expressed logarithmically using decibels (dB). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted using ordinary arithmetic. For example, a doubling of sound energy corresponds to a 3.0 decibel increase.¹¹² Typical noise levels for everyday

¹¹² California Department of Transportation. *Noise Study Report Annotated Online*. Report dated April 2015.

activities and equipment is presented below.

Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet fly-over at 1000 feet	— 110 —	Rock band
Gas lawn mower at 3 feet	— 100 —	
	— 90 —	
Diesel truck at 50 feet at 50 mph	— 80 —	Food blender at 3 feet Garbage disposal at 3 feet
Noisy urban area, daytime	— 70 —	Vacuum cleaner at 10 feet Normal speech at 3 feet
Gas lawn mower, 100 feet Commercial area	— 60 —	
Heavy traffic at 300 feet	— 50 —	Large business office Dishwasher next room
Quiet urban daytime	— 40 —	Theater, large conference room (background)
Quiet urban nighttime	— 30 —	Library
Quiet suburban nighttime	— 20 —	Bedroom at night, concert hall (background)
Quiet rural nighttime	— 10 —	Broadcast/recording studio
	— 0 —	
Lowest threshold of human hearing		Lowest threshold of human hearing

Source: Caltrans 2013.

Human hearing is limited to a specific frequency range and most individuals are sensitive to the frequency range of 1,000-8,000 Hz. Thus, in order to replicate the capacity of human hearing, sound is typically measured using the A-weighted setting and is expressed in dBA. The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds.¹¹³

Noise attenuates with distance. The rate of attenuation varies based on the source. There are two types of noise sources: point sources and line sources. A point source is a source that radiates sound spherically, while a line source consists of multiple point sources moving in one direction.¹¹⁴ Examples of point sources include construction equipment and drive-thru speaker boxes. An example of a line source would be a continuous stream of traffic travelling along a roadway. Noise emanating from point sources attenuates at a rate of 6.0 dB for every doubling of the distance, while noise emanating from a line source attenuates at a rate of 3.0 dB for every doubling of the distance.¹¹⁵ Furthermore, the type of ground cover will also contribute to a reduction of noise levels. Noise that is propagated over pervious or soft surfaces such as grass attenuates an additional 1.5 dB per doubling of the distance.¹¹⁶

¹¹³ California Department of Transportation. Noise Study Report Annotated Online.

¹¹⁴ United States Department of Transportation – Federal Highway Administration. *FHWA Highway Construction Noise Handbook*. Final Report Dated August 2006.

¹¹⁵ Ibid.

¹¹⁶ Ibid.

Ambient Noise Environment

Multiple sets of noise measurements were collected from various locations in order to establish the environmental baseline. A total of 500 noise measurements were collected along both sides of Poplar Avenue. An additional set of 160 noise measurements were collected from within the parking area occupying 116 North Poplar Avenue (Project Site A). The noise measurements were collected using a Sper Scientific Sound Meter Type 1 #840015, which meets IEC 61672-1:2013 Class 1 and ANSI S1.4:2014 Type 1 requirements for sound meters.

These noise measurements were recorded on a Monday between the hours of 10:00 am and 10:45 am. The sound meter was calibrated according to factory standards prior to each measurement period. To collect noise measurements, the meter was set to “A” weighted at a slow response. The sound meter was positioned approximately five feet above ground surface using a tripod. Temperatures were mild (66 degrees) and a minimal amount of cloud cover was present. Table 6 provided below shows the average, maximum, minimum, and median noise measurements collected during the measurement period.

Sources of noise that contributed to the ambient noise environment during the measurement period include landscape equipment; roadway noise emanating from Poplar Avenue and Whittier Boulevard; people conversing; back-up alarms from trucks; loading activity occurring within nearby commercial uses; car doors slamming; and planes travelling above.

Table 6
Noise Measurements

Value	Location 1 Poplar Avenue	Location 2 Project Site A
Maximum	78.4 dBA	62.1 dBA
Median	53.7 dBA	51.3 dBA
Minimum	43.3 dBA	45.3 dBA
Average	55.6 dBA	51.3 dBA

Construction Noise

The project’s construction noise levels were estimated using the Federal Highway Administration’s (FHWA) Roadway Construction Noise Model Version 1.1. The pieces and number of equipment that will be utilized was taken from the project description. The distance used between the construction activity and the nearest sensitive receptors varied

depending on the individual equipment. The results of the construction noise analysis are presented in Table 7 shown on the following page.

Table 7
Estimated Noise Levels for Each Phase of Construction

Project Site A						
Value	Demolition	Site Preparation	Grading	Shoring/Building Construction	Paving	Architectural Coatings
Average	79.7 dBA	78.4 dBA	77.5 dBA	79.2 dBA	73.9 dBA	78.1 dBA
Project Site B						
Value	Demolition	Site Preparation	Trenching	Building Construction	Paving	Architectural Coatings
Average	80.6 dBA	80.7 dBA	79.5 dBA	81.0 dBA	78.2 dBA	81.6 dBA

As shown in Table 7, the construction noise levels are expected to average between 81 and 82 dBA during the noisiest phases of construction. Construction noise is anticipated to be greater for Project B even though Project B's construction will require fewer equipment (due to the size of the project site and the scale of the development) since the adjacent sensitive receptors are closer to Project Site B. It is important to note that noise begins to attenuate later on in construction due to the erection of the building's exterior and the use of smaller power tools such as hammers and circular saws. Noise generated during the shoring and piling phase for Project A will be lower than estimated on the model since these activities would take place below grade. Furthermore, noise resulting from the placement of piles will be attenuated by the concrete retaining walls that will be installed during the shoring phase.

Construction noise is regulated under Title 9, Chapter 9.08 – Offenses Against Public Peace, Section 9.08.050 – Loud and Raucous Noise, which according to Section 9.08.050.1 – *Construction or Repairing of Real Property* identifies the following as raucous noise:

“Noise sources associated with construction, demolition, grading, repair or remodeling of any real property other than between the hours of seven a.m. and eight p.m. on weekdays (Monday through Friday), and nine a.m. to six p.m. on Saturdays, Sundays and legal holidays, except in the case of an emergency where such action is immediately required to prevent injuries to persons or damage to property as determined by the director of building and safety or his designated representative;”

Construction will occur between the hours identified above in the City's Municipal Code and is therefore consistent with the applicable provisions of the municipal code in regard to the generation of loud and raucous noise. The City has not established a threshold of significance for construction noise. Nevertheless, Section 14-8.02 - Noise Control of the California Department of Transportation Standard Specifications provides information that can be considered in determining whether construction would result in adverse noise impacts.¹¹⁷ As stated in Section 14-8.02 Noise Control of the Standard Specifications:¹¹⁸

“Control and monitor noise resulting from work activities. Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.”

As shown in Table 8, construction noise is not anticipated to exceed Caltrans' construction noise thresholds. As a result, the project's construction noise impacts are considered to be less than significant.

Operational Noise

The project's operation will generate a minimal amount of noise. Typical sources of outdoor noise from residential development includes: landscaping equipment such as lawn mowers (which generate an average of 77.6 dBA), weed whackers (which generate an average of 75.1 dBA), hedge trimmers (which average 75.6 dBA), and leaf blowers (which average 81.6 dBA); small and large breed dogs, which average between 78.1 dBA and 101.5 dBA; pool filtration equipment, which generates an average of 75.1 dBA; air conditioning units, which average 64.5 dBA from a distance of eight feet from the source; and trash trucks, which average 67.8 dBA.¹¹⁹ These noise measurements were also collected using the Sper Scientific Type 1 Sound Meter Model 840015. Operational noise generated on-site will be subject to attenuation from the new concrete block walls, which will attenuate noise by a minimum of 8.0 dBA.¹²⁰ As a result, the potential impacts in regard to construction and operational noise is considered to be less than significant.

¹¹⁷ California Department of Transportation. *Traffic Noise Analysis Protocol, Section 3.2 – Construction Noise Impacts*. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/traffic-noise-protocol-april-2020-a11y.pdf>

¹¹⁸ California Department of Transportation. *Standard Specifications, Section 14-8 Noise and Vibration, 14-8.02 Noise Control*. <https://dot.ca.gov/-/media/dot-media/programs/design/documents/f00203402018stdspecs-a11y.pdf>

¹¹⁹ Ceqaology. *A Compilation of Noise Measurements for Urban Planners*. 2020.

¹²⁰ California Department of Transportation Technical Noise Supplement to the Traffic Noise Analysis Protocol.

B. Generation of excessive ground-borne vibration or ground-borne noise levels? • Less than Significant Impact.

As indicated previously, Project A will require the removal of 26,750 cubic yards of unsuitable soil. The average tandem haul truck has a capacity of 20 cubic yards. Assuming the maximum load of 20 cubic yards per haul truck, a total of 1,337 haul trucks will be required. The removal of the on-site soils will last no longer than two weeks. Nevertheless, the haul trucks will serve as a source of ground-borne noise and vibration. Poplar Avenue is maintained, with no potholes and minimal cracks. These conditions will minimize the propagation of ground-borne vibration. The shoring phase will require the use of drill rigs in order to accommodate the subterranean parking and structural piles. According to the Federal Highway Administration, drill rigs are not classified as impact devices.

Once occupied, the proposed project will generate a net increase of 462 daily trips per day along Poplar Avenue, which is classified as a collector street capable of accommodating 15,000 vehicles per day. Thus, the increase in the number of daily trips will not be significant enough to result in a doubling of traffic volumes (a doubling of traffic volumes results in an increase of 3.0 dBA). As a result, the potential impacts from ground-borne noise and vibration are expected to be less than significant.

C. For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • Less than Significant Impact.

The project sites are not located within two miles of a public or private airport. Therefore, the proposed project will not expose people residing in the project area to excessive noise levels and no impacts regarding excessive airport noise will occur.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts regarding noise will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

Discussion:

Would the project:

A. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? • Less than Significant Impact.

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The two project sites are currently occupied by 43 existing residential units.
- *Extension of roadways and other transportation facilities.* The project will utilize the existing roadways, driveways, and sidewalks.
- *Extension of infrastructure and other improvements.* The project will utilize the existing infrastructure, though new utility lines will be installed within the two sites. Nevertheless, the installation of new utility lines will not lead to subsequent development elsewhere since these new utility lines will serve the project only.
- *Major off-site public projects (treatment plants, etc.).* The project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.

- *The removal of housing requiring replacement housing elsewhere.* The two project sites collectively contain 43 rental units. The project Applicant will provide a relocation assistance payment that will assist the tenants in moving and securing another unit.
- *Additional population growth leading to increased demand for goods and services.* The project will add an estimated 507 new residents to the City.
- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed project is an infill development that will utilize existing roadways and infrastructure. The new utility lines that will be provided will not extend into undeveloped areas and will not result in unplanned growth. According to the Growth Forecast Appendix prepared by SCAG for the 2020-2045 Connect SoCal plan, the City of Montebello is projected to add a total of 3,900 residents through the year 2045.¹²¹ The proposed project's potential growth is anticipated to be 507 persons, which is based on the ratio of 3.25 persons per household identified by the United States Census Bureau.¹²² The number of residents that will be added is well within SCAG's growth forecast of 3,900 residents for the City. In addition, the project is in conformance with SCAG's regional sustainable development policies that promote infill development. As a result, less than significant impacts will occur.

B. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? • Less than Significant Impact.

As stated previously, the two project sites are presently developed with a total of 43 dwelling units. The parcel that corresponds to 116 North Poplar Avenue is presently occupied by four, two-story apartment buildings totaling 22,538 square feet and containing 27-units, while the parcel that corresponds to 128 North Poplar Avenue is occupied by four single family units and a two-story 8-unit apartment complex totaling 11,101 square feet of floor area. Finally, the parcel that corresponds to 136 North Poplar Avenue is occupied by two single family units totaling 1,974 square feet. Meanwhile, the parcel that corresponds to 129 North Poplar Avenue is occupied by an existing 1,233 square foot single-family dwelling of Spanish Architecture. Lastly, the parcel that corresponds to 133 North Poplar Avenue is occupied by an existing 1,090 square foot single-family dwelling of Tudor

¹²¹ Southern California Association of Governments. *Current Context – Demographics and Growth Forecast (which is part of their 2020 initiative Connect SoCal)*. Report prepared on September 3, 2020.

¹²² United States Census Bureau. *QuickFacts – Montebello city, California*.
<https://www.census.gov/quickfacts/montebellocitycalifornia>.

architecture.¹²³ The units that occupy the project site are currently rented out at market rate and are not subject to a rent stabilization ordinance. Since the project will not affect any rent stabilized or deed-restricted affordable units, the potential impacts are considered to be less than significant.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts to population/housing will result from the proposed project's implementation. As a result, no mitigation is required.

¹²³ Los Angeles County Tax Assessor and the California Regional Multiple Listing Service.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			X	
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Discussion:

Would the project:

A. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: Fire protection services; Police protection; Schools; Parks; other Governmental facilities? • Less than Significant Impact.

Fire

The City of Montebello is currently served by the Montebello Fire Department, which operates three stations located throughout the City. The Department employs a total of 54 personnel and the average response times in the City is four minutes and 47 seconds for emergency medical services and five minutes and 32 seconds for the fire department.¹²⁴ The closest fire station to the project site is Station 55, located 0.75 miles to the northwest at 600 North Montebello Boulevard. The proposed project will be subject to review and

¹²⁴ City of Montebello General Plan. *Safety Element*. Plan dated January 2017.

approval by the Montebello Fire Department to ensure that safety and fire prevention measures are incorporated into the project. As part of the project review process, the Montebello Fire Department will review the project and make recommendations for fire protection services and fire flow rates. Depending on the outcome of the review, any required improvements to the water system (e.g. additional hydrants) would be provided at the expense of the Applicant. Lastly, the proposed project will be required to adhere to the State and local fire code. As a result, the potential impacts to fire services are considered to be less than significant.

Police

The Montebello Police Department (MPD) is a full-service organization committed to traditional values of close community involvement. The agency is authorized for 75 police officers, 29 full time professional staff, and 17-part time civilian staff organized into three divisions: field services, investigative services, support services.¹²⁵ The police department headquarters is located at 1600 West Beverly Boulevard, a distance of 1.20 miles northwest of the two project sites. The proposed project will only place an incremental demand on police protection services since the project is not anticipated to be an attractor for crime due to the lack of unsecure open space. The Police Department will review the site plan for the proposed project to ensure that the development adheres to the Department requirements. Specifically, all security gates, monitoring systems, alarms, and walls will be under department review. Adherence to the abovementioned requirements will reduce potential impacts on police protection to levels that are less than significant.

Schools

The Montebello Unified School District serves the City of Montebello, as well as portions of the cities of Bell Gardens, Downey, Rosemead, Pico Rivera, Monterey Park, City of Commerce, and unincorporated Los Angeles County.¹²⁶ The closest schools to the project sites include Fremont Elementary School, located 0.75 miles to the northwest; Montebello Intermediate School, located one mile to the west; and Montebello High School, located 1.27 miles to the west.¹²⁷

As stated throughout this document, the proposed project will involve the replacement of 43 dwelling units with 156 new apartment units. The project will result in a population increase of 507 residents. Student generation rates are provided in the District's School Fee Justification Study. According to the School Fee Justification Study, multiple family

¹²⁵ City of Montebello General Plan. *Safety Element*. Plan dated January 2017.

¹²⁶ Caldwell Flores Winters, Inc. *Justification Report for the Montebello Unified School District*. Report dated March 2008.

¹²⁷ Google Earth. Site accessed December 1, 2020.

development generates an average of 0.502 Kindergarten through 5th grade students per unit, 0.268 middle school (6th through 8th grade) students per unit, and 0.127 high school (9th through 12th grade) students per unit.¹²⁸ Therefore, the proposed project is anticipated to add 78 new elementary school students, 41 new middle school students, and 20 new high school students. The project Applicant will be required to pay all pertinent school impact fees to the District. Pursuant to SB-50, payment of fees to the applicable school district is considered full mitigation for project-related impacts. As a result, less than significant school-related impacts are anticipated to occur.

Parks

The City's General Plan Parks and Recreation Element identifies a park standard of four acres of park and recreational space per 1,000 residents. The City has never been in conformance with that standard. Nevertheless, the project Applicant will be required to pay all pertinent in-lieu parkland fees. In addition, the proposed project will include a total of 35,010 square feet of open space between Project A and B. As a result, the potential impacts to park service will be less than significant.

Library/Gov

Library services are provided to the City by the County of Los Angeles. There is one library located in the City. This library is located at 1550 West Beverly Boulevard. The project is not anticipated to result in a deterioration of library services since the Applicant will be required to pay development impact fees, which could be used to offset any increase in demand. In addition, no new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services. The proposed project will not directly increase demand for governmental services. As a result, less than significant impacts are anticipated.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts to public services will result from the proposed project's implementation. As a result, no mitigation is required.

¹²⁸ Caldwell Flores Winters, Inc. *Justification Report for the Montebello Unified School District*. Report dated March 2008.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.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?			X	
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?				X

Discussion:

Would the project:

A. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? • Less than Significant Impact.

The closest park facilities to the project sites include Grant Rea Park, located one-half of a mile northeast, and Rodriguez Park, located 0.63 miles to the southwest.¹²⁹ The proposed project is a request to construct approximately 156 new apartment units spread over two complexes located along both sides of Poplar Avenue. These two apartment buildings will include a total of 35,010 square feet of open space. In addition, the project will also include various amenities such as a gym, water feature and pool, children's play area, and barbeque areas. Due to the nature of the proposed project, the City parks and recreational services may experience an increase in use. Nevertheless, the subsequent increase in usage of City parks and recreational services will not be enough to result in a deterioration of park and recreational services since the developer will be required to pay park development fees. The payment of the in-lieu park fee will allow the City to construct/expand new or existing facilities. Therefore, less than significant impacts will result and no mitigation is required.

¹²⁹ Google Maps. Site accessed December 2, 2020.

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? • No Impact.

As indicated previously, the proposed project will include a total of 35,010 square feet of open space. In addition, various recreational amenities such as a gym, children's playground, a pool and water feature, and barbeque areas. This open space will be constructed within the confines of the two project sites and no outside areas will be disturbed to accommodate the installation of the aforementioned amenities. As a result, no impacts will occur.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts to recreation will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?			X	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d. Result in inadequate emergency access?			X	

Discussion:

Would the project:

- A. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? • Less than Significant Impact.*

A Traffic Impact Analysis dated January 8, 2021, was prepared for the project by Jano Baghdanian & Associates, Inc. In addition, a separate supplement to the original traffic impact analysis was prepared dated September 27, 2021. The supplement to the original traffic impact analysis analyzed the traffic impacts of both Project A and B. In addition, the supplemental traffic impact analysis included revisions to the related projects list. The traffic impact analysis was prepared under the oversight of the City. After a consultation with the City of Montebello Traffic Engineering Consultant, it was determined that a total of five signalized intersections would be analyzed and evaluated for potential project related traffic impacts. In addition, a total of four roadway segments were also analyzed for project related traffic impacts.¹³⁰ These intersections and roadway segments include the following:

- (1) Beverly Boulevard & Poplar Avenue;
- (2) Whittier Boulevard & 5th Street;

¹³⁰ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

- (3) Whittier Boulevard & 4th Street;
- (4) Whittier Boulevard & 2nd Street; and,
- (5) Whittier Boulevard & 1st Street/Bluff Road.

Roadway Segments:

- 1) Poplar Avenue, just north of the project sites;
- 2) Poplar Avenue, just south and west of the project sites;
- 3) Whittier Boulevard, west of 1st Street and Bluff Road; and,
- 4) Whittier boulevard, east of 1st Street and Bluff Road.¹³¹

The method used to analyze the required intersections is the Intersection Capacity Utilization (ICU) as is required by the City of Montebello's *Guidelines for Process and Requirements for Traffic Impact Study (TIS) Reports*. This method was used to evaluate the Level of Service (LOS) at each intersection by first determining their respective volume-to-capacity ratios. This traffic study further includes an analysis of Los Angeles County Metropolitan Transportation Authority intersections and freeway monitoring stations to determine if a Congestion Management Program (CMP) impact analysis would be required for the proposed project.¹³² The following scenarios were evaluated in this analysis:

- (1) Existing Traffic Conditions;
- (2) Existing Plus Project Traffic Conditions;
- (3) Future Year (2022) Without Project Traffic Conditions;
- (4) Future Year (2022) With Project Traffic Conditions;
- (5) Horizon Year (2035) without Project Traffic Conditions; and,
- (6) Horizon Year (2035) without Project Traffic Conditions.

The project sites are served regionally by the following freeways:

- The Interstate 5 Freeway, near the project sites, is a north/south freeway that provides regional access to and from all of the Los Angeles County area. The segment of the 5 freeway near the project sites consists of four mixed-flow travel lanes in each direction. Closest to the study area, there are off-ramps located at Washington Boulevard, Garfield Avenue, and Slauson Avenue.

¹³¹ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

¹³² Ibid.

- The Interstate 605 Freeway, near the project sites, is a north/south freeway that provides regional access to and from Orange County to the south. The segment of the 605 freeway near the project sites consists of four mixed-flow travel lanes and one High Occupancy Vehicle (HOV) lane in each direction. Nearest to the study area (approximately 2.2 miles to the east), there is an off-ramp located at Whittier Boulevard.
- The State Route 60 Freeway, near the project sites, is an east/west freeway that provides regional access from Los Angeles to the west and Riverside County to the east. The segment of the 60 freeway near the project sites consists of four-five mixed-flow travel lanes in each direction. Closest to the study area, there is an off-ramp located at Paramount Boulevard.

In addition, the two project sites are primarily served by the following surrounding roadways:¹³³

- *Whittier Boulevard* is an east-west “Major Roadway” to the south of the project sites that provides access to Los Angeles to the west and to the I-605 Freeway to the east. In the study area, Whittier Boulevard consists of two travel lanes in each direction and has a posted speed limit of 30 mph. Whittier Boulevard provides access directly to the project sites via 1st Street/Poplar Avenue and is part of the City of Montebello’s Bus Line 10.
- *Beverly Boulevard* is an east-west “Major Roadway” to the north of the project sites that provides access to Los Angeles to the west and to the I-605 Freeway to the east. In the study area, Beverly Boulevard consists of two travel lanes in each direction, includes a two-way left turn lane, and has a posted speed limit of 35 mph. Beverly Boulevard provides access directly to the project sites via Poplar Avenue and is part of the City of Montebello’s Bus Line 40.
- *Bluff Road* is a north-south “Collector Roadway” to the south of the project sites that provides access to and from Washington Boulevard. Nearest the study area, Bluff Road consists of one travel lane in each direction, is abutted by residential land uses, and has a posted speed limit of 25 mph.
- *Poplar Avenue* is a north-south “Collector Roadway” that borders the project sites. Poplar Avenue, via Whittier Boulevard and Beverly Boulevard, will provide access directly to the project’s driveways. Near the project sites, Poplar Avenue consists of one travel lane in each direction, is abutted primarily by residential land uses, and

¹³³ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

has a posted speed limit of 25 mph.

The project sites are currently occupied by 41 low-rise apartment units and two single family units. These units are proposed to be demolished as part of the proposed project. Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual 10th Edition* were used in this analysis and were approved by City Staff. As shown in Table 8 - Project Trip Generation, the project is forecast to result in 38 net new AM peak hour trips, 48 net new PM peak hour trips, and 579 net new daily trips.¹³⁴

Table 8
Project Trip Generation

Land Use	ITE Code	Size	Units	AM Peak Hour Trips				PM Peak Hour Trips				Daily Trips	
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total
New Project Land Use Added													
Multi-Family Housing (Mid-Rise)	221	140	DU	0.36	50	13	37	0.44	62	38	24	5.44	762
Multi-Family Housing (Low-Rise)	220	16	DU	0.46	7	1	6	0.56	9	6	3	7.32	117
Existing Land Use Removed													
Multi-Family Housing (Low-Rise)	220	41	DU	0.46	-19	-4	-15	0.56	-23	-14	-9	7.32	-300
Total Net Trip Generation					38	10	28	-	48	30	18	-	579

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the proposed project. The geographic distribution of project trips is based on the functional classification of streets in the vicinity, the magnitude of traffic volumes, as well as local knowledge of the roadway network. Based on the project trip generation shown in Table 8 and the regional trip distribution assumptions, a proposed study area for the traffic analysis was derived. The location and the number of the intersections to be analyzed was reviewed and approved by the Traffic Engineer Consultant. The following are a list of the study intersections (refer to Exhibit 25 for an illustration of the approaching lane geometries at the study intersections):

- (1) Beverly Boulevard & Poplar Avenue;
- (2) Whittier Boulevard & 5th Street;
- (3) Whittier Boulevard & 4th Street;

¹³⁴ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

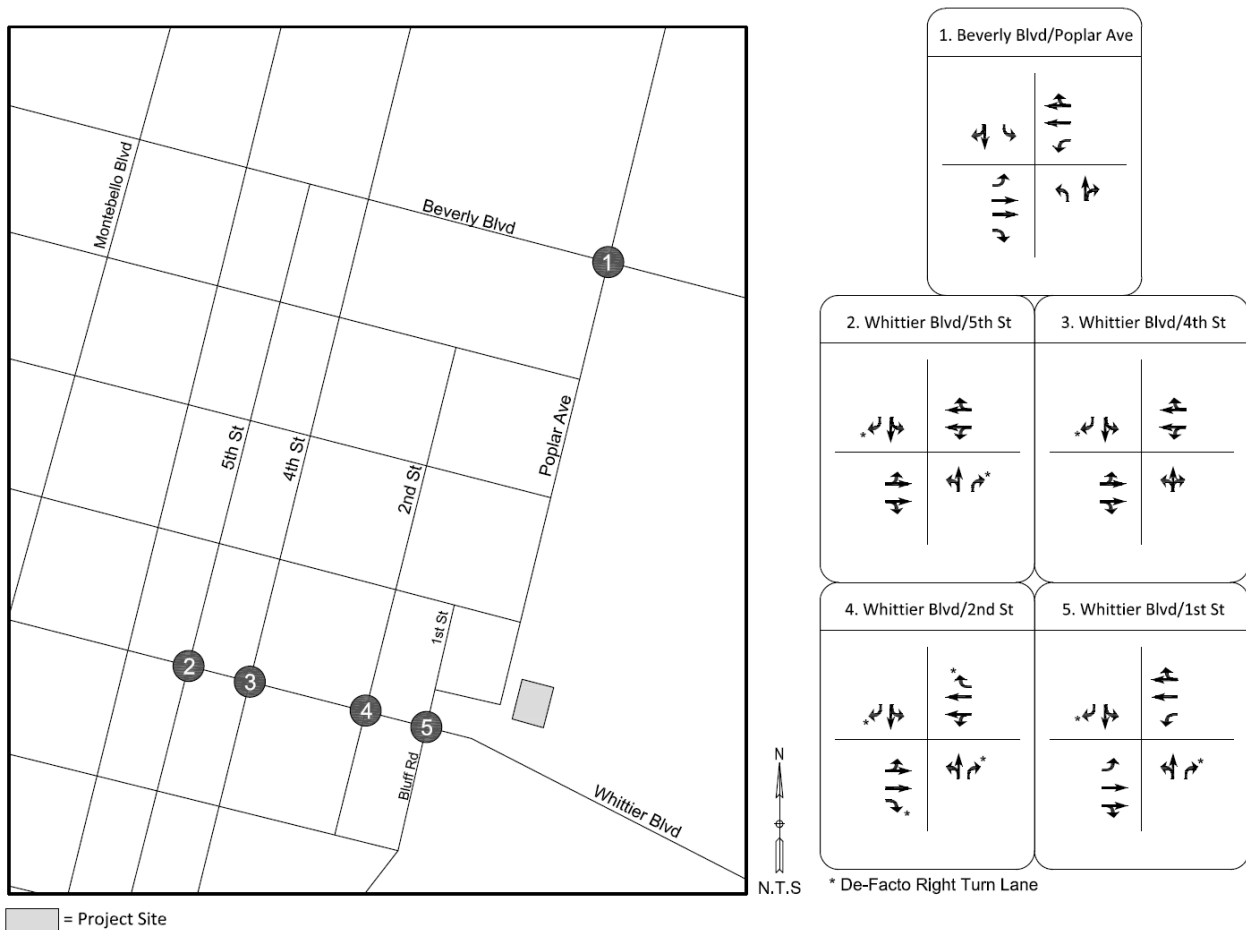


EXHIBIT 25

LANE CONFIGURATIONS AT STUDY INTERSECTIONS

SOURCE: JANO BAGHDANIAN & ASSOCIATES, INC.

- (1) Whittier Boulevard & 2nd Street; and,
- (2) Whittier Boulevard & 1st Street/Bluff Road.

When determining the lane geometries for an intersection with an unmarked curb lane, this analysis assumed the full capacity of a right turn lane when the unmarked lane width is at least 18 feet wide and when the “de-facto” right turn operation has been verified in the field.

Exhibit 26 illustrates the proposed project’s trip distribution at the study intersections, while Exhibit 27 shows the proposed project’s trip assignment at the study intersections. Traffic counts were obtained for vehicular turning movements at the following five study intersections (see Appendix A of this traffic study):

- (3) Beverly Boulevard & Poplar Avenue;
- (4) Whittier Boulevard & 5th Street;
- (5) Whittier Boulevard & 4th Street;
- (6) Whittier Boulevard & 2nd Street; and,
- (7) Whittier Boulevard & 1st Street/Bluff Road.

The counts were collected during typical commuter hours on July 29, 2020 to determine peak traffic counts.¹³⁵ In addition to the turning movement counts collected at the study intersections, two additional roadway segment counts (Average Daily Traffic) were collected at:

- Whittier Boulevard w/o 2nd Street, and
- Beverly Boulevard e/o Poplar Avenue.

Given the decline in traffic volumes due to COVID-19, the counts were compared against both the City’s Average Daily Traffic map and the 2015 Grade Separation Traffic Study Report to determine an appropriate adjustment factor to the collected counts. However, after reviewing the count data, a clear adjustment factor was not readily apparent when comparing average daily traffic volumes and previous turning movement count data.¹³⁶

¹³⁵ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

¹³⁶ Ibid.

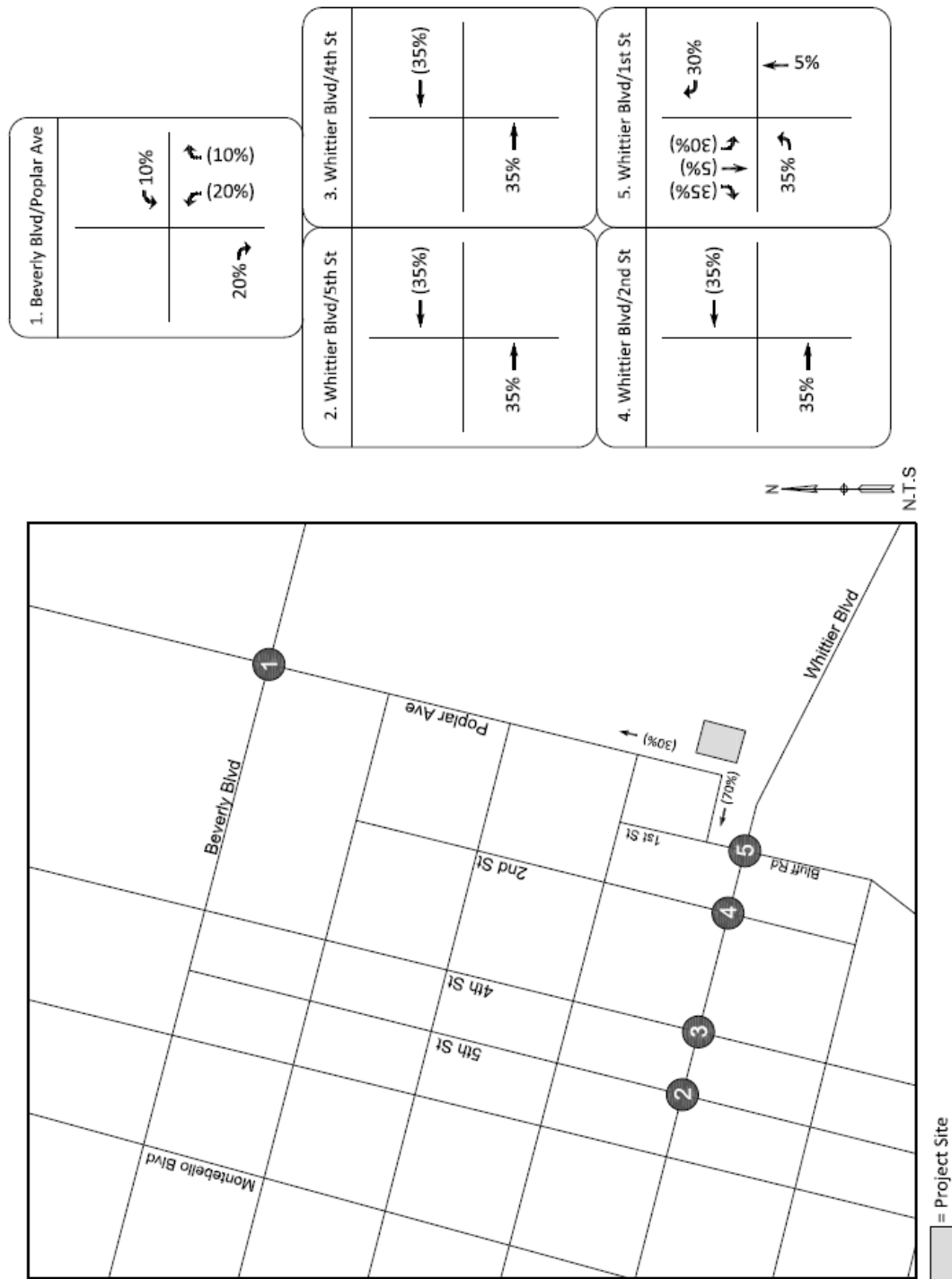


EXHIBIT 26

TRIP DISTRIBUTION AT STUDY INTERSECTIONS

SOURCE: JANO BAGHDANIAN & ASSOCIATES, INC.

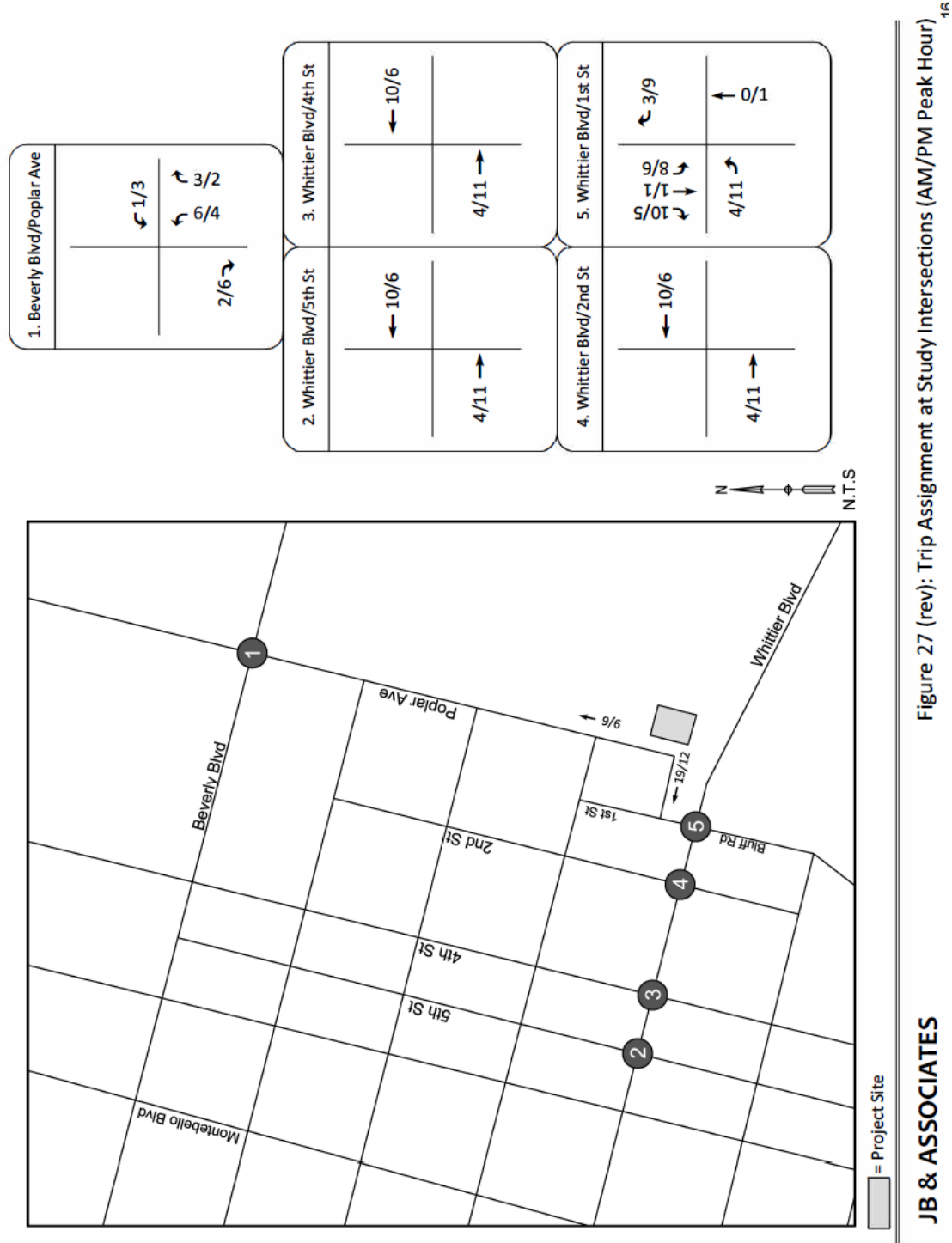


Figure 27 (rev): Trip Assignment at Study Intersections (AM/PM Peak Hour)

JB & ASSOCIATES

EXHIBIT 27

TRIP ASSIGNMENT AT STUDY INTERSECTIONS (AM/PM PEAK HOUR)

SOURCE: JANO BAGHDANIAN & ASSOCIATES, INC.

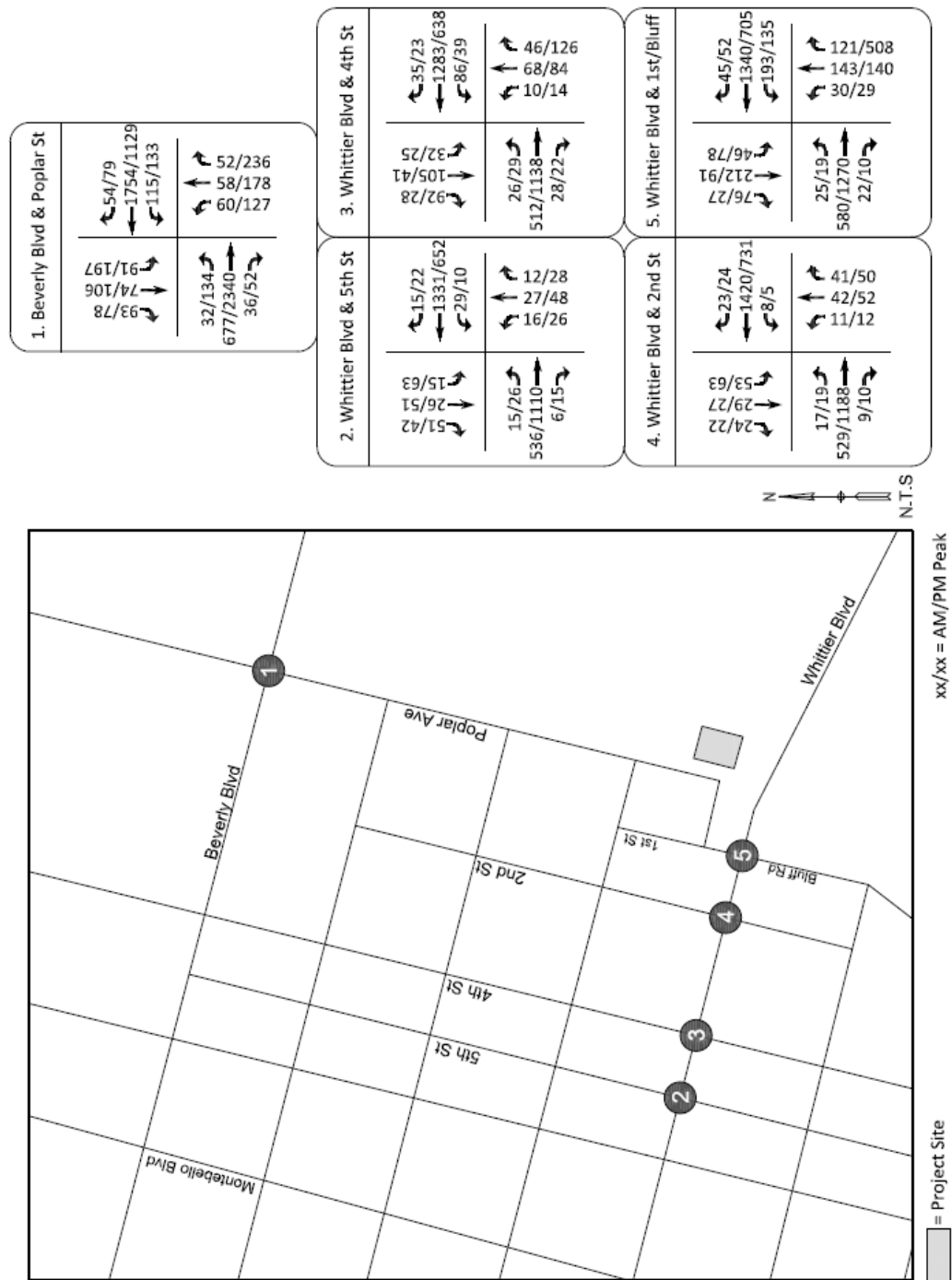


EXHIBIT 28

EXISTING (AM/PM PEAK HOUR) TRAFFIC VOLUMES

SOURCE: JANO BAGHDANIAN & ASSOCIATES, INC.

Because the collected traffic volumes during this COVID-19 pandemic are significantly different than previously collected traffic volumes (particularly when comparing the specific distributions at each intersection), this study uses the 2015 traffic counts collected as part of the Grade Separation Traffic Study and applies a growth factor to adjust them to projected 2020 baseline volumes. Through consultation with the City of Montebello Traffic Engineering Consultant, an eight percent growth factor was agreed to be applied to the counts collected in 2015 to bring them to a 2020 existing baseline. Exhibit 28 — Existing (AM/PM Peak) Traffic Volumes provides an illustration of the AM and PM peak-hour turning movement counts used for the study intersections.

With that said, the 2015 Grade Separation Traffic Study did not contain turning movement counts for the intersection of Beverly Boulevard and Poplar Avenue. Through consultation with the City's Traffic Engineer, the City recommended the use of a historical traffic count at the study intersection (collected in 1994) and to apply a growth factor to bring that count to a baseline 2020 traffic count. To determine an appropriate adjustment factor, the 2004 and 2010 versions of the *Los Angeles County Congestion Management Program* were again referenced. According to these documents, the Montebello region was projected to experience a 7.4 percent increase in traffic volumes between 2001 and 2010 (0.82 percent per year) and a 14.6 percent increase in traffic volumes between 2010 and 2020 (1.46 percent per year). Therefore, a 27.7 percent growth factor is proposed for the intersection of Beverly Boulevard and Poplar Avenue.¹³⁷

Future peak hour traffic projections for the study intersections have been evaluated to include growth due to related projects in development and ambient traffic growth. To understand the relative traffic impacts for the projected year of completion (2022), this traffic study analyzed potential traffic trips due to the development of related projects in the area. A list of related projects and their respective trip generations was provided by the City of Montebello.¹³⁸

To account for the future traffic growth not included in the above related projects list (i.e., continuing development and intensification of existing development), the existing traffic volumes were increased by an ambient growth rate to the anticipated year of completion (2022) and horizon year condition (2035). Per the *Los Angeles County Congestion Management Project (CMP)*, a total growth factor of 1.2 percent is expected in the project region between 2020 and 2025. Therefore, a one percent growth rate between the existing 2020 conditions and the opening year 2022 conditions would provide a conservative estimate of ambient growth to the opening year condition. Similarly, for the horizon year analysis, the CMP indicates that between 2020 and 2035, there would be a total growth of

¹³⁷ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

¹³⁸ Ibid.

3.6 percent (1.182-1.146). To again provide a conservative analysis of ambient growth, this study will conservatively use a five percent growth factor to project the 2020 traffic volumes to the horizon year study period (2035). Table 9 summarizes the ambient growth rates applied to the base year counts for each of the study conditions.

Table 9
Ambient Growth Rates Applied to Base Year Counts¹

Study Intersection	Base Year Counts	Total Growth Factor Applied to Base Year Counts		
		2020 (Existing)	2022 (Opening Year)	2035 (Horizon Year)
1 Beverly Blvd & Poplar Ave	1994	28%	29%	33%
2 Whittier Blvd & 5th St	2015	8%	9%	13%
3 Whittier Blvd & 4th St	2015	8%	9%	13%
4 Whittier Blvd & 2nd St	2015	8%	9%	13%
5 Whittier Blvd & 1st/Bluff	2015	8%	9%	13%

Growth rates derived from 2010 Los Angeles County Congestion Management Program

The related projects, along with their corresponding traffic volumes at the study intersections, can be viewed in Table 10 — Related Project Trip Generation and Exhibit 29 - Related Project Trip Assignment.

Table 10
Related Project Trip Generation

Project Name	Location	Land Use	Size	Unit	Daily Trips	Weekday Peak Hour					
						Morning			Evening		
						Inbound	Outbound	Total	Inbound	Outbound	Total
City Ventures	SEC Greenwood and Olympic	Multi-Family	44	DU	184	3	12	15	11	6	17
2113 West Whittier	2113 West Whittier	Multi-Family	67	DU	280	7	14	21	16	11	27
Mixed Use Project	501-525 West Whittier	Multi-Family	45	DU	188	3	13	16	11	7	18
		Hotel	130	Rms	1062	41	28	69	40	38	78
		Shopping Center	12	TSF	513	7	5	12	22	23	45
Whittier Blvd Townhomes	112 East Whittier	Multi-Family	60	DU	251	4	17	21	14	9	23
Montebello Hills Specific Plan	--	Residential	1200	DU	8675	139	527	666	558	297	855
Unnamed Project	501 S. Montebello Blvd	Multi-Family	29	DU	169	2	11	13	11	5	16
35 Olympic	815-825 Olympic Blvd	Multi-Family	35	DU	204	3	13	16	13	6	19

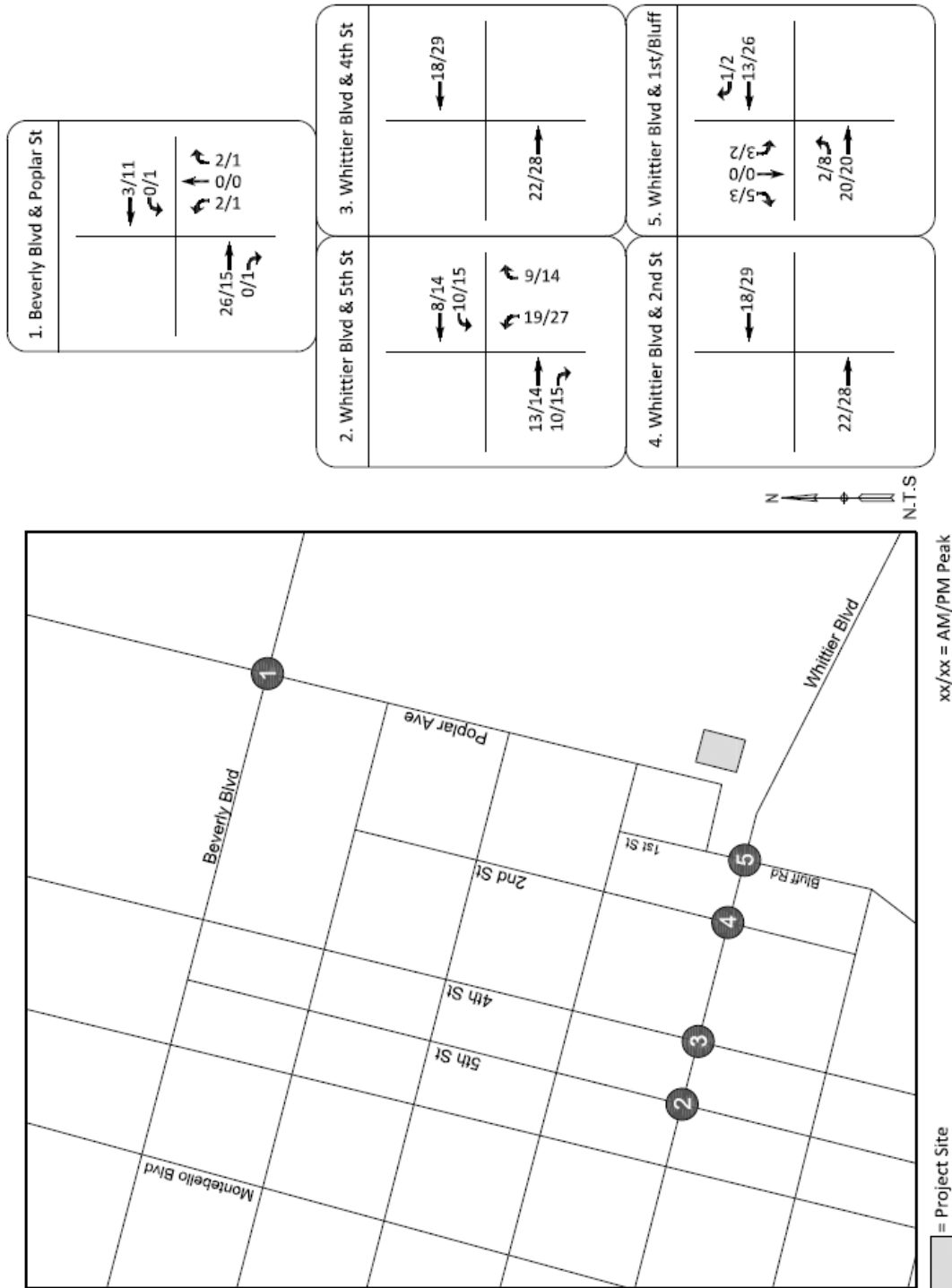


EXHIBIT 29

RELATED PROJECT TRIP ASSIGNMENT

SOURCE: JANO BAGHDANIAN & ASSOCIATES, INC.

For study intersections, the City of Montebello uses the Intersection Capacity Utilization (ICU) method to analyze the potential traffic related impacts created by the proposed development. This method obtains a Level of Service (LOS) by first determining an intersection's corresponding Volume-to-Capacity (v/c) ratios. The ICU method therefore essentially compares the volume of traffic against the capacity of an intersection.¹³⁹

Level of Service varies from at best LOS of A (free flow/excellent) to at worst LOS of F (stop-and-go/failure). A LOS A and F, according to the Highway Capacity Manual, correspond to a v/c ratio less than 0.600 and a v/c greater than 1.001 respectively.¹⁴⁰ The v/c ratios were determined for the study intersection by analyzing both their A.M. and P.M. peak hours for each of the following scenarios:

- (1) Existing Traffic Conditions
- (2) Existing Plus Project Traffic Conditions
- (3) Future Year (2022) Without Project Traffic Conditions
- (4) Future Year (2022) With Project Traffic Conditions
- (5) Horizon Year (2035) without Project Traffic Conditions
- (6) Horizon Year (2035) without Project Traffic Conditions

To determine if the project would cause a significant increase in traffic, relative to the existing traffic system, the City of Montebello uses the following thresholds:

Table 11
City of Montebello LOS Thresholds for Signalized Intersections

Final v/c	Level of Service	Project-Related Increase in v/c
>0.00 - 0.69	A to B	Equal to or greater than 0.05
>0.70 - 0.79	C	Equal to or greater than 0.03
>0.80 - 0.89	D	Equal to or greater than 0.01
>0.90	E to F	Equal to or greater than 0.005

For roadway segments, this analysis uses volume-to-capacity (v/c) ratios to determine how expected vehicular demand would compare to the capacities of each roadway. The v/c ratios are calculated by comparing the future average daily traffic volumes expected on the roadway segments against their capacities. To determine the capacities of the nearby roadway segments, reference is made to the traffic study completed for the Montebello Hills Specific Plan completed in 2009.

¹³⁹ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

¹⁴⁰ Ibid.

To determine the level of service for each roadway segment, a LOS scale is used similar to that for signalized intersections. LOS values range from A, which represent free flow conditions, to a LOS F, which represents severe traffic congestion. Table 12 below lists the varying LOS conditions with their associated v/c ratio values.

Table 12
Roadway Segment Level of Service Values

LOS	V/C Ratio ¹
A	0.000 to 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

Source: Transportation Research Board,
 Highway Capacity Manual

Refer to Table 13 for a list of the study intersections and their corresponding existing Levels of Services. The calculations are based on the traffic volumes shown in Exhibit 28. Note that of the five study intersections; two perform at a Level of Service D or worse in either the AM or PM Peak Hours.¹⁴¹

Table 13
Existing Conditions LOS

Study Intersections		AM Peak		PM Peak	
		Existing		Existing	
		v/c	LOS	v/c	LOS
1	Beverly Blvd & Poplar Ave	0.810	D	1.253	F
2	Whittier Blvd & 5th St	0.579	A	0.553	A
3	Whittier Blvd & 4th St	0.653	B	0.652	B
4	Whittier Blvd & 2nd St	0.609	B	0.548	A
5	Whittier Blvd & 1st/Bluff	0.715	C	0.920	E

¹⁴¹ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

While there are no significant impacts to the study intersections, the horizon year traffic volumes indicate that during the PM Peak hour period, there is a relatively high number of northbound Bluff Road vehicles who turn right at Whittier Boulevard (approximately 75 percent of northbound traffic). While there is only one striped lane for this approach, the approach is wide enough (18 feet) that motorists treat the extra width as a “de-facto” right turn lane.¹⁴²

To determine the Existing Plus Project Traffic Conditions, the project related traffic was added to existing traffic conditions. Table 14 includes a list of the study intersections and their corresponding Levels of Services for the Existing Plus Project Traffic Conditions scenario. In addition, Exhibit 30 provides an illustration of the Existing Plus Project morning and evening peak hour intersection volumes. Based on the City’s significance criteria, the study intersections would not be significantly impacted as a result of the addition of the project traffic.¹⁴³

Table 14
Existing Plus Project Conditions Level of Service

Study Intersections	AM Peak						PM Peak					
	Existing		Existing + Project		Change in v/c	Significant Impact?	Existing		Existing + Project		Change in v/c	Significant Impact?
	v/c	LOS	v/c	LOS			v/c	LOS	v/c	LOS		
Beverly Blvd & Poplar Ave	0.810	D	0.814	D	0.004	No	1.253	F	1.256	F	0.003	No
Whittier Blvd & 5th St	0.579	A	0.582	A	0.003	No	0.553	A	0.557	A	0.003	No
Whittier Blvd & 4th St	0.653	B	0.656	B	0.003	No	0.652	B	0.655	B	0.003	No
Whittier Blvd & 2nd St	0.609	B	0.612	B	0.003	No	0.548	A	0.551	A	0.003	No
Whittier Blvd & 1st/Bluff	0.715	C	0.724	C	0.009	No	0.920	E	0.923	E	0.003	No

To determine the Future (Year 2022) Without Project Traffic Conditions, the trips generated by related projects (projects under construction, approved, and planned) was added to existing conditions. In addition, an ambient growth factor was assumed for a general increase in traffic conditions in the area of the project. This will ensure that the evaluation of the future without project conditions versus the future with project conditions are done in a way that more accurately depicts actual future conditions.

¹⁴² Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

¹⁴³ Ibid.

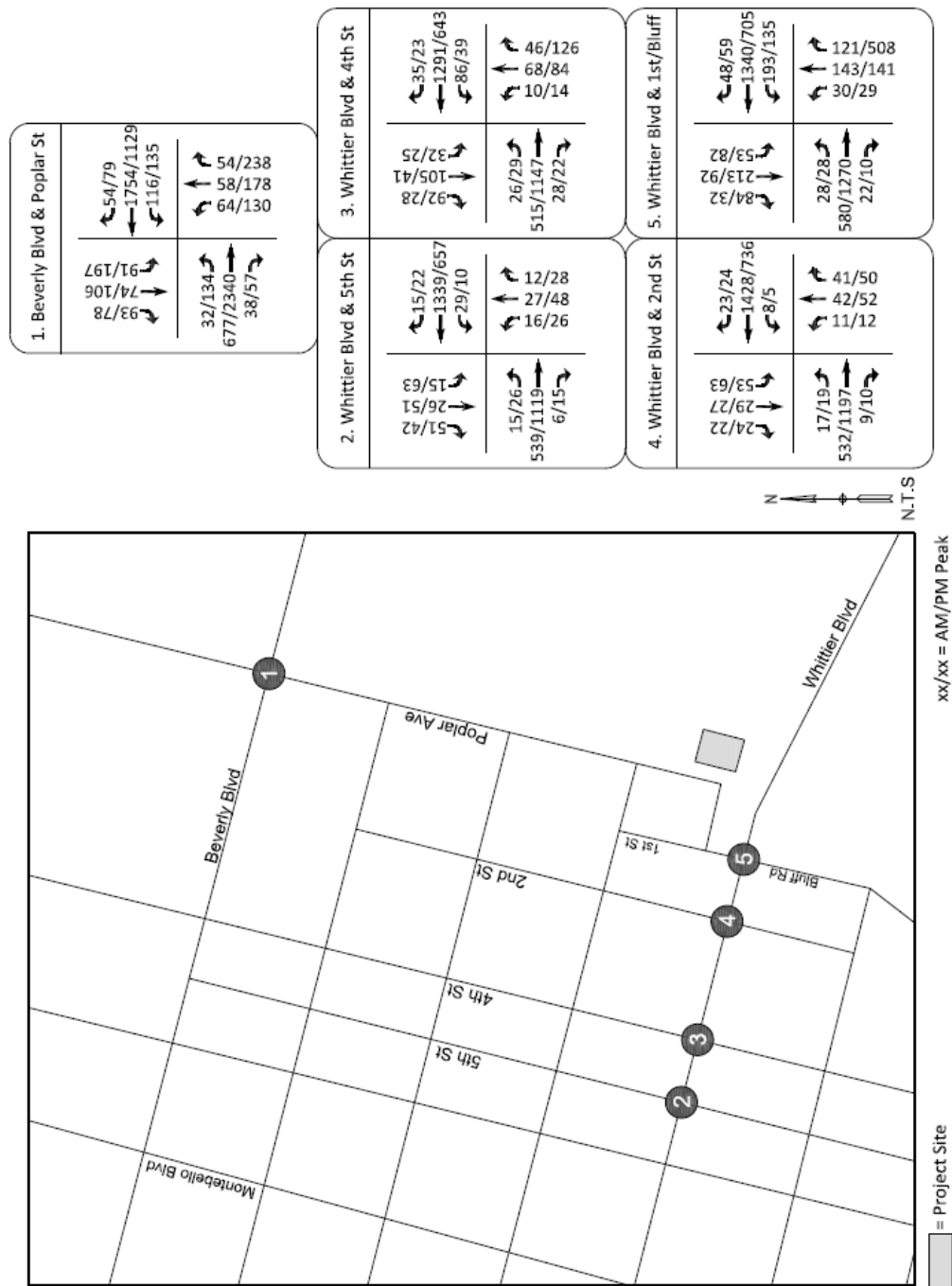


EXHIBIT 30
EXISTING + PROJECT (AM/PM PEAK HOUR) TRAFFIC VOLUMES
 SOURCE: JANO BAGHDANIAN & ASSOCIATES, INC.

Table 15 depicts the study intersections and their corresponding Levels of Services for the Future (Year 2022) Without Project Traffic Conditions scenario. In addition, Exhibit 31 provides an illustration of the Future (2022) without Project morning and evening peak hour intersection volumes.

Table 15
Future Year (2022) Without Project Conditions LOS

Study Intersections		AM Peak		PM Peak	
		Future (2022)		Future (2022)	
		v/c	LOS	v/c	LOS
1	Beverly Blvd & Poplar Ave	0.816	D	1.267	F
2	Whittier Blvd & 5th St	0.602	B	0.593	A
3	Whittier Blvd & 4th St	0.666	B	0.667	B
4	Whittier Blvd & 2nd St	0.621	B	0.561	A
5	Whittier Blvd & 1st/Bluff	0.729	C	0.936	E

To determine the Future (Year 2022) With Project Traffic Conditions, the traffic generated by the proposed project was added to the Future (Year 2022) Without Project Traffic Conditions. Table 16 identifies the study intersections and their corresponding Levels of Services for the Future (Year 2022) With Project Traffic Conditions scenario. Exhibit 32 shows an illustration of the Future (Year 2022) with project traffic morning and evening peak hour intersection volumes. Based on the City's significance criteria, the study intersections would not be significantly impacted as a result of the addition of the project traffic.¹⁴⁴

Table 16
Future Year (2022) With Project Conditions LOS

Study Intersections	AM Peak						PM Peak					
	Future (2022)		Future (2022) + Project		Change in v/c	Significant Impact?	Future (2022)		Future (2022) + Project		Change in v/c	Significant Impact?
	v/c	LOS	v/c	LOS			v/c	LOS	v/c	LOS		
Beverly Blvd & Poplar Ave	0.816	D	0.820	D	0.004	No	1.267	F	1.269	F	0.002	No
Whittier Blvd & 5th St	0.602	B	0.605	B	0.003	No	0.593	A	0.597	A	0.004	No
Whittier Blvd & 4th St	0.666	B	0.669	B	0.003	No	0.667	B	0.670	B	0.003	No
Whittier Blvd & 2nd St	0.621	B	0.624	B	0.003	No	0.561	A	0.565	A	0.004	No
Whittier Blvd & 1st/Bluff	0.729	C	0.738	C	0.009	No	0.936	E	0.939	E	0.003	No

¹⁴⁴ Jano Baghdanian & Associates, Inc. 116 North Poplar Avenue Traffic Impact Analysis. Report dated January 8, 2021.

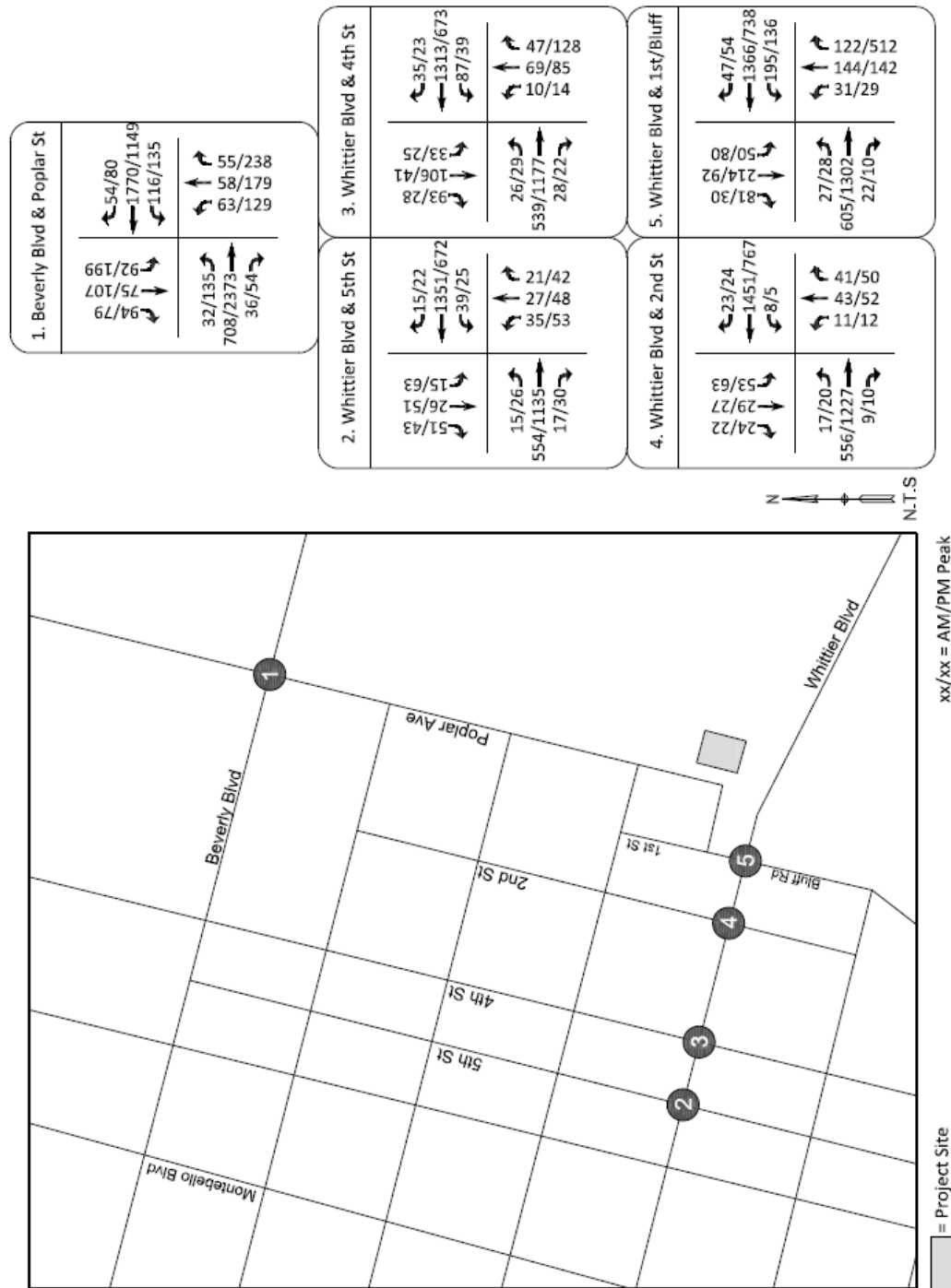


EXHIBIT 31
FUTURE YEAR 2022 (AM/PM PEAK HOUR) TRAFFIC VOLUMES
 SOURCE: JANO BAGHDANIAN & ASSOCIATES, INC.

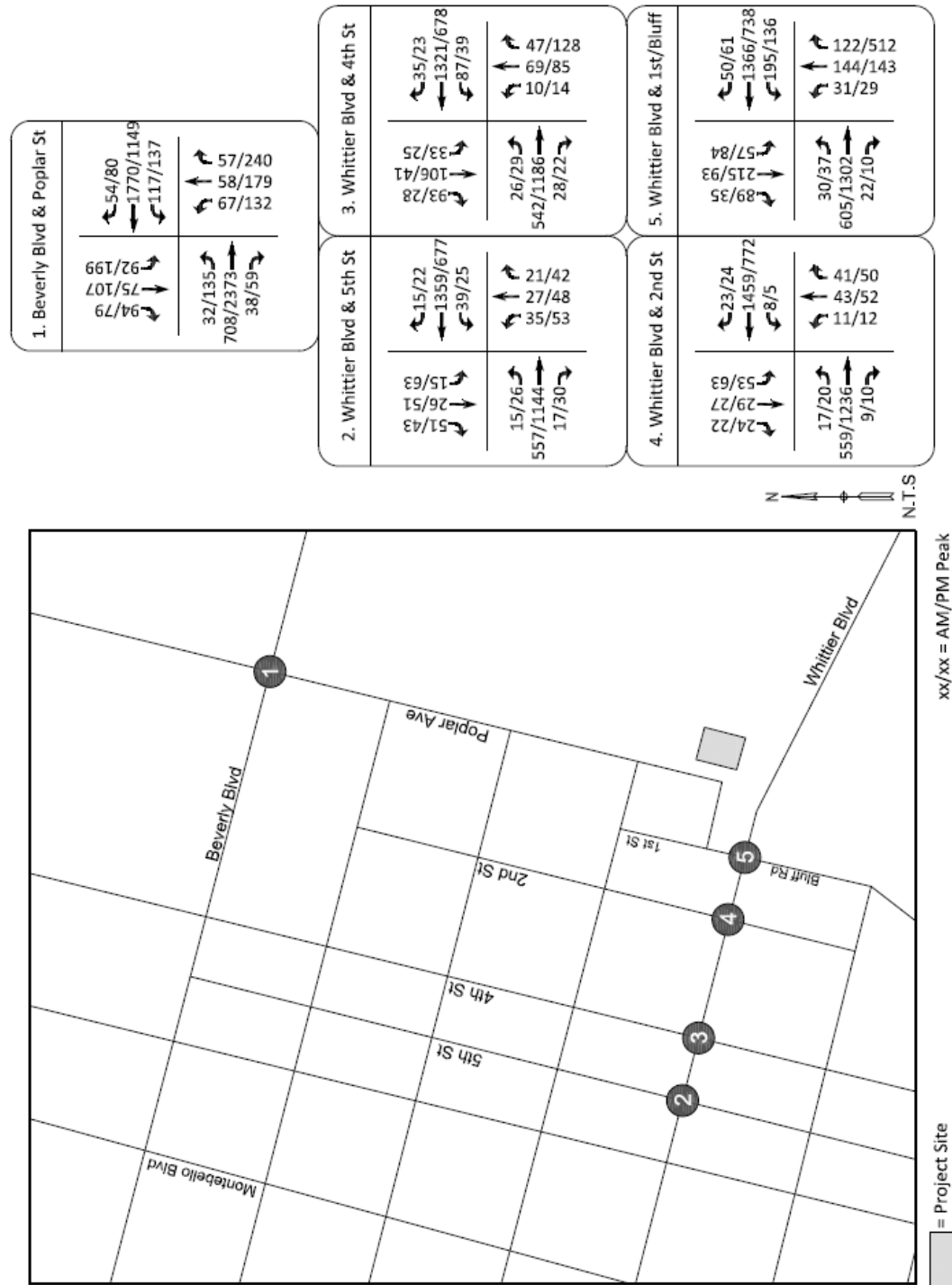
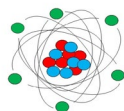


EXHIBIT 32

FUTURE YEAR 2022 + PROJECT (AM/PM PEAK HOUR) TRAFFIC VOLUMES

SOURCE: JANO BAGHDANIAN & ASSOCIATES, INC.



To determine the Horizon (Year 2035) Without Project Traffic Conditions, the trips generated by related projects (projects under construction, approved, and planned) was added to existing conditions. In addition, an ambient growth factor was assumed for a general increase in traffic conditions in the area of the project. This will ensure that the evaluation of the future without project conditions versus the future with project conditions are done in a way that more accurately depicts actual future conditions.¹⁴⁵ Table 17 depicts the Horizon (Year 2035) Without Project Traffic Conditions scenario, while Exhibit 33 includes an illustration of the Horizon (2035) without Project morning and evening peak hour intersection volumes.

Table 17
Horizon Year (2035) Without Project Traffic Conditions LOS

Study Intersections		AM Peak		PM Peak	
		Horizon (2035)		Horizon (2035)	
		v/c	LOS	v/c	LOS
1	Beverly Blvd & Poplar Ave	0.839	D	1.303	F
2	Whittier Blvd & 5th St	0.621	B	0.610	B
3	Whittier Blvd & 4th St	0.686	B	0.688	B
4	Whittier Blvd & 2nd St	0.640	B	0.578	A
5	Whittier Blvd & 1st/Bluff	0.751	C	0.966	E

To determine the Horizon (Year 2035) With Project Traffic Conditions, the traffic generated by the proposed project was added to the Horizon (Year 2035) Without Project Traffic Conditions. Table 18 depicts Horizon (Year 2035) With Project Traffic Conditions scenario. Exhibit 34 provides an illustration of the Horizon (Year 2035) with project traffic morning and evening peak hour intersection volumes. Based on the City's significance criteria, the study intersections would not be significantly impacted as a result of the addition of the project traffic.¹⁴⁶

¹⁴⁵ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

¹⁴⁶ Ibid.

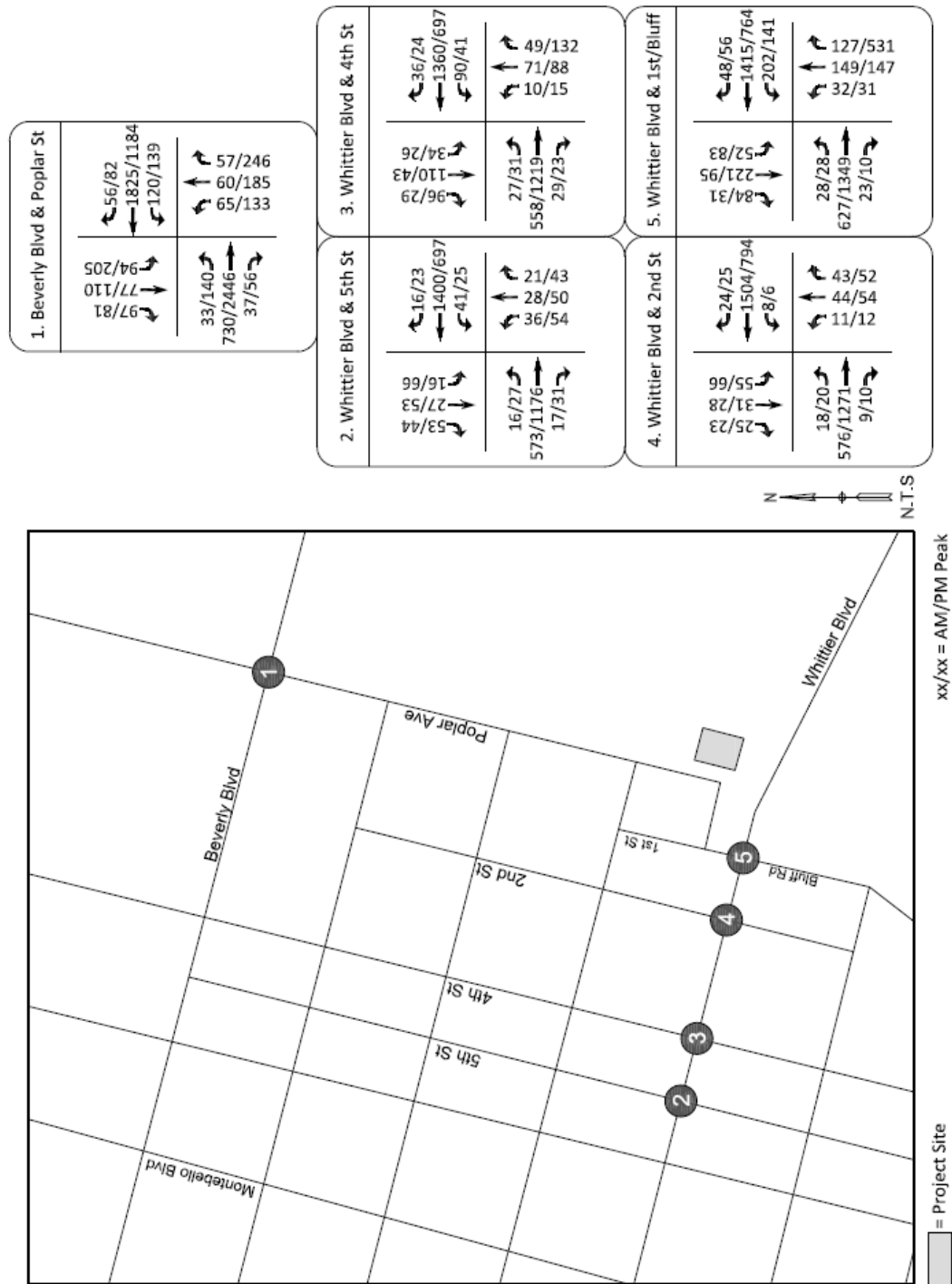


EXHIBIT 33
HORIZON YEAR 2035 (AM/PM PEAK HOUR) TRAFFIC VOLUMES
 SOURCE: JANO BAGHDANIAN & ASSOCIATES, INC.

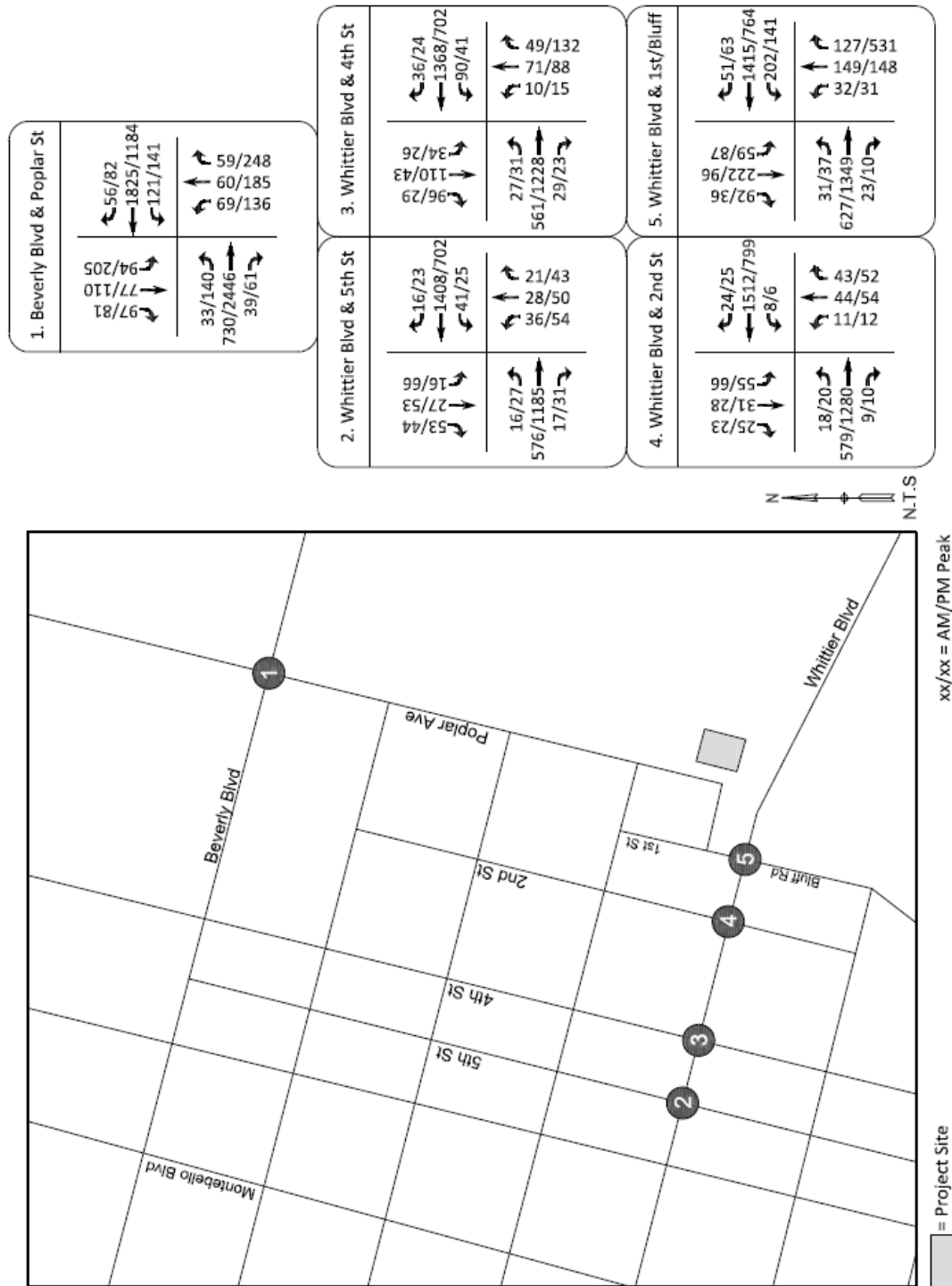


EXHIBIT 34
HORIZON YEAR 2035 + PROJECT (AM/PM PEAK HOUR) TRAFFIC VOLUMES
 SOURCE: JANO BAGHDANIAN & ASSOCIATES, INC.

Table 18
Horizon Year (2035) With Project Conditions LOS

Study Intersections	AM Peak						PM Peak					
	Horizon (2035)		Horizon (2035) + Project		Change in v/c	Significant Impact?	Horizon (2035)		Horizon (2035) + Project		Change in v/c	Significant Impact?
	v/c	LOS	v/c	LOS			v/c	LOS	v/c	LOS		
Beverly Blvd & Poplar Ave	0.839	D	0.842	D	0.003	No	1.303	F	1.306	F	0.003	No
Whittier Blvd & 5th St	0.621	B	0.624	B	0.003	No	0.610	B	0.614	B	0.004	No
Whittier Blvd & 4th St	0.686	B	0.689	B	0.003	No	0.688	B	0.691	B	0.003	No
Whittier Blvd & 2nd St	0.640	B	0.643	B	0.003	No	0.578	A	0.582	A	0.004	No
Whittier Blvd & 1st/Bluff	0.751	C	0.760	C	0.009	No	0.966	E	0.969	E	0.003	No

The City's guidelines require that a link analysis be completed for roadways where the project daily traffic would represent one percent or more of the existing traffic volumes on that roadway link, with each link starting and ending at each traffic signal along that corridor. While the addition of project traffic would represent less than that one percent threshold on nearby signalized corridors (specifically Whittier Boulevard), the following roadway segment analysis was completed to provide a conservative analysis of any potential project related impacts.¹⁴⁷

Table 19, shown on the following page, summarized the roadway segments analyzed and their corresponding Levels of Service (LOS). As shown, each of the roadway segments nearest the project sites operate at a LOS C or better, both with and without the project. As a result, each of the study roadway segments are operating at acceptable LOS and the addition of project traffic would not result in any of the roadway segments exceeding their available capacities.¹⁴⁸

¹⁴⁷ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

¹⁴⁸ Ibid.

Table 19
Roadway Segment Analysis Summary

Study Segment	Roadway Type	Number of Lanes	Daily Capacity (Vehicles/Day) ¹	Without Project Condition			With Project Condition			
				ADT ² (veh/day)	v/c	LOS	Project ADT (veh/day)	ADT (veh/day)	v/c	LOS
Poplar Avenue, north of Project	Collector	2	15,000	5,545	0.370	A	174 ³	5,719	0.381	A
Poplar Avenue, south/west of Project	Collector	2	15,000	5,545	0.370	A	405 ⁴	5,950	0.397	A
Whittier Blvd, east of 1st/Bluff	Major	4	40,000	30,383	0.760	C	174 ⁵	30,557	0.764	C
Whittier Blvd, west of 5th St	Major	4	40,000	26,350	0.659	B	203 ⁶	26,553	0.664	B

1. Source: Traffic Study for Montebello Hills Specific Plan, Montebello, CA
2. Source: City of Montebello ADT Map, 2014-2016. An 8% growth factor was applied.
3. Based on Project Trip Distribution - 30% of Project ADT (579 veh/day) = 174
4. Based on Project Trip Distribution - 70% of Project ADT (579 veh/day) = 405
5. Based on Project Trip Distribution - 30% of Project ADT (579 veh/day) = 174
6. Based on Project Trip Distribution - 35% of Project ADT (579 veh/day) = 203

Transit service is provided in the vicinity of the proposed project. Therefore, as required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the CMP transit service. The CMP provides adjusted values to be used to evaluate the calculated project trip generation. The transit adjustment is as follows:¹⁴⁹

Person Trips = 1.4 times vehicle trips

Transit Trips = 3.5% (.035) of total person trips

Therefore, according to the Congestion Management Program guidelines, the proposed project is forecast to generate two transit trips during the A.M. peak hour and two transit trips during the P.M. Peak hour. Over a 24-hour period, the proposed project is forecast to generate 23 transit trips. The calculations are as follows:

A.M. Peak Hour = 31 Vehicle Trips x 1.4 x 0.035 = 2 Transit Trips

P.M. Peak Hour = 39 Vehicle Trips x 1.4 x 0.035 = 2 Transit Trips

24-Hour Period = 462 Vehicle Trips x 1.4 x 0.035 = 23 Transit Trips

¹⁴⁹ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

It is expected that the current described transit system can adequately provide transit services based on the number of generated trips above. Therefore, no transit related impacts are expected to occur as a result of the proposed project.¹⁵⁰

In conclusion, based on the City's significance criteria, the study intersections would not be significantly impacted as a result of the addition of the project traffic. As a result, the project's impacts are considered to be less than significant.

B. Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)? • Less than Significant Impact.

The City has yet to adopt the Vehicle Miles Traveled analysis mandated under CEQA Guidelines Section 15064.3 subdivision (b). The Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) provides that lead agencies may screen out VMT impacts using transit availability, among other things. Generally, projects within one-half mile of either an existing major transit stop or an existing stop along a high-quality transit corridor should be presumed to cause a less than significant transportation impact. However, the presumption might not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75.
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking).
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization).
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

According to GIS maps published by the Southern California Association of Governments, the project site lies within an existing high-quality transit area, meaning it is within one-half mile of an existing high-quality transit corridor. Thus, none of the exemptions to the VMT screening presumption apply: the project's FAR exceeds 0.75, the project does not include more parking that would be required under the MMC, the project is consistent with Connect SoCal, and the project would not replace affordable units with a smaller number of moderate or high-income units.

¹⁵⁰ Jano Baghdanian & Associates, Inc. *116 North Poplar Avenue Traffic Impact Analysis*. Report dated January 8, 2021.

Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. The project's implementation will have less than significant impacts since the project will recycle existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant.

C. Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment))? • *No Impact.*

Egress from the apartment building located at 116 North Poplar Avenue is dangerous in its current configuration. The existing slope obstructs visibility of Poplar Avenue. In order to alleviate the issue with line-of-sight, the project Applicant is proposing to reduce the ramp's existing grade to a maximum grade of 12.5 percent. Easing the slope of the ramp will reduce access hazards from Project Site A. The proposed project is a request to construct 156 apartment units within two project sites located in the midst of an existing residential neighborhood. Therefore, the proposed project will not introduce incompatible uses or equipment to the adjacent streets. As a result, no impacts will occur.

D. Result in inadequate emergency access? • *Less than Significant Impact.*

The proposed project will be required to meet minimum roadway widths established in the City of Montebello Municipal Code. These standards ensure that roadways have adequate width to accommodate emergency vehicle access and to permit the efficient movement of a large number of people.¹⁵¹ In addition, the project's construction will not require the closure of Poplar Avenue or any of the nearby streets. As a result, the potential impacts are considered to be less than significant.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts to transportation will result from the proposed project's implementation. As a result, no mitigation is required.

¹⁵¹ City of Montebello General Plan. *Safety Element*. Plan dated January 2017.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project:				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			X	
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or			X	
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		X		

Discussion:

- A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? • Less than Significant Impact with Mitigation.*

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

AB-52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. Requests for consultation were mailed on December 8, 2020 to six tribal representatives:

- Mr. Andrew Salas, Chairperson of the Gabrieleno Band of Mission Indians – Kizh Nation.
- Mr. Anthony Morales, Chairperson of the Gabrieleno/Tongva San Gabriel Band of Mission Indians.
- Mr. Robert Dorame, Chairperson of the Gabrielino Tongva Indians of California Tribal Council.
- Ms. Sandonne Goad, Chairperson of the Gabrielino/Tongva Nation.
- Mr. Charles Alvarez, Councilmember for the Gabrielino-Tongva Tribe.

- Mr. Scott Cozart, Chairperson of the Soboba Band of Luiseño Indians.

Of the six tribal representatives that were notified, Mr. Andrew Salas of the Gabrieleno Band of Mission Indians – Kizh Nation was the only representative to respond to the request for consultation. Mr. Salas contacted the City on December 14, 2020 and the consultation was completed on February 4, 2021. The consultation consisted of a conference call between the City, Applicant, Mr. Salas, and the preparer of this document. According to representatives of the Gabrielino Kizh, the two project sites have a high probability of containing tribal cultural resources (TCRs). The Rio Hondo used to be situated immediately east of Project Site A, with the slope being reminiscent of an older riverbank.¹⁵² In addition, there is a Union Pacific rail line located one-quarter of a mile south of the two project sites, which is indicative of a former Gabrielino trade route since rail lines were constructed within the right-of-way of former trade routes.¹⁵³ In addition, the village of known as Sehat, or Shevaanga, was situated in the northern portion of the City near the present-day Whittier Narrows. Since the two project sites are located within an area that has a high probability of containing TCRs, the following mitigation is required:

- Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill AB-52 – SB-18 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If

¹⁵² Tribal Consultation Phone Call with the Gabrielino Kizh. Phone call occurred on February 4, 2021.

¹⁵³ Ibid.

the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

- **Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.
- **Resource Assessment & Continuation of Work Protocol:** Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

- Kizh-Gabrieleno Procedures for burials and funerary remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.
- Treatment Measures: Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There

shall be no publicity regarding any cultural materials recovered.

- **Professional Standards:** Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's shall be taken. The Native American monitor must be approved by the Gabrieleno Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California.

Adherence to the mitigation measures provided above are necessary to reduce (not eliminate) the project's adverse impacts to the Tribe's TCRs to "less than significant," as required by CEQA (as well as other applicable statutes and guidelines). It is the Tribe's expert opinion that project approval without the proposed will result in significant and legally unacceptable adverse impacts to the Tribe's irreplaceable artifacts, remains, and/or places. As a result, the potential impacts are considered to be less than significant with the implementation of the aforementioned mitigation measures.

MITIGATION MEASURES:

The preceding analysis determined that the following mitigation measures will be required in order to protect and limit potential impacts to Tribal Cultural Resources.

Mitigation Measure No. 1 (Tribal Cultural Resources - 1). Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill AB-52 – SB-18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources,

construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

Mitigation Measure No. 2 (Tribal Cultural Resources - 2). Unanticipated Discovery of Human Remains and Associated Funerary Objects: Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.

Mitigation Measure No. 3 (Tribal Cultural Resources - 3). Resource Assessment & Continuation of Work Protocol: Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native

American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

Mitigation Measure No. 4 (Tribal Cultural Resources - 4). Kizh-Gabrieleno Procedures for burials and funerary remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Mitigation Measure No. 5 (Tribal Cultural Resources - 5). Treatment Measures: Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Mitigation Measure No. 6 (Tribal Cultural Resources – 6). Professional Standards: Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's shall be taken. The Native American monitor must be approved by the Gabrieleno Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion:

Would the project:

A. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts? • Less than Significant Impact.

The project sites are currently occupied by existing residential units. There are no existing water or wastewater treatment plants, electric power plants, telecommunications facilities, natural gas facilities, or stormwater drainage infrastructure located on-site. Therefore, the project's implementation will not require the relocation of any of the aforementioned facilities. In addition, the increase in demand for waste disposal, water, and wastewater

treatment services can be adequately handled and no expansion of these services is required (refer to the following subsections). As a result, the potential impacts are considered to be less than significant.

B. Have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years? • Less than Significant Impact.

Water service is provided to the project sites by the Montebello Land and Water Company. According to the Montebello Land and Water Company's 2015 Urban Water Management Plan, the Company will have an adequate supply of water to meet the projected demand under a normal year scenario, a single dry-year scenario, and a multiple dry year scenario. The Company makes up the difference between supply and demand by leasing additional water from the Central Groundwater Basin. Table 20 shows the amount of water that will be consumed by the proposed project.

Table 20
Projected Water Consumption (gals/unit/day)

Description of Unit	Number of Units	Consumption Rate	Projected Water Consumption
Studio	1	100 gals/day/unit	100 gals/day
1-Bedroom	61	150 gals/day/unit	9,150 gals/day
2-Bedroom	82	200 gals/day/unit	16,400 gals/day
3-Bedroom	12	250 gals/day/unit	3,000 gals/day
TOTAL	156		28,650 gals/day

As shown in Table 20, the proposed project is anticipated to consume approximately 28,650 gallons of water per day. Water consumption was estimated by increasing sewage generation rates provided by the City of LA up to 20 percent. The project will include water efficient fixtures and drought tolerant landscaping, which will reduce the amount of water that will be consumed. As a result, the impacts are considered to be less than significant.

C. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • Less than Significant Impact.

The Street Division of the City's Public Works Department is responsible for the maintenance and repairs of streets, alleys, sanitary sewers, storm drains, sidewalks, curbs, and gutters. The division maintains 125 miles of dedicated roadways and approximately 165 miles of sewer and storm drains. Sewage from the area is conveyed through City maintained sewer mains into the Los Coyotes Water Reclamation Plant (WRP) located in

Cerritos. The Los Coyotes WRP is located at 16515 Piuma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia (SR-91) Freeways. The plant was placed in operation on May 25, 1970, and initially had a capacity of 12.5 million gallons per day and consisted of primary treatment and secondary treatment with activated sludge. The Los Coyotes WRP provides primary, secondary, and tertiary treatment for 37.5 million gallons of wastewater per day. The plant serves a population of approximately 370,000 people.

The proposed project will connect to an existing sewer line located along Poplar Avenue. The project's potential sewage generation is provided in Table 21 below.

Table 21
Projected Sewage Generation (gals/unit/day)

Description of Unit	Number of Units	Generation Rate	Projected Sewage Generation
Studio	1	80 gals/day/unit	80 gals/day
1-Bedroom	61	120 gals/day/unit	7,320 gals/day
2-Bedroom	82	160 gals/day/unit	13,120 gals/day
3-Bedroom	12	200 gals/day/unit	2,640 gals/day
TOTAL	156		23,160 gals/day

As shown in Table 21, the project is expected to generate approximately 23,160 gallons of sewage per day, well within the daily average totals for the Joint Water Pollution Control Plant and the Los Coyotes WRP. The generation rates for wastewater were obtained from the City of Los Angeles' CEQA Thresholds Guide. The existing sewer lines have sufficient capacity to accommodate the projected flows. Adequate sewage collection and treatment are currently available. In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements, and no new or expanded sewage, and/or water treatment facilities will be required to accommodate the proposed project. As a result, the impacts are expected to be less than significant.

D. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? • Less than Significant Impact.

The City of Montebello contracts with Athens Services for all of its waste removal services. Before taking the City's waste to a landfill for final disposal, the City requires Athens to process Montebello's waste through a materials recovery facility (MRF) sorting center. This program allows the City to meet the 50 percent landfill diversion mandate required by California law while providing the greatest convenience possible to residents

and businesses. The Athens MRF currently processes 1,920 tons per day (TPD) of trash and its maximum permitted capacity is 5,000 TPD. The project is expected to produce 1,907 pounds of waste on a daily basis based on a ratio of 12.23 pounds per household. The generation rate of 12.23 pounds per household was derived from the City of Los Angeles CEQA Thresholds Guide. The amount of solid waste that will be generated by the proposed project will be accommodated by Athens. Furthermore, the proposed project will be required to comply with the City's solid waste reduction requirements. As a result, the impacts on solid waste generation are considered to be less than significant.

E. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? • Less than Significant Impact.

The proposed project, like all other development in Montebello, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts to utilities/service systems will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

A. Substantially impair an adopted emergency response plan or emergency evacuation plan? • Less than Significant Impact.

According to the City's Hazard Mitigation Plan, the City of Montebello is not located within a designated very high fire hazard severity zone.¹⁵⁴ In addition, the proposed project will not obstruct Whittier Boulevard, a City designated evacuation route. As a result, the potential impacts are considered to be less than significant.

¹⁵⁴ City of Montebello. *Hazard Mitigation Plan*. Plan dated January 2017.

- B. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? • Less than Significant Impact.*

The project sites and the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the adjacent properties. The proposed project may be exposed to criteria pollutant emissions generated by wildland fires due to the project site's proximity to fire hazard severity zones (the sites are located three miles west of the Puente Hills). However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, the potential impacts are considered to be less than significant.

- C. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? • Less than Significant Impact.*

The project will include the installation of new utility lines such as gas lines, water lines, etc. These utilities lines will be located below ground surface. As a result, the potential impacts are considered to be less than significant.

- D. Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? • No Impact.*

There is no risk from wildfire within the project site given the project sites' distance from any area that may be subject to a wildfire event. The project sites and the surrounding properties are developed and urbanized. The sites are located three miles west of the base of the Puente Hills. As a result, the project will not expose future residents to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no impacts will occur.

MITIGATION MEASURES:

The preceding analysis determined that less than significant impacts regarding wildfires will result from the proposed project's implementation. As a result, no mitigation is required.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
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.)			X	
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion:

A. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? • Less than Significant Impact.

The proposed project will not have the potential to degrade the quality of the environment since the project's air quality emissions will be below the thresholds of significance outlined by the SCAQMD. No impacts to protected species or habitat will result with the implementation of the proposed project. The project Applicant will be required to implement Low Impact Development (LID) measures, also known as Best Management Practices (BMPs) into the project's design. These operational Best Management Practices (BMPs) will reduce the volume of water discharged into the local storm drains and will filter out any contaminants present in the stormwater runoff. The addition of project trips will not negatively impact any local intersection. The project will have a less than significant

impact to TCRs with the implementation of the mitigation measures provided by the Kizh. Lastly, the project will include energy and water efficient appliances and fixtures. As a result, the potential impacts are considered to be less than significant.

- *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)? • Less than Significant Impact.*

The proposed project is an infill development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC). Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. In addition, the project's cumulative air quality impacts are below the thresholds of significance established by the SCAQMD. As a result, the projects potential impacts are considered to be less than significant.

- *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? • Less than Significant Impact with Mitigation.*

The project's potential impacts are considered to be less than significant with the implementation of the required Tribal Cultural Resources mitigation measures. The project must comply with all pertinent Federal, State, and local regulations governing health and safety. As a result, less than significant impacts will result.