



# Starbucks Drive-Through Service Restaurant Project

## Public Review Initial Study and Mitigated Negative Declaration

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October 2022

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**City of Cerritos**

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## 1.0 INTRODUCTION

### 1.1 Statutory Authority and Requirements

This Initial Study has been conducted in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.). Pursuant to State CEQA Guidelines §15063, this Initial Study has been conducted to determine if the proposed Starbucks Drive-Through Service Restaurant Project and related Cerritos Development Code Amendments (“Project”) would have a significant effect on the environment. The Starbucks Project site is within the City’s southeast portion, at the northeast corner of the Del Amo Boulevard and Bloomfield Avenue intersection, in the City of Cerritos (“City” or “Cerritos”), California. The Starbucks Project site is occupied by an existing Target department store and associated surface parking. The Applicant, together with the property owner, proposes to subdivide the existing 9.56-acre Target department store parcel located at 20200 Bloomfield Avenue in the City of Cerritos, to create two separate parcels: the first parcel (approximately 9.04 acres) to accommodate the existing Target department store; and the second parcel (approximately 0.52 acre) to accommodate a new Starbucks drive-through service restaurant proposed at 1,897 square feet (SF) in floor area and supported by 20 parking spaces and a single-lane drive-through.

On a portion of the first parcel, the vacant Target Garden Center located at the southern section of the existing department store building would be demolished and replaced with landscaping and 16 parking spaces for the Target department store. The new landscaping and parking spaces are proposed to offset parking spaces and landscaping lost from the subdivision. On the second parcel located on the southwest corner of the subject property, a 31-space portion of the existing surface parking lot would be demolished and replaced with the proposed Starbucks drive-through service restaurant. The subject property is zoned Neighborhood Commercial (CN), which currently does not permit, nor conditionally permit, drive-through service restaurants. Therefore, the Applicant is also proposing to amend the City of Cerritos Development Code (Development Code) to allow drive-through service restaurant uses to be conditionally permitted in other commercial zones (i.e., the Neighborhood Commercial (CN) zone and the Community Commercial (CC) zone). This proposed Development Code Amendment would result in a total of six sites (including the Starbucks Project site) citywide (hereinafter referred to as “Amendment sites”), where drive-through service restaurants could be developed under the proposed Development Code Amendment. All drive-through service restaurant uses in the City are subject to conditional use permit approval, and all new developments are approved through a precise plan. Therefore, future drive-through service restaurants on Amendment sites would require subsequent and future environmental review under CEQA.

The following entitlements are required for the Project.

- Development Code Amendment 2022-1, to amend the Development Code to allow drive-through service restaurant uses to be conditionally permitted in the Neighborhood Commercial (CN) zone and the Community Commercial (CC) zone in addition to the Regional Commercial (CR) zone, where such uses are currently conditionally permitted, as well as amend development standards for drive-through service restaurants as described in Section 2.4.8: Development Code Amendment 2022-1;
- Tentative Parcel Map 83312, to subdivide the existing subject property into two (2) parcels;
- Conditional Use Permit 2022-1, to allow for the proposed Starbucks drive-through service restaurant use at the subject property; and

- Precise Plan 2022-1, to allow demolition of the existing Target Garden Center, and construction and development of the proposed Starbucks drive-through service restaurant and related landscaping, parking, and site improvements.

Pursuant to State CEQA Guidelines §15063(c), the purposes of an Initial Study are to:

- Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a ND;
- Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
- Assist in the preparation of an EIR, if one is required;
- Facilitate environmental assessment early in the design of a project;
- Provide documentation of the factual basis for the finding in a ND that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the project.

This Initial Study is intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the proposed Project. Responsible agencies would comply with CEQA by considering this environmental analysis for discretionary actions associated with Project implementation, if any.

State CEQA Guidelines §15063(g) specifies that as soon as a Lead Agency has determined that an Initial Study will be required for a project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by the project to obtain their recommendations as to whether an EIR, Mitigated Negative Declaration (MND), or ND should be prepared.

## 1.2 Summary of Findings

Pursuant to State CEQA Guidelines §15367, the City, as Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. This Initial Study has evaluated the environmental issues outlined in **Section 3.2: Environmental Factors Potentially Affected**. It provides decision-makers and the public with information concerning the Project's potential environmental effects and recommended mitigation measures, if any.

Based on the Environmental Checklist Form and supporting environmental analysis, the Project would have no impact or a less than significant impact concerning all environmental issue areas, except the following, for which the Project would have a less than significant impact with mitigation incorporated:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Tribal Cultural Resources

As set forth in State CEQA Guidelines §15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study identifies potentially significant effects, but: Project revisions would avoid or mitigate the effects to a point where clearly no significant effects would occur,



and there is no substantial evidence, in light of the whole record before the agency, that the Project as revised may have a significant effect on the environment.

### 1.3 Initial Study Public Review Process

A Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration has been filed with the State of California Governor's Office of Planning and Research State Clearinghouse (SCH) and the Clerk of the County of Los Angeles and mailed to responsible and trustee agencies concerned with the Project and other public agencies with jurisdiction by law over resources affected by the Project. A 20-day public review period has been established for the IS/MND in accordance with State CEQA Guidelines §15073. During the public review period, the IS/MND, including the Technical Appendices, was made available for review on the City website, at:

[http://www.cerritos.us/BUSINESSES/planning\\_and\\_building\\_permits.php#publicreview](http://www.cerritos.us/BUSINESSES/planning_and_building_permits.php#publicreview).

In reviewing the IS/MND, affected public agencies and the interested public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the Project's impacts can be avoided or mitigated. Written comments on this IS/MND may be sent to:

Sandy Cisneros, Current Planning Manager  
City of Cerritos, Department of Community Development  
18125 Bloomfield Avenue  
Cerritos, CA 90703  
Email: [planning@cerritos.us](mailto:planning@cerritos.us)

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised. If so, further documentation may be required. If not, or if the issues raised do not provide substantial evidence that the Project would have a significant effect on the environment, the IS/MND will be considered for adoption and the Project for approval.

### 1.4 Incorporation by Reference

Pursuant to State CEQA Guidelines §15150, an MND may incorporate by reference all, or portions of, another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the MND's text.

The references outlined below, which were used during preparation of this Initial Study, are available for review on the city website, at:

- [http://www.cerritos.us/GOVERNMENT/city\\_regulations/cerritos\\_general\\_plan.php](http://www.cerritos.us/GOVERNMENT/city_regulations/cerritos_general_plan.php)
- <https://www.codepublishing.com/CA/Cerritos/>

**City of Cerritos General Plan** (RBF Consulting, January 2004). The City adopted its comprehensive City of Cerritos General Plan ("General Plan") in January 2004. On January 27, 2022, the Cerritos City Council adopted the 2021-2029 Housing Element which addresses the 6<sup>th</sup> Regional Housing Needs Assessment Cycle (RHNA) and establishes the City's policy strategy for housing development and guides all housing activities in the City. The General Plan outlines the City's goals, plans, and objectives for land use within the City's jurisdiction.

The General Plan was used throughout this IS/MND as a source of baseline data and City policy requirements.

**City of Cerritos Final General Plan Environmental Impact Report** (RBF Consulting, 2004) (SCH No. 2002081107). The City of Cerritos Final General Plan Environmental Impact Report ("General Plan EIR") analyzed the potential environmental impacts that would result from General Plan implementation, with a forecasted 2020 buildout. At the time of the General Plan EIR's writing, the City's population was estimated to be 51,488 persons with a housing stock totaling 15,607 dwelling units (DUs). The General Plan EIR assumed a population of 53,009 persons, a housing stock of 15,871 DUs, and non-residential development totaling 22,793,985 SF at buildout. The General Plan EIR was used throughout this IS/MND as a source of baseline data and mitigation requirements.

**Cerritos Municipal Code.** The Cerritos Development Code Title 22, *Development Plan*, constitutes the City's development plan and consists of regulations, criteria, standards, plans, maps, diagrams, among other information. Cerritos Municipal Code (CMC) Titles 18 and 22 are the primary tools for implementing the General Plan and coordinating and controlling the development and use of real property throughout the City. The CMC is referenced throughout this IS/MND to establish the Project's baseline regulatory requirements. Additionally, as detailed in **Section 2.4: Project Characteristics**, the Project includes amendments to Development Title 22.

## 1.5 Report Organization

This document is organized into the following sections:

**Section 1.0: Introduction** provides a Project introduction and overview, cites the State CEQA Guidelines to which the proposed Project is subject, and summarizes the IS' conclusions.

**Section 2.0: Project Description** details the Project's location, environmental setting, background and history, characteristics, discretionary actions, construction program, phasing, agreements, and required permits and approvals. This section also identifies the IS' intended uses, including a list of anticipated permits and other approvals.

**Section 3.0: Environmental Checklist Form** provides the Project background and an overview of potential impacts that may or may not result from Project implementation.

**Section 4.0: Evaluation of Environmental Impacts** provides an analysis of environmental impacts identified in the environmental checklist.

**Section 5.0: References** identifies resources used to prepare the IS.

**Section 6.0: Inventory of Mitigation Measures** provides an inventory of mitigation measures.

## 2.0 PROJECT DESCRIPTION

### 2.1 Location

The Starbucks Project site and Amendment sites are in the County of Los Angeles (County), in the City of Cerritos, approximately 29 miles southeast of downtown Los Angeles; see **Exhibit 2-1: Regional Vicinity**. The Starbucks Project site is at the City's southeast portion, at the northeast corner of Del Amo Boulevard at Bloomfield Avenue. The 0.95-acre Starbucks Project site is a portion of an approximately 9.56-acre property (APN 7044-016-006); see **Exhibit 2-2** and **Exhibits 2-4 to 2-7** (later in this section). Additionally, as mentioned, proposed CMC amendments, under Development Code Amendment 2022-1, are involved to conditionally permit drive-through service restaurants in the Neighborhood Commercial (CN) and Community Commercial (CC) zones, other than the Regional Commercial (CR) zone where drive-through service restaurants are currently conditionally permitted. The proposed amendments would result in a total of six (6) sites citywide (hereinafter referred to as "Amendment sites"), including the Starbucks Project site, where drive-through service restaurants could be developed under the proposed Development Code Amendment. These Amendment sites are depicted on **Exhibit 2-3: Project Site and Amendment Sites** and summarized in **Table 2-1: Summary of Amendment Sites**.

**Table 2-1: Summary of Amendment Sites**

	Shopping Center <sup>1</sup>	Address	Acres
1	College Square	10802-10930 Alondra Boulevard and 15925 Studebaker Road	16.23
2	Plaza 183	17970 Studebaker Road and 11101-11263 183rd Street	30.10
3	Los Cerritos Center	239 Los Cerritos Mall	94.61
4	Cerritos Promenade / Target South	11401-11489 South Street, 11525 South Street and 11529-11549 South Street	17.96
5	Cerritos Plaza	13233-13357 South Street and 18811 Carmenita Road	19.37
6	Target Bloomfield <sup>2</sup>	20200 Bloomfield Avenue	9.56
Notes:			
1. The shopping center numeric labels, which are solely for analysis purposes, correlate with the labels depicted on <b>Exhibit 2-3: Project Site and Amendment Sites</b> .			
2. Amendment Site 6 is the proposed Starbucks Project site.			

Regional access to the Starbucks Project site is provided via State Route 91 (SR-91) from the north, State Route 39 (SR-39) from the east, and Interstate 605 (I-605) from the west. Local access to the Starbucks Project site is provided via Del Amo Boulevard from the south and Bloomfield Avenue from the west. Two driveways on Bloomfield Avenue at the Starbucks Project site's western boundary and two driveways on Del Amo Boulevard at the Starbucks Project site's southern boundary provide access to the Starbucks Project site.

### 2.2 Environmental Setting

The City is located in the center of the Los Angeles basin. The City encompasses approximately 8.9 square miles, it partially surrounds the City of Artesia and is bordered by the cities of Norwalk, Santa Fe Springs, La Mirada, Buena Park, La Palma, Lakewood, and Bellflower. The City is fully urbanized with a mix of residential, retail commercial, office, educational, and industrial uses.

The Starbucks Project site is in the City's southeast portion in a neighborhood shopping center surrounded primarily by residential uses, although open space uses exist to the north and east. The site is bounded by a vacant Los Angeles County Metropolitan Transportation Authority (LACMTA) right-of-way to the north and east, and beyond the LACMTA right-of-way to the north is the Don Knabe Community Regional Park.

Beyond the LACMTA railway right-of-way to the east is the Los Angeles County Flood Control channel, zoned Open Space (OS), and single-family residential properties located in the City of Cerritos, zoned Single-Family Residential (RS-6500). Bloomfield Avenue borders the site to the west, beyond which are single-family residential properties zoned RS-6500 and RS-5000. Del Amo Boulevard borders the site to the south, beyond which are commercial and residential properties in the City of Lakewood.

## 2.2.1 On-Site Land Uses

The Starbucks Project site is triangular in shape and relatively flat, with elevations ranging from 40 to 45 feet above sea level (msl).<sup>1</sup> As depicted on **Exhibit 2-2**, the Starbucks Project site is fully developed and is currently occupied by 521 surface parking spaces and a 107,849-SF Target department store and an 8,316-SF vacant Target Garden Center.

## 2.2.2 General Plan and Zoning

The Starbucks Project site's land use designation is Community Commercial.<sup>2</sup> The Community Commercial land use designation is intended to allow a range of commercial activities that serve local residential neighborhoods. Uses in this designation include various retail and professional services such as markets, drug stores, retail shops, financial institutions, service establishments, support offices, and restaurants. Within the Community Commercial land use designation, Floor Area Ratios (FAR) range from 0.2 for high trip generating land uses to 1.0 for low trip generating land uses. **Table 2-2: Summary of Existing Land Use Designations and Zoning**, lists the existing land use designations on the Amendment sites.

**Table 2-2: Summary of Existing Land Use Designations and Zoning**

	Shopping Center <sup>1</sup>	Existing Land Use Designations <sup>2</sup>	Existing Zoning <sup>3</sup>
1	College Square	Regional Commercial	Regional Commercial (CR)
2	Plaza 183	Regional Commercial	Regional Commercial (CR)
3	Los Cerritos Center	Regional Commercial	Regional Commercial (CR)
4	Cerritos Promenade / Target South	Regional Commercial	Regional Commercial (CR)
5	Cerritos Plaza	Community Commercial	Community Commercial (CC)
6	Target Bloomfield <sup>2</sup>	Community Commercial	Neighborhood Commercial (CN)

Notes:

1. The shopping center numeric labels, which are solely for analysis purposes, correlate with the labels depicted on **Exhibit 2-3: Project site and Amendment Sites**.
2. Amendment Site 6 is the proposed Starbucks Project site.
3. City of Cerritos. (October 2020). *Land Use Map*. Cerritos, CA: City of Cerritos Community Development Department.
4. City of Cerritos. (October 2020). *Zoning Map*. Cerritos, CA: City of Cerritos Community Development Department.

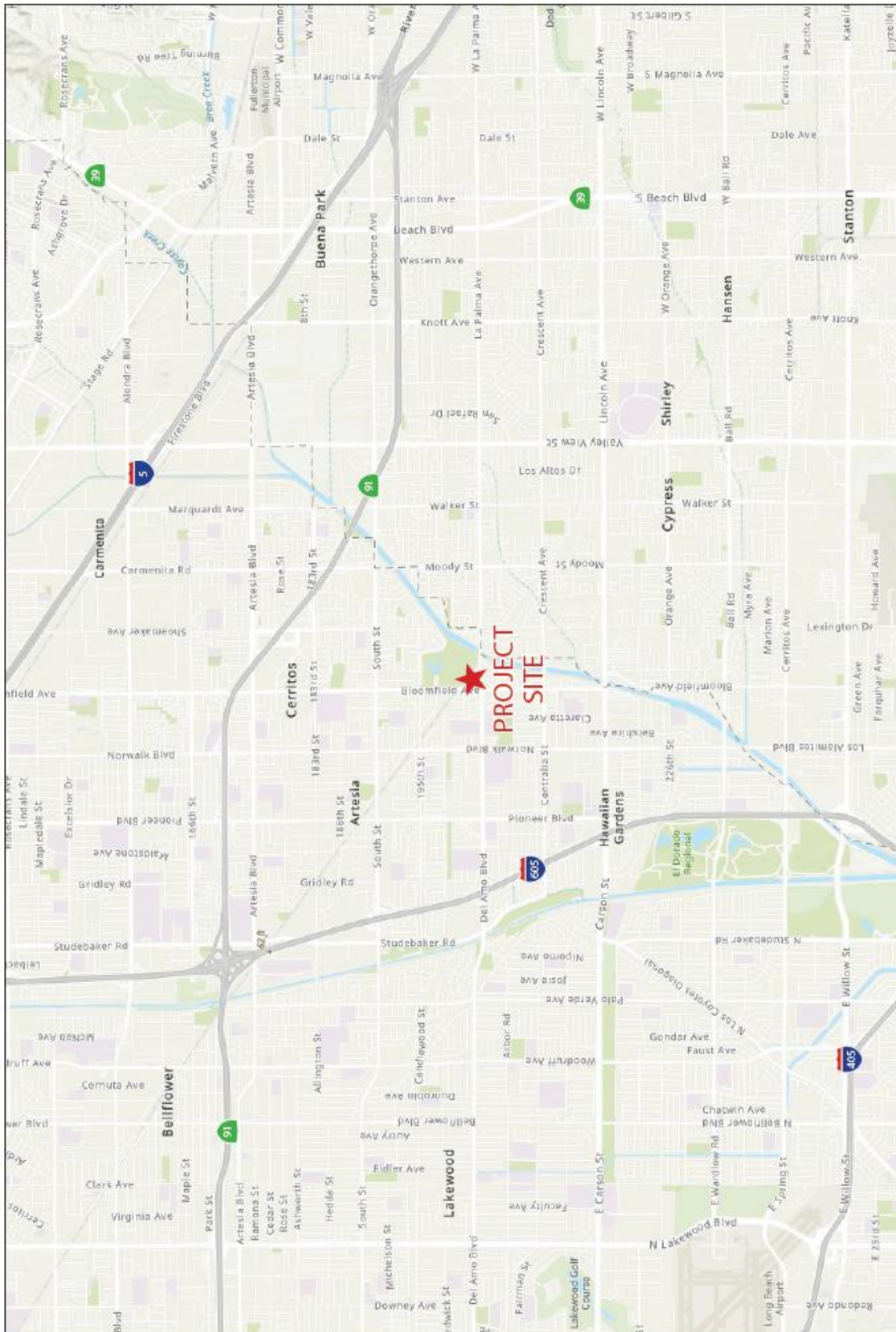
The Starbucks Project site is zoned Neighborhood Commercial (CN).<sup>3</sup> The CN Zone is intended to provide for businesses serving primarily nearby residents including the retail sale of convenience goods and services, shopping goods and services, and other commercial and professional activities; see CMC Chapter 22.25: *CN – Neighborhood Commercial Zone*. **Table 2-2** lists the Amendment sites' existing zoning.

<sup>1</sup> Google. (2021). Google Earth Pro.

<sup>2</sup> City of Cerritos. (October 2020). *Land Use Map*. Cerritos, CA: City of Cerritos Community Development Department.

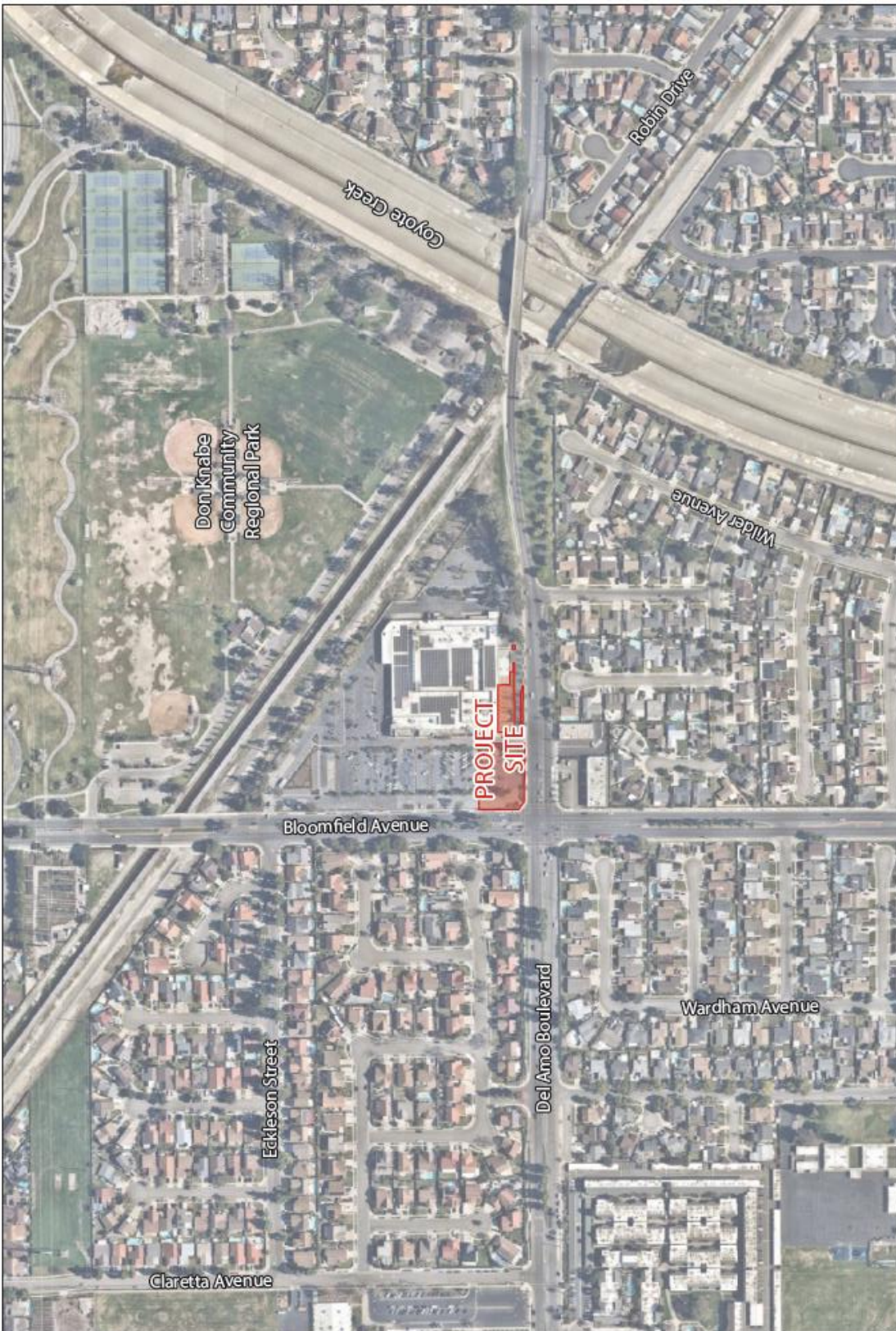
<sup>3</sup> City of Cerritos. (October 2020). *Zoning Map*. Cerritos, CA: City of Cerritos Community Development Department.





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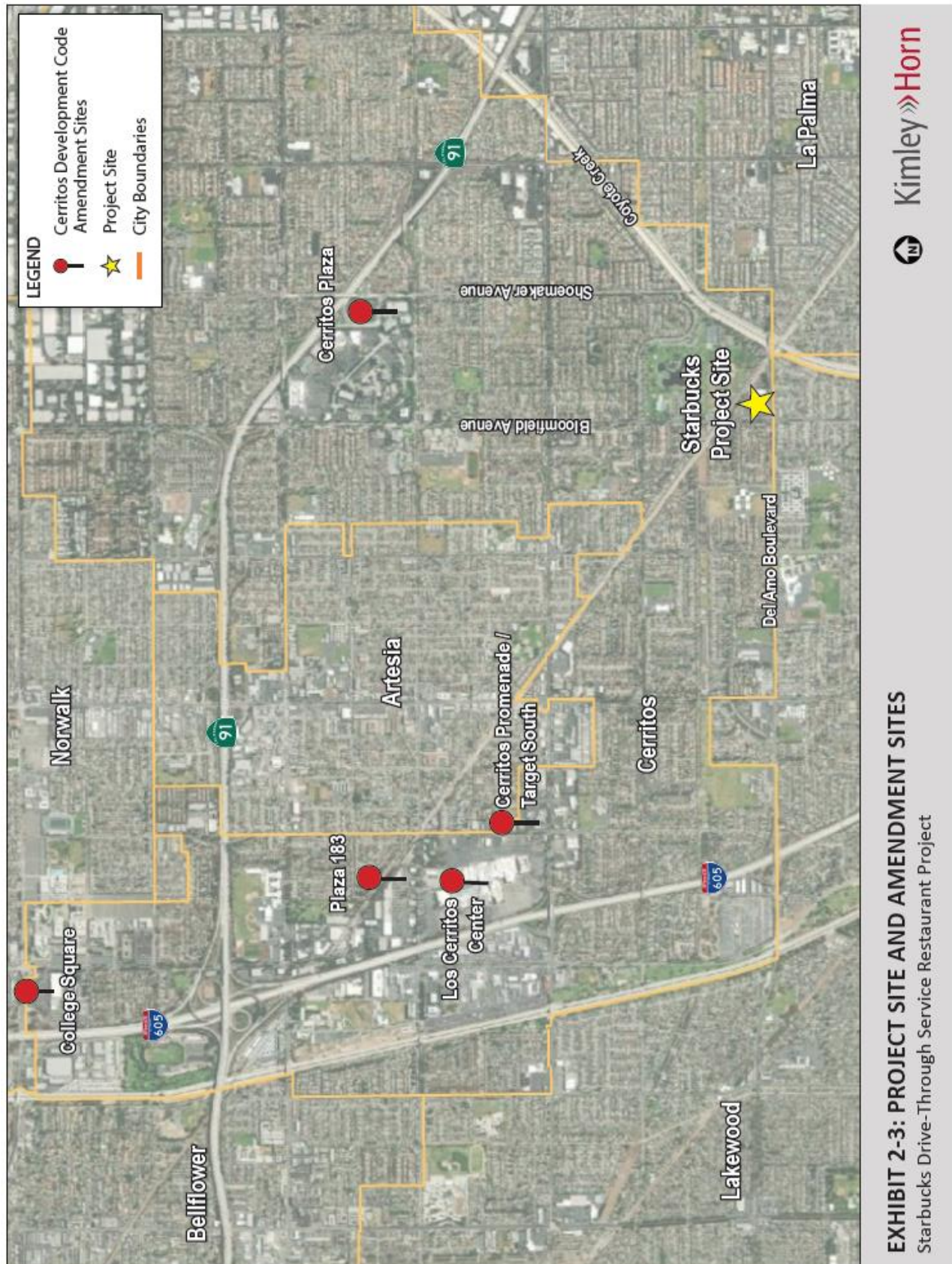
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**EXHIBIT 2-2: SITE VICINITY**  
Starbucks Drive-Through Service Restaurant Project

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### 2.2.3 Surrounding Land Uses

Land uses surrounding the Starbucks Project site are summarized below (see **Exhibit 2-2**):

- **North:** Land uses north of the Starbucks Project site include a vacant LACMTA right-of-way and a Los Angeles County Flood Control District channel, both zoned Open Space (OS). Beyond the LACMTA right-of-way and flood control channel to the north is the Don Knabe Community Regional Park.
- **South:** Land uses south of the Starbucks Project site on the south side of Del Amo Boulevard are residential and commercial uses in the City of Lakewood that are zoned Single Family (R-1) and Intermediate Commercial (C-3).
- **East:** Land uses east of the Starbucks Project site are a vacant LACMTA right-of-way and a Los Angeles County Flood Control District channel, both zoned Open Space (OS). Beyond the LACMTA right-of-way to the east is the Los Angeles County Flood Control channel, zoned Open Space (OS), and single-family residential properties, zoned Single-Family Residential, RS-6500.
- **West:** Land uses west of the Project site on the west side of Bloomfield Avenue are single-family residential uses zoned RS-5000 and RS-6500, which vary from a minimum lot size of 5,000 to 6,500 SF, are immediately west of the Starbucks Project site.

## 2.3 Background and History

The existing Target department store property was originally developed as a Gemco in 1978, which subsequently went out of business in 1986. Target purchased the site and opened for business on February 29, 1988 and has expanded and remodeled the site several times throughout the years. Target recently remodeled the interior and exterior of the store in 2019. As part of the exterior remodel, Target reconfigured the parking areas and added new landscape planters to increase the landscaping percentage on site. The City received an application from the Starbucks Project Applicant on March 7, 2022.

## 2.4 Project Characteristics

### 2.4.1 Project Overview

The Applicant, together with the property owner, proposes to subdivide the existing 9.56-acre Target department store parcel located at 20200 Bloomfield Avenue, to create two separate parcels: one to accommodate the existing Target department store, and the second, a 0.52-acre parcel, to be used for a new Starbucks drive-through service restaurant proposed at 1,897 square feet (SF) in floor area and supported by 20 parking spaces and a single-lane drive-through. As part of the Starbucks Project, the property owner will demolish the vacant Target Garden Center located on the southern section of the existing department store building and replace this area with landscaping and 16 parking spaces for the Target department store. The new landscaping and parking spaces are intended to offset parking spaces and landscaping lost from the subdivision and development of the new 0.52-acre parcel, which will be located on the southwest corner of the subject property. The subject property is zoned Neighborhood Commercial (CN), which currently does not permit or conditionally permit, drive-through service restaurants. Therefore, the Applicant has also requested to amend the Development Code to allow drive-through service restaurant uses to be conditionally permitted in the Neighborhood Commercial (CN) zone and the Community Commercial (CC) zone. All drive-through service restaurant uses in the City are subject to conditional use permit approval, and all new developments are approved via a precise plan. Therefore, the following entitlements are required for the Project.

- Development Code Amendment 2022-1, to amend the Development Code to allow drive-through service restaurant uses to be conditionally permitted in the Neighborhood Commercial (CN) zone and the Community Commercial (CC) zone in addition to the Regional Commercial (CR) zone where such uses are currently conditionally permitted;
- Tentative Parcel Map 83312, to subdivide the existing subject parcel into two (2) parcels;
- Conditional Use Permit 2022-1, to allow for the proposed Starbucks drive-through service restaurant use at the subject property; and
- Precise Plan 2022-1, to allow for the construction and development of the proposed Starbucks restaurant, demolition of the existing Target Garden Center, and related landscaping, parking, and site improvements.

As part of the Starbucks Project, the Applicant will construct a stand-alone 1,897-SF Starbucks restaurant building on the proposed new parcel, 20 surface parking spaces, and a single-lane drive-through, as well as replace the existing Target Garden Center with landscaping and 16 parking spaces; see **Exhibits 2-4 to 2-11**. The Project also includes an Applicant-proposed Development Code Amendment to Title 22: *Development Plan*, which involves modifications, deletions, and additions to drive-through service restaurant standards, which may potentially allow up to six additional drive-through service restaurants in the City. Therefore, this Initial Study includes a project-level analysis for the Starbucks Project and a programmatic analysis for Development Code Amendment 2022-1. Both the proposed Starbucks drive-through service restaurant and Development Code Amendment 2022-1 are described below.

#### **2.4.2 Site Plan**

The Starbucks Project features modern architecture, an outdoor eating area with a wooden patio cover, and covered trash enclosure. The proposed Starbucks building is 1,897 SF. The Starbucks Project site includes adding 36 parking spaces, 16 of which would be within the former Target Garden Center portion of the Starbucks Project site. Pedestrian access to the Starbucks building from the sidewalk on Del Amo Boulevard would be provided across the drive-through lane along the eastern exit.

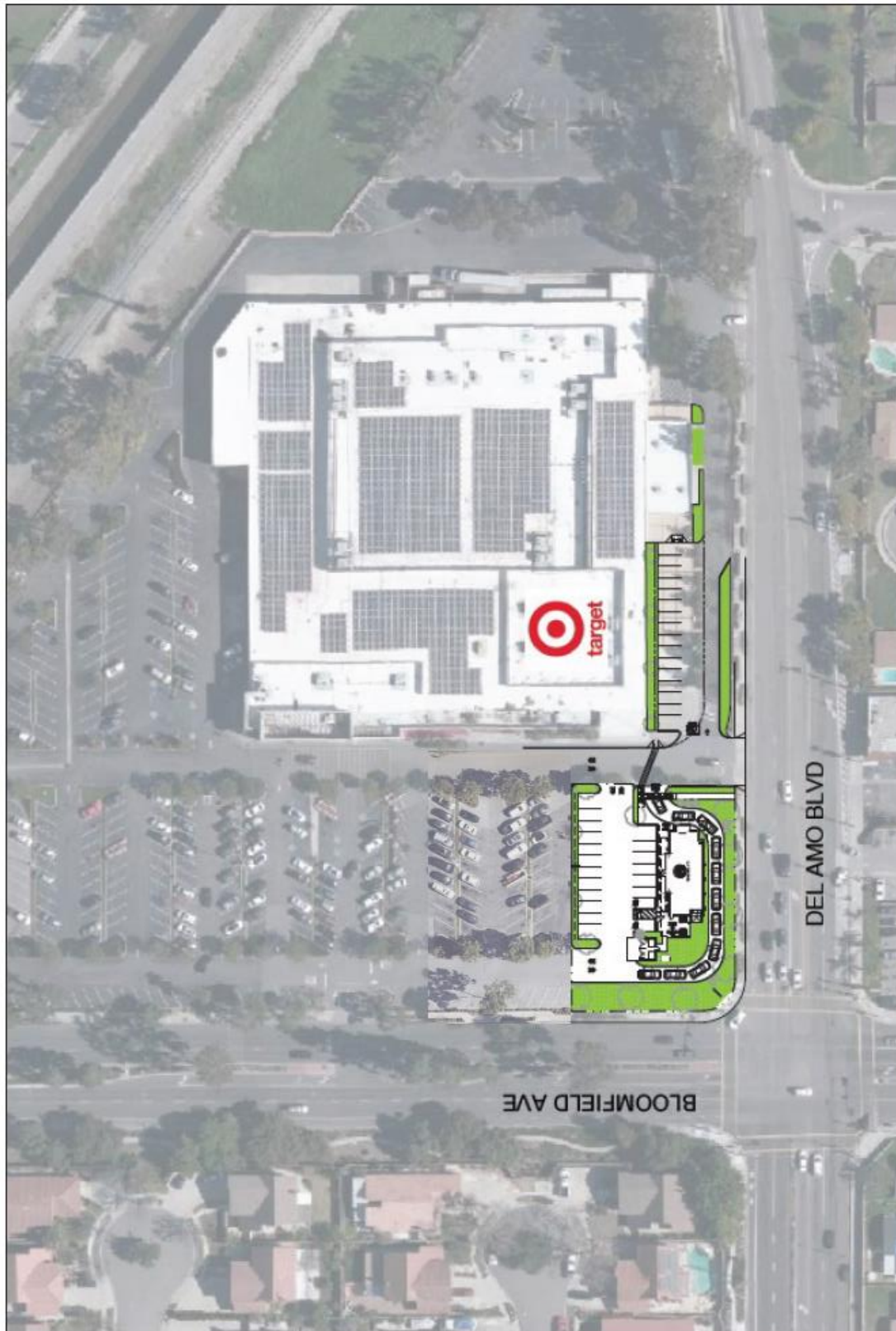
#### **2.4.3 Landscaping**

The Starbucks Project landscaping includes berms on the Starbucks Project site's southern and western sides to aesthetically buffer the Starbucks Project site from motorists on Del Amo Boulevard and Bloomfield Avenue, and residential uses west of Bloomfield Avenue. The drive-through kiosk would be shielded from public view by a retaining wall and earthen berm. The patio cover and trash enclosure would be buffered from public view by landscaping.

#### **2.4.4 Drive-Through Service Restaurant Uses**

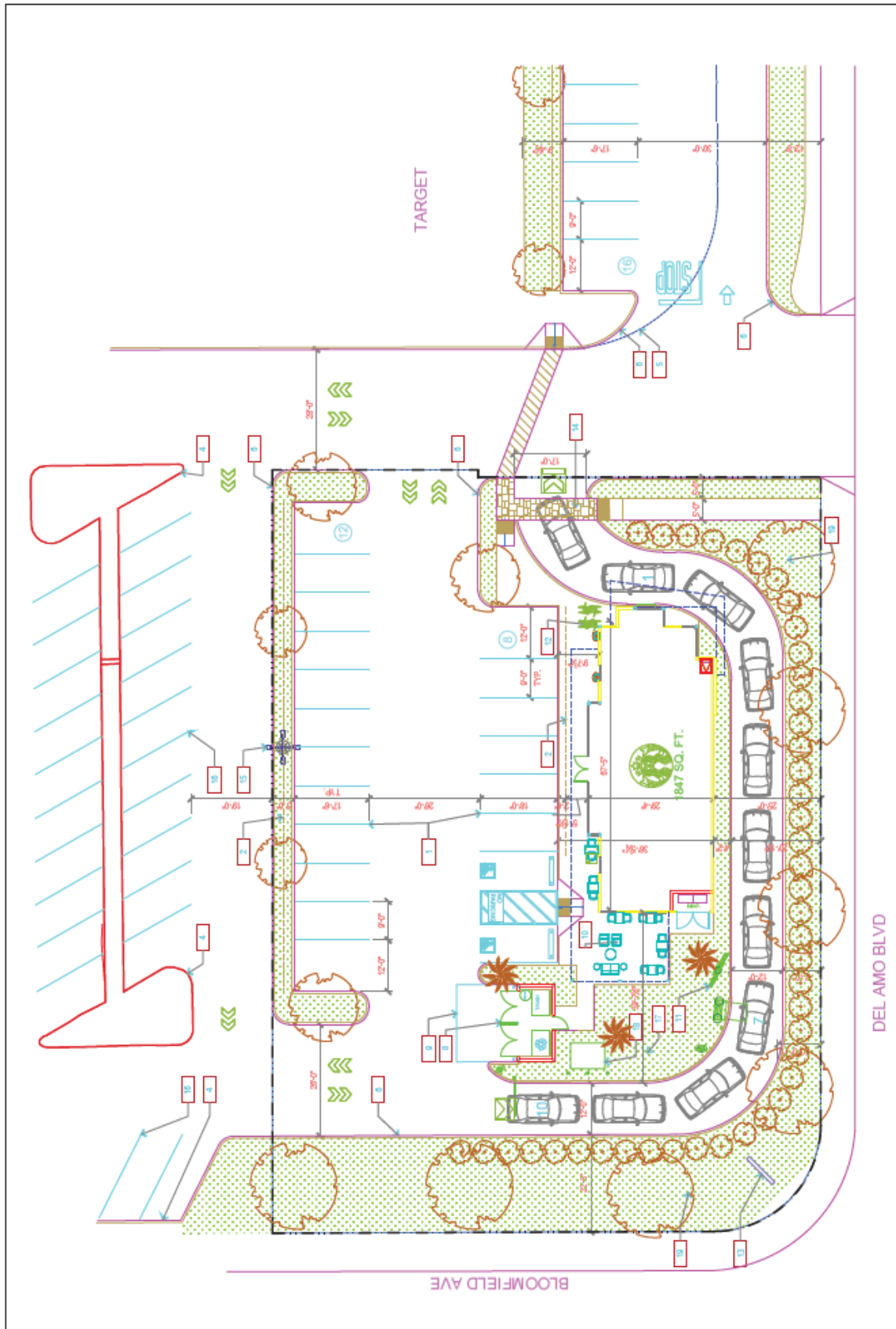
Drive-through service restaurant uses are currently permitted only within the Regional Commercial (CR) zone on lots of at least 15 acres in size. As discussed in **Section 2.2.2: General Plan and Zoning**, the Starbucks Project site is zoned Neighborhood Commercial (CN) and totals 9.56 acres. As depicted on **Exhibits 2-4 to 2-10**, the Starbucks Project proposes a single-lane drive-through along the southwestern portion of the Starbucks Project site, which is currently not permitted within the CN Zone. However, as detailed in **Section 2.4.7: Development Code Amendment 2022-1**, the Applicant has requested amendments to Cerritos Development Code Title 22: *Development Plan*, which involve modifications, deletions, and additions to drive-through service restaurant standards, which include permitting drive-through service restaurant uses within the Neighborhood Commercial (CN) and Community Commercial (CC) zones.





**EXHIBIT 2-4: OVERALL SITE PLAN**  
Starbucks Drive-Through Service Restaurant Project

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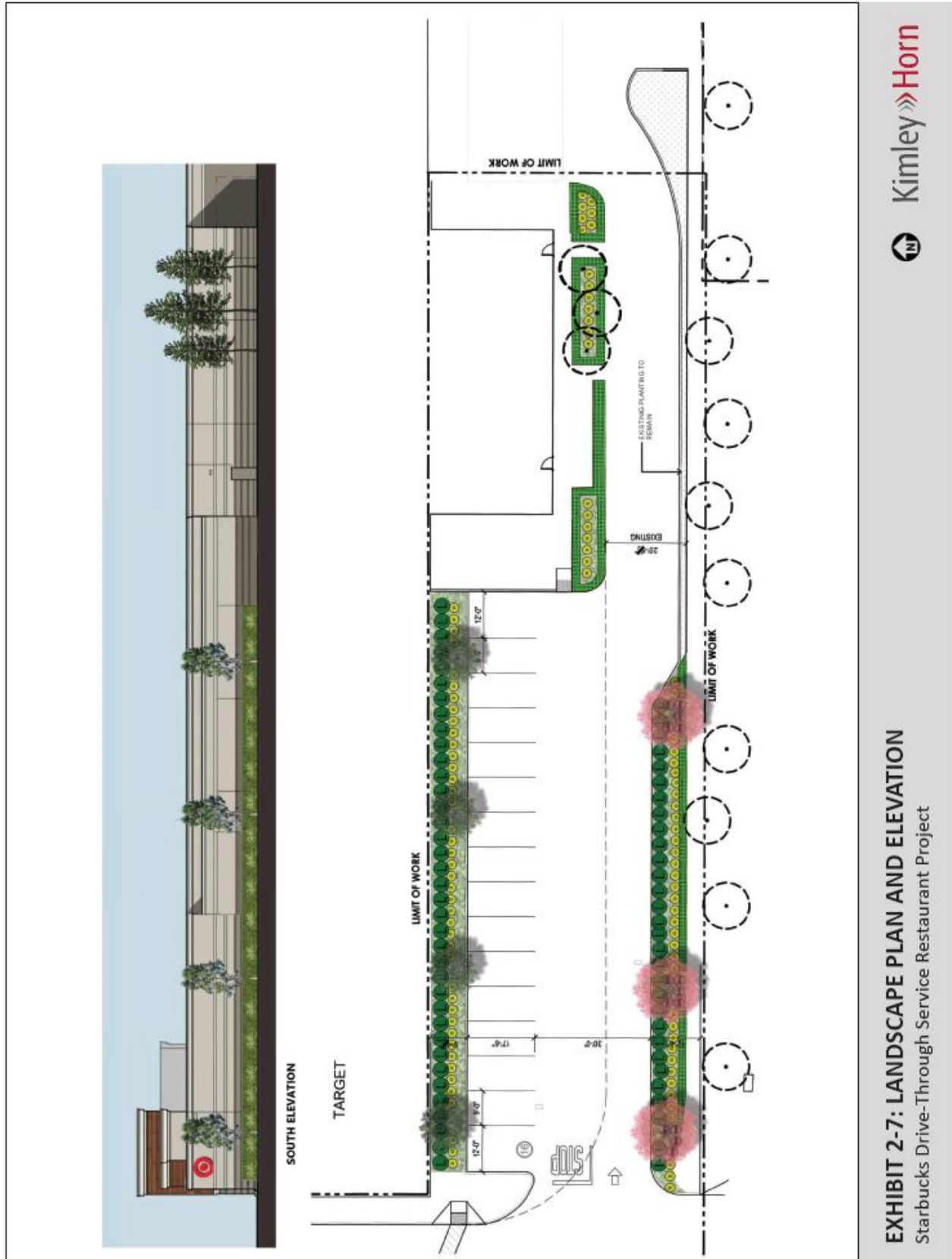
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**EXHIBIT 2-6: CONCEPTUAL LANDSCAPE PLAN**  
Starbucks Drive-Through Service Restaurant Project

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**EXHIBIT 2-8: NORTHERN VIEW**  
Starbucks Drive-Through Service Restaurant Project

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**EXHIBIT 2-9: SOUTHWESTERN VIEW**  
Starbucks Drive-Through Service Restaurant Project

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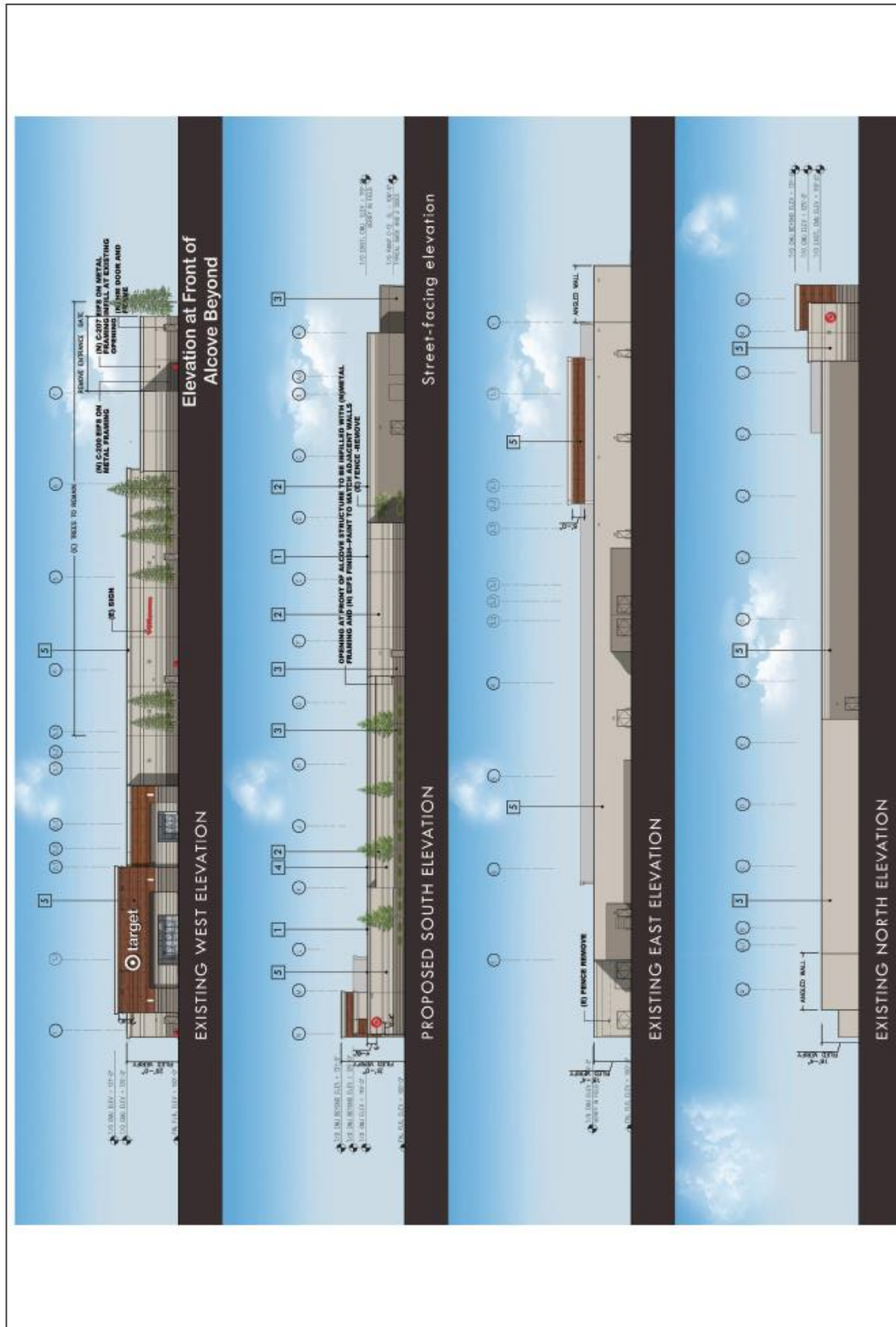




**EXHIBIT 2-10: SOUTHEASTERN VIEW**  
Starbucks Drive-Through Service Restaurant Project

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EXHIBIT 2-11: TARGET ELEVATIONS

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## **2.4.5 Parking and Access**

The Starbucks Project would remove 58 existing parking spaces on the existing Target department store property and replace them with 16 new parking spaces on Parcel 1, where the Target Garden Center will be removed on the southern portion of the building, and 20 new parking spaces on Parcel 2, immediately adjacent to the proposed Starbucks drive-through service restaurant. Primary vehicular access to the Starbucks Project site is proposed via a two-way entrance off of Del Amo Boulevard at the Starbucks Project site's southern boundary, which is connected to the parking spaces associated with the existing Target store. Secondary vehicular access is provided via two driveways off of Bloomfield Avenue to the north of the Starbucks Project site, which provides interior vehicular access to the proposed Starbucks drive-through service restaurant.

## **2.4.6 Utilities and Infrastructure**

The City of Cerritos Department of Public Works/Water and Power is the water purveyor to the Starbucks Project site. The Starbucks Project proposes one connection at the site's southern entrance to an existing 12-inch water main within Del Amo Boulevard. The Starbucks Project site is within the jurisdictional boundaries of Sanitation Districts of Los Angeles County Sanitation District No. 19. Districts Nos. 2, 3, 18 and 19 serve the City.<sup>4</sup> The Starbucks Project's wastewater would discharge to the local City sewer line for conveyance to a LACSD trunk sewer. Access to the City's sanitary sewer system would be provided with connection to an existing 8-inch line within Del Amo Boulevard, at the site's southern entrance.

## **2.4.7 Development Code Amendment 2022-1**

The Applicant proposes the following Development Code Amendment concerning drive-through service restaurant uses:

- Conditionally permit drive-through service restaurant uses in the Neighborhood Commercial (CN) and Community Commercial (CC) zones with specific location criteria
- Establish criteria for the quantity of drive-through service restaurants conditionally permitted:
  - For sites less than 9.0 acres: no drive-through service restaurants permitted
  - For sites greater than 9.0 acres: up to one drive-through service restaurant conditionally permitted
  - For sites greater than 9.0 acres with parcels directly adjacent to a freeway right-of-way: up to two drive-through service restaurants conditionally permitted
- Maintain minimum distance requirements between a drive-through service restaurant and a residentially zoned area of at least 400 feet, except when the residentially zoned area is separated from a drive-through service restaurant by a major or secondary arterial street, in which case a minimum distance of 100 feet would be required
- Allow either one drive through service lane or one dual drive through service lane, provided any proposed dual drive through service lane is located on the same side of the building. Remove existing sign size requirements and limit of one kiosk per drive-through service restaurant; replace with a requirement to include a master sign program and requirements for orientation away from

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<sup>4</sup> Los Angeles County Sanitation Districts. (2015). Sanitation District's Service Area. Retrieved from <https://www.lacsd.org/home/showpublisheddocument/960/637637537988200000>.

residentially zoned areas and designed for architectural compatibility with the respective building and site

- Remove minimum distance between drive-through service restaurants (currently 1,000 feet)

As a result of these proposed modifications, six additional drive-through service restaurants, including the subject property's proposed drive-through service restaurant, would potentially be conditionally permitted throughout the City as indicated in **Table 2-3: Permitted Drive-Through Service Restaurants Due to Development Code Amendments**.

**Table 2-3: Permitted Drive-Through Service Restaurants  
Due to Development Code Amendments**

Shopping Center Name	Total Acres	Zone	Drive-Through Service Restaurants		
			Existing (on the ground)	Permitted under Proposed Ordinance	Additional Permitted
College Square	16.23	CR	2	2	0
Plaza 183	30.10	CR	0	2	2
Los Cerritos Center	94.61	CR	1	2	1
Cerritos Promenade/ Target South	17.96	CR	0	1	1
Cerritos Plaza	19.37	CC	0	1	1
Target Bloomfield	9.56	CN	0	1	1
<b>Total</b>			<b>3</b>	<b>9</b>	<b>6</b>

## 2.4.8 Requested Entitlements

The Project requests approval of the following entitlements:

- Development Code Amendment 2022-1 as described in **Section 2.4.7: Development Code Amendment 2022-1**.
- Tentative Parcel Map 83312, to divide the existing 9.56-acre parcel into two parcels (the "Target" parcel totaling 9.04 acres and the "Starbucks" parcel totaling 0.52 acres);
- Conditional Use Permit 2022-1, for a new drive-through service restaurant use;
- Precise Plan 2022-1 to construct an 1,897-SF Starbucks drive-through service restaurant building and related landscaping, parking, and site improvements.

## 2.5 Project Construction Activities and Phasing

For analysis purposes, Project construction is anticipated to occur over a single-phase, lasting approximately six months, beginning mid- to late-2022, and ending in 2023. Project construction is anticipated to occur in the following sequence:

- Demolition,
- Site preparation,
- Grading,
- Building construction, and

- Paving, architectural coating, and landscaping.

For purposes of this environmental analysis, opening year is assumed to be 2023.

Grading for the proposed improvements would require cut and fill to create building pads. Grading is estimated to require 90 cubic yards of export. Final grading plans would be approved by the City before Grading Permit issuance. All infrastructure (i.e., storm drain, water, wastewater, dry utilities, and street improvements) would be installed during grading.

## **2.6 Agreements, Permits, and Approvals**

The City, as Lead Agency, has discretionary authority over the proposed Project. Other agencies in addition to the City are expected to use this IS/MND in their decision-making process. To implement this Project, at a minimum, the following discretionary permits/approvals must be granted by the City and others:

- Development Code Amendment 2022-1
- Tentative Parcel Map 83312
- Conditional Use Permit 2022-1
- Precise Plan 2022-1, and
- Los Angeles Regional Water Quality Control Board (National Pollutant Discharge Elimination System (NPDES) Compliance/Low Impact Development (LID)) approvals.

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### 3.0 ENVIRONMENTAL CHECKLIST FORM

#### 3.1 Background

1.	<b>Project Title:</b> Starbucks Drive-Through Service Restaurant Project
2.	<b>Lead Agency Name and Address:</b> City of Cerritos Community Development Department 18125 Bloomfield Avenue Cerritos, California 90703
3.	<b>Contact Person and Phone Number:</b> Sandy Cisneros, Current Planning Manager Tel: 562.916.1201 Email: planning@cerritos.us
4.	<b>Project Location:</b> County of Los Angeles, City of Cerritos, at 20200 Bloomfield Avenue
5.	<b>Project Sponsor's Name and Address:</b> Michael DiGangi, Managing Partner Property Nine Development 2801 E. Camelback Rd. Suite 200-P9 Phoenix, AZ 8501
6.	<b>General Plan Designation:</b> Community Commercial
7.	<b>Zoning:</b> Neighborhood Commercial (CN)
8.	<b>Description of Project:</b> See Section 2.4: Project Characteristics
9.	<b>Surrounding Land Uses and Setting:</b> See Section 2.2.3: Surrounding Land Uses
10.	<b>Other public agencies whose approval is required (e.g., permits).</b> <ul style="list-style-type: none"><li>• Sanitation Districts of Los Angeles County Sanitation, Districts No. 2, 3, 18, and 19</li><li>• Los Angeles Regional Water Quality Control Board</li><li>• Los Angeles County Fire Department</li><li>• Los Angeles County Department of Public Works/Building and Safety</li></ul>
11.	<b>Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of the significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?</b>  Consultation with two California Native American tribes (Kizh Nation and Tongva) were initiated on March 10, 2022; see also Section 4.18: Tribal Cultural Resources.

### 3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the proposed Project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant with Mitigation Incorporated," as indicated by the checklist on the following pages.

	Aesthetics		Agricultural and Forestry Resources		Air Quality
X	Biological Resources	X	Cultural Resources		Energy
X	Geology & Soils		Greenhouse Gas Emissions	X	Hazards & Hazardous Materials
	Hydrology & Water Quality		Land Use & Planning		Mineral Resources
	Noise		Population & Housing		Public Services
	Recreation		Transportation	X	Tribal Cultural Resources
	Utilities & Service Systems		Wildfire		Mandatory Findings of Significance

### Lead Agency 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.	X
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 or a 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 (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.	

### CITY OF CERRITOS

Sandy Cisneros  
Current Planning Manager

October 19, 2022  
Date

## 4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis is patterned after State CEQA Guidelines Appendix G. An explanation is provided for all responses except “No Impact” responses, which are supported by the cited information sources. The responses consider the whole action involved with the proposed Project: on- and off-site, Project- and cumulative-level, direct and indirect, and short-term construction and long-term operational. The explanation of each issue also identifies the significance criteria or threshold, if any, used to evaluate each question, and the mitigation identified, if any, to avoid or reduce the impact to less than significant. To each question, there are four possible responses:

- **No Impact.** The Project would not have any measurable environmental impact.
- **Less Than Significant Impact.** The Project would have the potential to impact the environment, although this impact would be below-established thresholds that are considered to be significant.
- **Less Than Significant with Mitigation Incorporated.** The Project would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the Project’s physical or operational characteristics could reduce these impacts to a less than significant level.
- **Potentially Significant Impact.** The Project could have impacts, which may be considered significant and therefore additional analysis is required to identify mitigation. A determination that there is a potential for significant effects indicate the need to more fully analyze the Project’s impacts and identify mitigation.

## 4.1 Aesthetics

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Except as provided in Public Resources Code §21099, would the project:</b>				
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) If in a non-urbanized area, 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 which would adversely affect day or nighttime views in the area?			X	

### Impact Analysis

#### 4.1a Would the project have a substantial adverse effect on a scenic vista?

**No Impact.** Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the public's benefit. There are no officially designated vistas within the City.<sup>5</sup> Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would not have an adverse effect on a scenic vista, and no mitigation is required.

#### 4.1b Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?

**No Impact.** There are no State or County designated scenic highways in the City.<sup>6</sup> The nearest eligible state scenic highway is State Route 1, which is located approximately 5.5 miles southwest of the City's southernmost boundary. Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would not damage scenic resources within a state scenic highway, and no mitigation is required.

#### 4.1c If in a non-urbanized area, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced

<sup>5</sup> City of Cerritos. (2004). *Cerritos General Plan EIR*, page 7-1. Retrieved from [http://www.cerritos.us/GOVERNMENT/\\_pdfs/General\\_Plan\\_EIR\\_Body.pdf](http://www.cerritos.us/GOVERNMENT/_pdfs/General_Plan_EIR_Body.pdf)

<sup>6</sup> California Department of Transportation. (2018). *California Scenic Highway*. Retrieved from <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>.

*from publicly accessible vantage point). If in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

**No Impact.** The Starbucks Project site and Amendment sites are located in an urbanized area and are fully developed. The Starbucks Project site is in the City's southeast portion in a shopping center surrounded primarily by residential uses, although open space uses exist to the northeast.

The General Plan Community Design Element policies pertaining to the Starbucks Project and future drive-through service restaurants on Amendment sites are as follows:

- **Goal CD:** Ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts.
- **Policy CD-3.1:** Continue to place a high priority on quality architecture, landscape, and site design to enhance the image of Cerritos, and create a vital and attractive environment for businesses, residents and visitors.
- **Policy CD-3.2:** Continue to use precise plans for all developments, (which should include architectural design, site plans, landscaping and signing) to review and evaluate projects prior to issuance of building permits to determine their compliance with the objectives and specific requirements of the Development Code, General Plan and appropriate zone or Area Development Plans.
- **Policy CD-3.3:** Require the preparation of specific plans for various sections of the City identified as Area Development Plans, in order to coordinate land use, the location and design of buildings and open spaces and the arrangement of traffic circulation, parking and landscaping.
- **Policy CD-3.4:** Ensure that good project landscape and site design creates places that are well organized, attractive, efficient, safe and pedestrian-friendly.
- **Policy CD-3.5:** Provide pedestrian circulation within commercial centers through the provision of sidewalks and other pedestrian paths that connect shops, parking lots and other major activity uses within the center.
- **Policy CD-3.6:** Encourage quality architectural design to maintain and enhance the City's identity and inspire creativity.
- **Policy CD-3.7:** Ensure that buildings are appropriate to their context and designed to be compatible with surrounding uses and special districts.
- **Goal CD-4:** Ensure that commercial signs do not detract from the City's high-quality image, while recognizing the need for effective business identification.
- **Policy CD-4.1:** Continue to regulate the use of signs based on the premise that good design is an asset to the City and that signs should identify businesses, not advertise them.
- **Policy CD-4.2:** Vigorously enforce provisions of the Sign Ordinance to ensure that all businesses have an equal opportunity to identify their location and that unsafe or hazardous conditions are avoided.
- **Policy CD-4.3:** Maintain citywide sign design guidelines that promote creativity and high-quality design.

- **Policy CD-4.4:** Encourage the use of common design elements in signs for multi-tenant commercial and industrial centers. Use planned sign programs to improve center identity and appearance.
- **Policy CD-4.6:** Allow for the provision of comprehensive sign programs for multi-tenant centers to allow flexibility in the application of sign regulations in order to encourage creativity and promote a unified appearance within commercial centers. The development of sign programs is appropriate for new or redeveloping commercial centers.
- **Policy CD-4.7:** Encourage the use of common design elements in signs for redeveloping commercial centers through the development of planned sign programs to improve center identity and image by publicizing the benefits of such programs to developers and local business operators.
- **Policy CD-4.8:** Discourage the use of internally illuminated cabinet/can signs in favor of signs composed of individual letters on opaque backgrounds.

The Starbucks Project and future drive-through service restaurants on Amendment sites would comply with all applicable General Plan Design Element policies regarding commercial developments and sign requirements, including Policy CD-3.2, concerning the use of precise plans to determine compliance with applicable local regulations. The Starbucks Project requires Precise Plan 2022-1 to allow for the construction and development of the proposed improvements. The City will review this precise plan for compliance with the City's established regulatory framework, thus ensuring the Project's adherence to any applicable policies regarding design in the General Plan Design Element.

The Starbucks Project site's on-site and surrounding zoning and the CMC regulations pertaining to each zone are as follows:

- **North:** Land uses north of the Starbucks Project site include a vacant LACMTA right-of-way and a Los Angeles County Flood Control District channel, both zoned Open Space (OS). Beyond the LACMTA right-of-way and flood control channel to the north is the Don Knabe Community Regional Park.
- **South:** Land uses south of the Starbucks Project site on the south side of Del Amo Boulevard are residential and commercial uses in the City of Lakewood that are zoned Single Family (R-1) and Intermediate Commercial (C-3).
- **East:** Land uses east of the Starbucks Project site are a vacant LACMTA right-of-way and a Los Angeles County Flood Control District channel, both zoned Open Space (OS). Beyond the LACMTA right-of-way to the east is the Los Angeles County Flood Control channel, zoned Open Space (OS), and single-family residential properties located in the City of Cerritos, zoned Single-Family Residential, RS-6500.
- **West:** Land uses west of the Project site on the west side of Bloomfield Avenue are single-family residential uses zoned RS-5000 and RS-6500, which vary from a minimum lot size of 5,000 to 6,500 square feet, are immediately west of the Starbucks Project site.

Upon approval of Development Code Amendment 2022-1, the Project would be in compliance with all applicable development standards, including Development Code Chapter 22.25 – Neighborhood Commercial (CN), governing building coverage, floor area ratios, setbacks, building height, and landscaping. These standards aim to improve the scenic qualities of new development. The Starbucks Project features modern architecture, an outdoor eating area with a wooden patio cover, and covered



trash enclosure. The Starbucks Project's maximum building height is 21 feet, which complies with the City's building height limit of 35 feet. The Starbucks Project's landscaping is 23 percent, which complies with the City's landscaping coverage of at least 15 percent of the area not covered by buildings will be landscaped. The Starbucks Project would include landscaped berms on the Project site's southern and western sides to aesthetically buffer the Starbucks Project site from motorists and residential uses to the west and south. The drive-through kiosk would be shielded from public view by a retaining wall and earthen berm.

Further, the Applicant has requested amendments to Development Code Title 22: *Development Plan*, which involve modifications, deletions, and additions to drive-through service restaurant standards that would not affect regulations related to scenic quality. Similar to the Starbucks Project, future drive-through service restaurants on Amendment sites would be required to comply with all applicable development standards concerning aesthetic resources pursuant to the CMC and would be approved via individual precise plans. The City will review any proposed precise plans for compliance with the City's established regulatory framework, thus ensuring that future drive-through service restaurants on Amendment sites will adhere to any applicable General Plan policies and CMC development standards regarding scenic quality. As such, the Starbucks Project and future drive-through service restaurants on Amendment sites would not conflict with applicable zoning and other regulations governing scenic quality, and no impact would occur.

*4.1d Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**Less Than Significant Impact.** The Starbucks Project site currently experiences moderate level of existing ambient light. Existing outdoor lighting at and near the Starbucks Project site includes vehicle headlights, nearby architectural and security lighting, and indoor building illumination associated with residential, commercial, and street lighting along Bloomfield Avenue and Del Amo Boulevard, typical of urbanized areas.

Project construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season when daylight is no longer sufficient. The Starbucks Project would comply with Development Code §22.80.440: *Glare*, which prohibits all operations, activities, or uses, except those governmental operations activities or uses essential to public safety, from producing glare so as to cause illumination in any residential district in excess of one footcandle above the ambient night illumination. Therefore, construction activities would not result in a new source of substantial light that would adversely affect day or nighttime views in the area.

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations, where the reflection of sunlight could occur. However, any glare would be highly transitory and short term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, reflective surfaces that are generally required to generate substantial glare are not typically an element of construction activities. Therefore, the potential for daytime glare associated with construction activities to occur would be minimal.

Project operations would generate lighting from two primary sources: lighting from building interiors that would pass through windows, and lighting from exterior sources (e.g., street lighting, parking lot lighting, vehicle lights, building illumination, security lighting, and landscape lighting). Regarding exterior lighting

sources, the Starbucks Project proposes a single-lane drive-through along the southwestern portion of the Starbucks Project site, which would involve cars with headlights idling in the drive-through lane. Lighting impacts from these idling vehicles could potentially impact single-family residences located west and south of the Starbucks Project site. Consistent with City requirements, the Starbucks Project's landscaping includes berms on the Starbucks Project site's southern and western sides to aesthetically buffer the Starbucks Project site from motorists on Del Amo Boulevard and Bloomfield Avenue, and residential uses to the west and south.

The Starbucks Project and future drive-through service restaurants on Amendment sites would be subject to compliance with Development Code §22.29.700(5C): *Lighting*, which provides site development standards for lighting in commercial zones. These standards restrict parking lot lighting fixtures to a sixteen feet height maximum and walkway lighting fixtures to a twelve feet height maximum. Security lighting fixtures are not to project above the fascia or roof line of the building and are required to be shielded from streets and other properties. The shields shall be painted to match the surface to which attached. Security lighting fixtures are not to be substituted for parking lot or walkway fixtures and are restricted to lighting of entrances, loading and storage areas and similar service areas. The drive-through lane where cars would be idling is screened by new trees and landscaping, which would minimize lighting impacts. The patio cover and trash enclosure would be buffered from public view by landscaping.

Further, as part of the Site Plan Review process, the City's Community Development Department would review the placement, height, and direction of illumination of light standards; see CMC §18.44.030: *Factors for Approval*. The City would review new lighting for conformance with the California Green Building Standards Code (CALGreen) (CCR Title 24 Part 11) in effect at the time that building plans are submitted, such that only the minimum amount of lighting is used, and no light spillage occurs.<sup>7</sup>

Buildings with large facades constructed of reflective surfaces (e.g., brightly colored building façades, metal surfaces, and reflective glass) could increase existing levels of daytime glare. The Starbucks Project design does not include excessive amounts of such surfaces or components and future drive-through service restaurants on Amendment sites would be required to comply with CMC regulations regarding lighting. Furthermore, while the Starbucks Project and future drive-through service restaurants on Amendment sites would introduce new light sources as a result of idling vehicles, all of the sites already exist in urban environments and are already illuminated. Lighting impacts from vehicle lights would be similar to that currently surrounding the Starbucks Project and Amendment sites, which would not cause adverse effects.

Therefore, a less than significant impact concerning a new source of light or glare would occur and no mitigation is required.

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<sup>7</sup> The current Code in effect is the 2019 California Green Building Standards Code: California Code of Regulations Title 24, Part 11. International Code Council.

## 4.2 Agricultural and Forestry Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</b>				
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 §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(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

### Impact Analysis

- 4.2a *Would the project 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?*
- 4.2b *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- 4.2c *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?*
- 4.2d *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- 4.2e *Would the project 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.** No Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance is mapped in the City.<sup>8</sup> Further, there are no lands subject to a Williamson Act Contract within the City.<sup>9</sup> The Starbucks Project site is zoned Neighborhood Commercial (CN), and the Amendment sites are zoned either Regional Commercial (CR) or Community Commercial (CC).<sup>10</sup> No agricultural, forest land, or timberland zoning exists in the City. Therefore, no impact concerning mapped farmlands, Williamson Act contracts, or agricultural, forest land, or timber land zoning would occur, and no mitigation is required.

The Starbucks Project and Amendment sites are fully developed. No farmland, forest land, or timberland exist in the City. Therefore, no conversion or loss of Farmland, forest land or timberland would occur, and no mitigation is required.

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<sup>8</sup> California Department of Conservation. (2016). *California Important Farmland Finder*. Retrieved from <https://maps.conservation.ca.gov/dlrp/ciff/>.

<sup>9</sup> California Department of Conservation. (2016). *Williamson Act/Land Conservation Act*. <http://www.conservation.ca.gov/dlrp/lca>.

<sup>10</sup> City of Cerritos. (October 2020). *Zoning Map*. Cerritos, CA: City of Cerritos Community Development.

### 4.3 Air Quality

This Section is based on the *Air Quality and Greenhouse Gas Emissions Assessment* (Kimley- Horn, January 2022), which is included in its entirety in **Appendix A: Air Quality and Greenhous Gas Emissions Assessment**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</b>				
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	

#### South Coast Air Quality Management District Thresholds

##### *Mass Emissions Thresholds*

The South Coast Air Quality Management District (South Coast AQMD) significance criteria may be relied upon to make the above determinations. According to the South Coast AQMD, an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The South Coast AQMD has established thresholds of significance for air quality during project construction and operations; see **Table 4.3-1: South Coast Air Quality Management District Emissions Thresholds**.

**Table 4.3-1: South Coast Air Quality Management District Emissions Thresholds**

Criteria Air Pollutants and Precursors (Regional)	Construction-Related	Operational-Related
	Average Daily Emissions (pounds/day)	Average Daily Emission (pounds/day)
Nitrogen Oxides (NO <sub>x</sub> )	100	55
Volatile Organic Compounds (VOC) <sup>1</sup>	75	55
Particulate Matter up to 10 Microns (PM <sub>10</sub> )	150	150
Particulate Matter up to 2.5 Microns (PM <sub>2.5</sub> )	55	55
Sulphur Oxides (SO <sub>x</sub> )	150	150
Carbon Monoxide (CO)	550	550
VOCs and reactive organic gases (ROGs) are subsets of organic gases that are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. Although they represent slightly different subsets of organic gases, they are used interchangeably for the purposes of this analysis.		
Source: South Coast Air Quality Management District, <i>South Coast AQMD Air Quality Significance Thresholds</i> , April 2019.		

### *Localized Carbon Monoxide*

In addition to the daily thresholds listed above, the proposed Project would be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 ppm
- 8-hour = 9 ppm

The significance of localized impacts depends on whether ambient CO levels near the Project site exceed state and federal CO standards. The South Coast Air Basin (SCAB) has been designated as attainment under the 1-hour and 8-hour standards.

### *Localized Significance Thresholds*

In addition to the CO hotspot analysis, the South Coast AQMD developed Local Significance Thresholds (“LSTs”) for emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a Project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the South Coast AQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5.0 acres or less on a single day. Cerritos is located within South Coast AQMD SRA 3 (Southwest Coastal Los Angeles (LA) County). **Table 4.3-2: Local Significance Thresholds (Construction/Operations)** provides the LSTs for a 1.0-acre, 2.0-acre, and 5.0-acre Project site in SRA 3 with sensitive receptors located within 25 meters of a Project site.



**Table 4.3-2: Local Significance Thresholds (Construction/Operations)**

Project Size	Nitrogen Oxide (NO <sub>x</sub> ) – lbs per day	Carbon Monoxide (CO) – lbs per day	Coarse Particulates (PM <sub>10</sub> ) – lbs per day	Fine Particulates (PM <sub>2.5</sub> ) – lbs per day
1.0 Acre: Construction Operations	91 91	674 674	5 1	3 1
2.0 Acres: Construction Operations	131 131	982 982	8 2	5 1
5.0 Acres: Construction Operations	197 197	1,823 1,823	15 4	8 2
Source: South Coast Air Quality Management District. (July 2008). <i>Localized Significance Threshold Methodology</i> .				

## Impact Analysis

### 4.3a Would the project conflict with or obstruct implementation of the applicable air quality plan?

**Less Than Significant Impact.** As part of its enforcement responsibilities, the United States Environmental Protection Agency (USEPA) requires that each state with nonattainment areas prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The City is within the South Coast Air Basin (SCAB), which is under South Coast AQMD's jurisdiction. The South Coast AQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce criteria pollutant emissions for which SCAB is in non-attainment. To reduce such emissions, the South Coast AQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the South Coast AQMD, the CARB, SCAG, and the Environmental Protection Agency (EPA). The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** A proposed project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of the AQMP's air quality standards or the interim emissions reductions.
- **Consistency Criterion No. 2:** A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project build-out phase.

Consistency Criterion No. 1 refers to the California ambient air quality standards (CAAQS) and national ambient air quality standards (NAAQS). As indicated in **Table 4.3-3** and **Table 4.3-4** below, Project construction and operational emissions would be below South Coast AQMD's thresholds. As the Starbucks Project would not generate localized construction or regional construction or operational emissions that would exceed South Coast AQMD thresholds of significance, the Starbucks Project would not violate any air quality standard. Any future drive-through service restaurants on Amendment sites would be subject to compliance with CAAQS, NAAQS, and South Coast AQMD regulation in addition to separate environmental analysis in accordance with the State CEQA Guidelines. Thus, the Starbucks Project and future drive-through service restaurants on Amendment sites would be consistent with Criterion No. 1. A less than significant impact would occur, and no mitigation is required.

Consistency Criterion No. 2 refers to SCAG's growth forecasts and associated assumptions included in the AQMP. The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Therefore, it is reasonable to conclude that if a project is consistent with the applicable general plan land use designation, and if the general plan was adopted prior to the applicable AQMP, then the increase in vehicle miles traveled (VMT) and/or population generated by said project would be consistent with the AQMP's assumed VMT and population growth.

The Starbucks Project and future drive-through service restaurants on Amendment sites would not conflict with the Community Commercial and Regional Commercial designation's intended uses (i.e., local-serving retail commercial activities such as a restaurant). Additionally, with a FAR of approximately 0.1, the Starbucks Project would be below the Community Commercial land use designations permitted FAR of 1.0.

The land uses proposed on the Starbucks Project and future drive-through service restaurants on Amendment sites would be consistent with the General Plan's land use designations, which are the basis for the AQMP. Therefore, the forecast population growth and VMT associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would be consistent with the AQMP's assumed population growth and VMT. It is also noted that the Starbucks Project's construction and operational air emissions would not exceed the South Coast AQMD regional thresholds, and localized emissions during construction and operations would not exceed South Coast AQMD LST thresholds; see Responses 4.3b and 4.3c below. Any future drive-through service restaurants on Amendment sites would be subject to compliance with South Coast AQMD regulation in addition to separate environmental analysis in accordance with CEQA guidelines. As such, the Starbucks Project and future drive-through service restaurants on Amendment sites would be consistent with Criterion No. 2. A less than significant impact would occur, and no mitigation is required.

*4.3b Would the project 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**

Construction-related activities associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would generate short-term criteria air pollutant emissions. The criteria air pollutants of primary concern within the Starbucks Project site and Amendment sites areas include ozone-precursor pollutants (i.e., ROG and NO<sub>x</sub>) and PM<sub>10</sub> and PM<sub>2.5</sub>. Construction-related emissions are short term and temporary, lasting only while construction activities occur, but would be considered a

significant air quality impact if the volume of pollutants generated exceeds the South Coast AQMD's thresholds of significance.

Construction activities temporarily generate emissions from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and movement of construction equipment, especially on unpaved surfaces. Airborne particulate matter emissions are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the application of water.

The Starbucks Project's construction-related emissions were calculated using the CARB-approved CalEEMod computer program which is designed to model emissions for land use development projects, based on typical construction requirements. For analysis purposes, Project construction would occur over approximately six months. At the time of preparation of this air emissions analysis, demolition, site preparation, and grading was anticipated to begin in July 2022. Construction is now estimated to begin in Summer 2023. Although the timing of construction has changed, the July 2022 construction start data used in the modeling provides a conservative analysis because CalEEMod uses cleaner emissions factors in future years due to regulatory and technological improvements and fleet turnover. This approach is conservative given that emissions factors decrease in future years. See **Appendix A** for additional information regarding the construction assumptions used in this analysis.

As shown in **Table 4.3-3**, the Starbucks Project's estimated maximum daily construction-related emissions and all criteria pollutant emissions would remain below their respective thresholds. It is noted, Starbucks Project construction emissions modeling was completed based on an earlier version of the Site Plan with a total floor area of 1,847 SF, which is 50 SF less than the current version of the Site Plan with 1,897 SF; see **Exhibit 2-5: Site Plan**. However, because the difference in floor area is nominal (only approximately 3 percent greater than the earlier modeled version) and the emissions provided in **Table 4.3-3** are significantly below the threshold (at least 96 percent lower), Project emissions would only be approximately 3 percent greater than shown on **Table 4.3-3**, but would still be substantially below thresholds. Therefore, Project emissions would be below significance thresholds, a less than significant impact would occur and no mitigation is required.

**Table 4.3-3: Construction-Related Emissions (Maximum Pounds Per Day)**

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxide (NOx)	Carbon Monoxide (CO)	Sulfur Dioxide (SO <sub>2</sub> )	Coarse Particulate Matter (PM <sub>10</sub> )	Fine Particulate Matter (PM <sub>2.5</sub> )
2022	1.97	17.33	14.58	0.03	3.91	2.19
South Coast AQMD Threshold	75	100	550	150	150	55
Exceed South Coast AQMD Threshold?	No	No	No	No	No	No
South Coast AQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SOUTH COAST AQMD CEQA Handbook ( <b>Tables XI-A through XI-E</b> ) were applied. No mitigation was applied to construction equipment. Refer to <b>Appendix A</b> for Model Data Outputs.						
Source: CalEEMod version 2020.4.0; see <b>Appendix A</b> for model outputs.						

While impacts would be less than significant, the Project would be subject to compliance with South Coast AQMD Rules 402, 403, and 1113, described in **Appendix A**, to further reduce specific construction-related emissions. The Starbucks Project emissions would not worsen ambient air quality, create additional violations of federal and state standards, or delay SCAB's goal for meeting attainment standards. Therefore, the Starbucks Project's construction-related air quality impacts would be less than significant and no mitigation is required.

South Coast AQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB. Any future drive-through service restaurants on Amendment sites would be subject to compliance with South Coast AQMD Rules 402, 403, and 1113 in addition to separate environmental analysis in accordance with CEQA guidelines. Therefore, following compliance with the regulatory requirements, construction-related air quality impacts associated with future drive-through service restaurants on Amendment sites would be less than significant and no mitigation is required.

### Less Than Significant Impact: Operational Emissions

The operational emissions associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would be from area sources, energy sources, and mobile sources. CalEEMod was used to calculate the Starbucks Project's area source, energy source, and mobile source, and mobile pollutant emissions. **Table 4.3-4: Operational Emissions (Maximum Pounds Per Day)** provides the CalEEMod estimated emissions from Project operations. It is noted that emission rates differ from summer to winter because weather factors are dependent on the season and these factors affect pollutant mixing, dispersion, ozone formation, and other factors.

**Table 4.3-4: Operational Emissions (Maximum Pounds Per Day)**

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO <sub>x</sub> )	Carbon Monoxide (CO)	Sulfur Dioxide (SO <sub>2</sub> )	Coarse Particulate Matter (PM <sub>10</sub> )	Fine Particulate Matter (PM <sub>2.5</sub> )
Area	0.05	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.11	0.10	0.00	0.01	0.01
Mobile	2.00	1.70	13.95	0.02	2.21	0.60
Mobile (On-Site Drive-Through)	0.00	0.00	0.02	0.00	0.00	0.00
<b>Total Emissions</b>	<b>2.06</b>	<b>1.81</b>	<b>14.07</b>	<b>0.02</b>	<b>2.22</b>	<b>0.61</b>
South Coast AQMD Threshold	55	55	550	150	150	55
Exceed South Coast AQMD Threshold?	No	No	No	No	No	No
Emissions were calculated using the California Emissions Estimator Model version 2020.4.0 (CalEEMod), as recommended by the South Coast AQMD. Worst-case seasonal maximum daily emissions are reported. On-site drive-through idling emissions were calculated with emissions factors from EMFAC2021.						
Source: CalEEMod version 2020.4.0; see <b>Appendix A</b> for model outputs.						

**Area Source Emissions.** Area-specific CalEEMod default inputs were used to calculate the Starbucks Project's area source emissions. Area source emissions would be generated from gasoline-powered landscaping and maintenance equipment, and consumer products (such as household cleaners). Area

source emissions would also be generated architectural coatings and landscaping equipment that were previously not present on the Starbucks Project site. Typically, area sources are small sources that contribute very little emissions individually, but when combined may generate substantial amounts of pollutants.

**Energy Source Emissions.** CalEEMod default inputs were used to calculate the Starbucks Project's energy source emissions. Energy source emissions would be generated from the Project's electricity and natural gas usage. The Starbucks Project's primary uses of electricity and natural gas would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

**Mobile Source and Mobile (On-Site Drive-Through) Emissions.** Unaltered CalEEMod default inputs, vehicle mix, and trip distances were used to calculate the Starbucks Project's mobile source emissions. Mobile source emissions are generated from motor vehicle use, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are all pollutants of regional concern. ROG and NO<sub>x</sub> react with sunlight to form O<sub>3</sub>, known as photochemical smog. Additionally, wind currents readily transport PM<sub>10</sub> and PM<sub>2.5</sub>. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

**Total Emissions.** Table 4.3-4 summarizes the CalEEMod estimated emissions from Project operations and indicates the Starbucks Project's unmitigated area, energy, and mobile source emissions combined would not exceed South Coast AQMD thresholds for worst-case seasonal maximum daily emissions for any criteria air pollutants. As such, the Starbucks Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. Therefore, the Starbucks Project's operational air quality impacts would be less than significant and no mitigation is required.

It is noted, Project operational emissions modeling was completed based on an earlier version of the Site Plan with a total floor area of 1,847 SF, which is 50 SF less than the current version of the Site Plan with 1,897 SF; see **Exhibit 2-5: Site Plan**. However, because the difference in floor area is nominal (only approximately 3 percent greater than the earlier modeled version) and the following emissions are significantly below the threshold (at least 96 percent less than the threshold), Project emissions would only be approximately 3 percent greater than shown on **Table 4.3-4** but would still be substantially below thresholds.

The South Coast AQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act mandates. South Coast AQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB. Any future drive-through service restaurants on Amendment sites would be subject to compliance with South Coast AQMD Rules 402, 403, and 1113 and adopted AQMP emissions control measures, in addition to separate environmental analysis in accordance with CEQA guidelines. Adherence to South Coast AQMD rules and regulations would reduce potential impacts related to operational air quality impacts on a project-by-project basis. Therefore, operational air quality impacts associated with future drive-through service restaurants on Amendment sites would be less than significant and no mitigation is required.

## **Less Than Significant Impact: Cumulative Emissions**

### *Cumulative Short-Term Emissions*

SCAB is designated nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for State standards and nonattainment for O<sub>3</sub> and PM<sub>2.5</sub> for Federal standards. The South Coast AQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act mandates. South Coast AQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout SCAB, which would include related cumulative projects. As concluded above, construction-related air quality impacts associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would be less than significant. Compliance with South Coast AQMD rules and regulations would further minimize the construction-related emissions. Thus, construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Therefore, construction-related emissions from the Starbucks Project and future drive-through service restaurants on Amendment sites would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

### *Cumulative Long-Term Impacts*

The South Coast AQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The South Coast AQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to SCAB's existing air quality conditions. Therefore, a project that exceeds the South Coast AQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact. Conversely, a project which is below South Coast AQMD thresholds would not result in a cumulatively considerable contribution to a significant cumulative impact.

As concluded above, the operational-related air quality impacts associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would be less-than-significant. As a result, operational emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to South Coast AQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Therefore, operations related to the Starbucks Project and future drive-through service restaurants on Amendment sites would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

4.3c *Would the Project expose sensitive receptors to substantial pollutant concentrations?*

## **Less Than Significant Impact**

### *Localized Construction Significance Analysis*

The sensitive receptors nearest the Starbucks Project site are the residential uses located approximately 125 feet (38 meters) to the west, across Bloomfield Avenue. To determine potential impacts to sensitive receptors, the South Coast AQMD recommends addressing Localized Significance Thresholds (LSTs) for construction. LSTs were developed in response to South Coast AQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The South Coast AQMD provided the *Final Localized Significance*



*Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level analyses.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, the data provided in **Table 4.3-5: Equipment-Specific Grading Rates**, is used to determine the maximum daily disturbed acreage for comparison to LSTs. For this Project, the appropriate source receptor area (SRA) for the localized significance thresholds is the Southwest Coastal Los Angeles (LA) County (SRA 3) area since this area includes the Starbucks Project site. LSTs apply to NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. The South Coast AQMD produced look-up tables for projects that disturb areas less than or equal to 5.0 acres in size. Based on the daily equipment modeled in CalEEMod, Project construction is anticipated to disturb approximately 2.0 acres in a single day.

**Table 4.3-5: Equipment-Specific Grading Rates**

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractor	2	0.5	8	1
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	0	1	8	0
<b>Total Acres Graded per Day</b>					<b>2.0</b>
Source: CalEEMod version 2020.4.0; see <b>Appendix A</b> for model outputs.					

The South Coast AQMD's methodology indicates that "off-site mobile emissions from the Starbucks Project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. South Coast AQMD's LST guidance recommends using the 25-meter threshold for receptors located 25 meters or less from the Starbucks Project site. The sensitive receptors nearest the Starbucks Project site are residential uses located approximately 125 feet (38 meters) to the west of the Starbucks Project site. Therefore, the LSTs for 2.0 acres at 38 meters were used for the construction analysis.

**Table 4.3-6: Localized Significance of Construction Emissions (Maximum Pounds per Day)**, presents the results of localized construction emissions for the Starbucks Project and indicates that on the peak day of construction, these pollutant emissions would not result in significant concentrations at nearby sensitive receptors. Further, the Starbucks Project would implement a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which would include Best Management Practices (BMPs) (i.e., watering, screening, covering, etc.) that would control fugitive dust. Therefore, the Starbucks Project's construction-related activities would result in a less than significant impact concerning LSTs.

The South Coast AQMD's existing regulations, permitting requirements, emission source inspections, and enforcement through educational programs and/or fines are considered adequate to reduce potential impacts related to future drive-through service restaurants on Amendment sites to a less than significant level. Further, future drive-through service restaurants on Amendment sites would be subject to separate environmental analysis in accordance with the State CEQA Guidelines.

**Table 4.3-6: Localized Significance of Construction Emissions (Maximum Pounds Per Day)**

Construction Phase	Nitrogen Oxide (NO <sub>x</sub> )	Carbon Monoxide (CO)	Coarse Particulate Matter (PM <sub>10</sub> )	Fine Particulate Matter (PM <sub>2.5</sub> )
Demolition	16.62	13.96	1.19	0.84
Site Preparation	14.63	7.09	3.30	1.86
Grading	16.98	9.22	3.77	2.15
Building Construction	12.50	12.73	0.59	0.57
Paving	6.77	8.81	0.35	0.32
Architectural Coating	1.41	1.81	0.08	0.08
<i>Maximum Daily Emissions</i>	<i>16.98</i>	<i>13.96</i>	<i>3.77</i>	<i>2.15</i>
South Coast AQMD Localized Screening Threshold (2.0 acres at 38 meters)	139	1,697	37	12
<b>Exceed South Coast AQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Source: CalEEMod version 2016.3.2; see <b>Appendix A</b> for model outputs.				

#### *Localized Operational Significance Analysis*

According to the South Coast AQMD localized significance threshold methodology, operational LSTs apply to on-site sources. LSTs for receptors located at 25 meters for SRA 3 were utilized in this analysis. The one-acre LST threshold was used for the 0.95-acre Project site. **Table 4.3-7: Localized Significance of Operational Emissions (Maximum Pounds Per Day)**, compares the on-site operational emissions to the LST thresholds and indicates the Starbucks Project's maximum daily operational emissions of these pollutants would not result in significant concentrations at nearby sensitive receptors. Therefore, Starbucks Project operations would result in a less than significant impact concerning LSTs.

**Table 4.3-7: Localized Significance of Operational Emissions (Maximum Pounds Per Day)**

Activity	Nitrogen Oxide (NO <sub>x</sub> )	Carbon Monoxide (CO)	Coarse Particulate Matter (PM <sub>10</sub> )	Fine Particulate Matter (PM <sub>2.5</sub> )
On-Site Emissions (Area and Energy Sources)	0.11	0.10	0.01	0.01
Mobile (On-Site Drive-Through)	0.00	0.02	0.00	0.00
<b>Total Emissions</b>	<b>0.11</b>	<b>0.12</b>	<b>0.01</b>	<b>0.01</b>
South Coast AQMD Localized Screening Threshold (1.0 acre at 100 meters)	57	585	1	1
<b>Exceed South Coast AQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Source: CalEEMod version 2020.4.0; see <b>Appendix A</b> for model outputs.				

Project construction activities are subject to regional, State, and federal regulations and laws concerning toxic air pollutants that would protect sensitive receptors from substantial concentrations of these emissions. The Starbucks Project would not involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants, and no significant toxic airborne emissions would result from Starbucks Project operations. Therefore, Project impacts concerning the release of toxic air contaminants would be less than significant.

The South Coast AQMD's existing regulations, permitting requirements, emission source inspections, and enforcement through educational programs and/or fines are considered adequate to reduce potential impacts related to future drive-through service restaurants on Amendment sites to a less than significant level. Further, future drive-through service restaurants on Amendment sites would be subject to separate environmental analysis in accordance with CEQA guidelines.

### *Criteria Pollutant Health Impacts*

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno [Friant Ranch, L.P.]* [2018] 6 Cal.5th 502). The South Coast AQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the South Coast Air Basin) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and South Coast AQMD Rule 1303 for new or modified sources. The NSR Program was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the South Coast AQMD's mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

NO<sub>x</sub> and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result in health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the South Coast AQMD's 2016 AQMP, the Basin's ozone, NO<sub>x</sub>, and ROG have been decreasing since 1975 and are projected to continue to decrease in the future. Although the Basin's VMT continue to increase, NO<sub>x</sub> and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO<sub>x</sub> emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the South Coast AQMD's control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NO<sub>x</sub> emission reductions to attain the 1-hour ozone standard by 2022. In addition, since NO<sub>x</sub> emissions also lead to the formation of PM<sub>2.5</sub>, the NO<sub>x</sub> reductions needed to meet the ozone standards will likewise lead to improvement of PM<sub>2.5</sub> levels and attainment of PM<sub>2.5</sub> standards.

The South Coast AQMD's air quality modeling demonstrates that NO<sub>x</sub> reductions prove to be much more effective in reducing ozone levels and will also lead to a significant decrease in PM<sub>2.5</sub> concentrations. NO<sub>x</sub>-emitting stationary sources regulated by the South Coast AQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO<sub>x</sub> reductions from new regulations on RECLAIM facilities, non-refinery

flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO<sub>x</sub> emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMD also emphasized that beginning in 2012, continued implementation of previously adopted regulations will lead to NO<sub>x</sub> emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO<sub>x</sub> from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO<sub>x</sub> reductions from stationary sources achieved in the decades prior to 2008.

As previously discussed, the Starbucks Project's construction-related and operational emissions would not exceed South Coast AQMD thresholds, thus, would be less than significant; see **Table 4.3-3** and **Table 4.3-4**, respectively. The on-site Project emissions' localized effects on nearby receptors were also found to be less than significant; see **Table 4.3-6** and **Table 4.3-7**. The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS. The LSTs were developed by the South Coast AQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels more than the health-based ambient air quality standards.

The South Coast AQMD's existing regulations, permitting requirements, emission source inspections, and enforcement through educational programs and/or fines are considered adequate to reduce potential impacts related to future drive-through service restaurants on Amendment sites to a less than significant level. Further, future drive-through service restaurants on Amendment sites would be subject to separate environmental analysis in accordance with CEQA guidelines. Therefore, sensitive receptors would not be exposed to criteria pollutant levels more than the health-based ambient air quality standards.

### *Carbon Monoxide Hotspots*

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the proposed Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The 2016 AQMP is the most recent version that addresses CO

concentrations. As part of the South Coast AQMD *CO Hotspot Analysis*, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with approximately 100,000 ADT, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35- ppm Federal standard. The Starbucks Project would not produce the volume of traffic required to generate a CO hot spot in the context of South Coast AQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 ADT, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections from the Starbucks Project's 1,013 ADT. Future drive-through service restaurants on Amendment sites would be subject to separate environmental analysis on a project-by-project basis in accordance with CEQA guidelines. As shown above, drive-through service restaurants result in minimal emissions far below SCAQMD thresholds, thus, it is reasonable to assume that future drive-through service restaurants on Amendment sites would result in emissions below SCAQMD thresholds. Therefore, impacts would be less than significant in this regard.

#### *Construction-Related Diesel Particulate Matter*

Construction activities associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would generate DPM emissions from the use of off-road diesel equipment. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminants (TAC) emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment would dissipate rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from diesel particulate matter (DPM). Construction is temporary and would be transient throughout a site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction activities would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by construction activities, would not expose sensitive receptors to substantial amounts of air toxins and the Project would result in a less than significant impact. No mitigation is required.

4.3d *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

#### **Less Than Significant Impact**

##### *Construction*

The Starbucks Project and future drive-through service restaurants on Amendment sites would result in emissions other than those leading to odors; see Responses 4.3b and 4.3c above.

Odors that could be generated by construction activities are required to follow South Coast AQMD Rule 402 to prevent odor nuisances on sensitive land uses. South Coast AQMD Rule 402, Nuisance, states:



*A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

During construction, emissions from construction equipment, such as diesel exhaust and VOCs from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Additionally, the Starbucks Project site is separated from sensitive receptors by Del Amo Boulevard and Bloomfield Avenue, thus, any potential odors would be dispersed across these roads as well. Therefore, the construction-related odor impacts from the Starbucks Project and future drive-through service restaurants on Amendment sites would be less than significant.

### *Operations*

The South Coast AQMD *CEQA Air Quality Handbook* identifies certain land uses as odor sources (i.e., agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding). The Project proposes a commercial use which would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The proposed Project would not include any of the land uses that have been identified by the South Coast AQMD as odor sources. Therefore, Project operations would not create objectionable odors. No impact would occur, and no mitigation is required.

## **Cumulative Analysis**

### *Cumulative Setting*

The cumulative setting for air quality includes Cerritos and SCAB. SCAB is designated as a nonattainment area for state standards of ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. SCAB is designated as a nonattainment area for federal standards of ozone and PM<sub>2.5</sub>, attainment and serious maintenance for federal PM<sub>10</sub> standards, and is designated as unclassified or attainment for all other pollutants. Cumulative growth in population and vehicle use could inhibit efforts to improve regional air quality and attain the ambient air quality standards.

### *Cumulative Impacts and Mitigation Measures*

The South Coast AQMD's approach to assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with requirements of the FCAA and CCAA. As discussed above, the Starbucks Project and future drive-through service restaurants on Amendment sites would be consistent with the AQMP (see Response 4.3a), which is intended to bring SCAB into attainment for all criteria pollutants. As concluded above, the construction and operational air quality impacts related to the Starbucks Project and future drive-through service restaurants on Amendment sites would be less than significant. Additionally, adherence to South Coast AQMD rules and regulations would reduce potential impacts related to cumulative conditions on a project-by-project basis. Finally, future drive-through service restaurants on Amendment sites would be subject to separate environmental analysis in accordance with State CEQA Guidelines. Therefore, cumulative impacts would be less than significant.

## 4.4 Biological Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				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 Game 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

### Impact Analysis

- 4.4a *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*
- 4.4b *Would the project 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?*

4.4c *Would the project 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.** There are no rare or endangered plant or animal species in the City.<sup>11</sup> The City's most significant plant resources are its ornamentals, and the urbanized nature of the City provides a less than ideal habitat for small animals. No riparian habitats or wetlands are present on or adjacent to the Starbucks Project site and Amendment sites.<sup>12</sup> Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would not have an adverse effect on any candidate, sensitive, or special-status plant or wildlife species, riparian habitat or other sensitive natural community, or wetlands, and no mitigation is required.

4.4d *Would the project 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?*

**Less Than Significant With Mitigation Incorporated.** The Starbucks Project and Amendment sites are fully developed, surrounded by urban development, and not a recognized wildlife corridor. However, the existing Starbucks Project site contains several trees and on-site vegetation, which could provide suitable nesting habitat for birds. Starbucks Project implementation would clear and grade the Starbucks Project site, resulting in the removal and relocation of some existing trees. However, the Starbucks Project's landscaping would include additional trees and on-site vegetation, providing potential new nesting habitats for birds. The Amendment sites could also contain trees and vegetation that serve as bird habitats.

The Project would be required to comply with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGF), which would further protect migratory birds. Under MBTA provisions, it is unlawful "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the USFWS. The term "take" is defined by USFWS regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest or egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the CFGF extends protection to non-migratory birds identified as resident game birds (CFGF §3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGF §3503). To address potential impacts to migratory birds, the Starbucks Project would be subject to compliance with Mitigation Measure (MM) BIO-1, which addresses construction activities within the nesting season. Future drive-through service restaurants on Amendment sites would also be subject to compliance with MBTA, CFGF, and MM BIO-1. Therefore, following compliance with the relevant regulatory framework and mitigation measure, the potential impacts to nesting migratory birds associated with the Starbucks Project and Project and future drive-through service restaurants on Amendment sites would be mitigated to a less than significant level.

4.4e *Would the project conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**No Impact.** CMC §9.75.130(3): *Tree Pruning Permit*, requires a tree pruning permit for the pruning, trimming, or thinning of trees for all trees located on commercial and industrial properties. The Starbucks Project and future drive-through service restaurants on Amendments sites would be required to comply

<sup>11</sup> City of Cerritos. (2004). *Cerritos 2004 General Plan EIR*. Retrieved from [http://www.cerritos.us/GOVERNMENT/\\_pdfs/General\\_Plan\\_EIR\\_Body.pdf](http://www.cerritos.us/GOVERNMENT/_pdfs/General_Plan_EIR_Body.pdf).

<sup>12</sup> Department of Fish and Wildlife. (2021). *National Wetlands Inventory*. Retrieved from <https://www.fws.gov/wetlands/data/mapper.html>.

with CMC §9.75.130(3). Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would not conflict with the City's tree preservation policy and no mitigation is required.

4.4f *Would the project 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.** No areas within the City are located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.<sup>13</sup> Therefore, no impact would occur and no mitigation is required.

### Mitigation Measure

**MM BIO-1 Nesting Migratory Birds.** During construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (i.e., typically March 15 through September 1), if possible. If construction activities cannot be conducted outside the nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the Project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.

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<sup>13</sup> City of Cerritos. (2004). *Cerritos 2004 General Plan EIR*. Retrieved from:  
[http://www.cerritos.us/GOVERNMENT/\\_pdfs/General\\_Plan\\_EIR\\_Body.pdf](http://www.cerritos.us/GOVERNMENT/_pdfs/General_Plan_EIR_Body.pdf).

## 4.5 Cultural Resources

This Section is based on *Assembly Bill 52 Communications*, which are included in **Appendix B: Assembly Bill 52 Communications**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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 outside of dedicated cemeteries?		X		

### Impact Analysis

*4.5a Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

**Less Than Significant Impact.** The City is predominately built out with a majority of land dedicated to residential uses. The Starbucks Project site is fully developed and is currently occupied by 521 surface parking spaces, a 107,849-SF Target department store, and an 8,316-SF vacant Target Garden Center. The Starbucks Project would involve the demolition of the existing Target Garden Center, which was constructed in the mid-1980s and is, thus, less than 50 years old.<sup>14</sup> The City does not have any historic resources listed on the National Register of Historic Places or on the California Historic Resources Inventory maintained by the State Office of Historic Preservation.<sup>15</sup> Additionally, there are no historic properties (properties that are 50 years old or older) on the Starbucks Project site or visible within views of the site that would be affected by the Starbucks Project. The Target department store was constructed at the same time as the Garden Center and is, thus, less than 50 years old. Thus, the Starbucks Project would not cause any change to the significance of any historical resource, and no impact would occur.

Although the City does not have any national or State designated historic resources, Heritage Trees have been locally identified and designated as historically significant within the community.<sup>16</sup> Future drive-through service restaurants on both the Starbucks Project site and Amendment sites would be subject to compliance with CMC §9.75.190: *City Tree Removal*, which states that special consideration shall be afforded to City trees that are determined by the property preservation commission to be heritage trees. Such trees shall be removed only when public interest served by removal outweighs the interest in preservation and heritage status. Therefore, the Starbucks Project and future drive-through service

<sup>14</sup> ParcelQuest. (2022). *Assessor Data*. Retrieved from: <https://www.parcelquest.com/>.

<sup>15</sup> City of Cerritos. (2004). *Cerritos 2004 General Plan EIR*. Retrieved from: [http://www.cerritos.us/GOVERNMENT/pdfs/General\\_Plan\\_EIR\\_Body.pdf](http://www.cerritos.us/GOVERNMENT/pdfs/General_Plan_EIR_Body.pdf).

<sup>16</sup> City of Cerritos. (2004). *Cerritos 2004 General Plan EIR*. Retrieved from: [http://www.cerritos.us/GOVERNMENT/pdfs/General\\_Plan\\_EIR\\_Body.pdf](http://www.cerritos.us/GOVERNMENT/pdfs/General_Plan_EIR_Body.pdf).

restaurants on Amendment sites would result in a less than significant impact and no mitigation is required.

*4.5b Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

**Less Than Significant Impact with Mitigation Incorporated.** The Starbucks Project site and Amendment sites have not been subjected to any previous studies, and therefore, the cultural resource sensitivity is unknown. Although the Starbucks Project site and Amendment sites are currently developed, there is still the potential for buried and/or surface prehistoric and historic resources to be encountered. Therefore, the Project will adhere to MM CUL-1, which states that in the event that any evidence of cultural resources is encountered, all work within the vicinity of the find must stop until a qualified archaeologist acceptable to the City can assess the find and determine whether it is a “unique cultural resource” as defined in Section 21083.2 (g) of the CEQA statutes. If this determination is positive, the scientifically consequential information shall be fully recovered by the archaeologist. Work may continue outside the area of the find. However, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning the same has been filed with the City, South Central Coastal Information Center at California State University, Fullerton, and appropriate Native American representatives as identified by the Native American Heritage Commission (NAHC). The Starbucks Project and future drive-through service restaurants on Amendment sites would comply with the above regulations concerning the preservation of archaeological resource. With the inclusion of MM CUL-1, which details the above regulations, potential Project impacts to any previously undiscovered archaeological resources would be mitigated to a less than significant level.

*4.5c Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

**Less than Significant Impact with Mitigation Incorporated.** California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains, as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during Project construction, including the treatment of remains prior to, during, and after evaluation and reburial procedures.

As discussed above, there is some potential for archaeological resources to be present on the Project site. Similarly, there is a possibility that human remains could be interred underneath the Project site. Therefore, the Project shall adhere to MM TCR-3. Should human remains be encountered during the course of implementation of the proposed Project, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Pending direction from the Coroner and/or City, the Applicant shall be responsible for ensuring that the NAHC and the appropriate Native American representatives are contacted, and in turn that the NAHC contacts the most appropriate Most Likely Descendant (MLD). Treatment of the remains shall be conducted as directed by the Department of Community Development, pursuant to Coroner and MLD recommendations.

The Starbucks Project and future drive-through service restaurants on Amendment sites would comply with the above regulations concerning the discovery of human remains, as detailed in MM TCR-3. Therefore, impacts would be less than significant.



## **Mitigation Measures**

- MM CUL-1** If potential archaeological resources are uncovered during grading, the Applicant shall be required to halt work in the immediate area of the find, inform the Department of Community Development immediately and retain a qualified professional archaeologist acceptable to the City to examine the material to determine whether it is a “unique cultural resource” as defined in Section 21083.2 (g) of the CEQA Statutes. If this determination returns positive results, the scientifically consequential information shall be fully recovered by the archaeologist. Work may continue outside the area of the find. However, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning the same has been filed with the City; South Central Coastal Information Center at California State University, Fullerton; and appropriate Native American representatives as identified by the NAHC. The Applicant shall ensure compliance.

## 4.6 Energy

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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	

### Background: Building Energy Efficiency Standards

Building energy efficiency standards for new nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission (CEC)) in June 1977 and are updated every three years (CCR Title 24, Part 6). CCR Title 24, Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards (2019 Standards), which went into effect on January 1, 2020.

The 2019 Standards improved upon the previous 2016 Standards for new construction of and additions and alterations to nonresidential buildings. Under the 2019 Standards, nonresidential buildings are approximately 30 percent more energy-efficient due mainly to lighting upgrades.

CALGreen is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five topical areas.

### Renewable Portfolio Standard

In 2002, California established its Renewable Portfolio Standard program<sup>17</sup> with the goal of increasing the annual percentage of renewable energy in the state's electricity mix by the equivalent of at least 1 percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (*Public Utilities Code* §399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-

<sup>17</sup> The Renewable Portfolio Standard is a flexible, market-driven policy to ensure that the public benefits of wind, solar, biomass, and geothermal energy continue to be realized as electricity markets become more competitive. The policy ensures that a minimum amount of renewable energy is included in the portfolio of electricity resources serving a state or country.

09, which directs the CARB under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In September 2010, the CARB adopted its Renewable Electricity Standard regulations, which require all the state's load-serving entities to meet this target. In October 2015, then-Governor Brown signed into legislation Senate Bill 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 revised the program's goal to achieve the 50 percent renewable resources target by December 31, 2026, and a 60 percent renewable resources target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

### Impact Analysis

4.6a *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

### Less Than Significant Impact

#### Electricity

Southern California Edison (SCE) provides electricity to the City. Total electricity demand in SCE's service area is forecast to increase by approximately 12,000 GWh—or 12 billion kWh—between 2015 and 2026.<sup>18</sup> Additionally, the City operates the Cerritos Electric Utility (CEU), an electric utility that provides clean, reliable and lower-cost electricity to businesses in the City. The Cerritos Electric Utility (CEU) commenced operations in July 2005. Starting in 2002, the City became a member of the Southern California Public Power Authority and participated in the construction and operation of the Magnolia Power Project. The City is entitled to receive 4.2 percent of the Magnolia Power Project's power output.<sup>19</sup>

The Starbucks Project proposes to remove 36 existing parking spaces at the southwest corner of the property, demolish a portion of the existing Target Garden Center, and replace these features with a Starbucks totaling 1,897 square feet (SF), 36 parking spaces, and a single-lane drive-through.

Electricity demand from the Starbucks Project and future drive-through service restaurants on Amendment sites is expected to be served by existing SCE electrical facilities. The construction-related electrical demand associated with the Starbucks Project and future drive-through service restaurants on Amendment sites is anticipated to be nominal since most construction equipment would be gas- or diesel-powered.

The Starbucks Project and future drive-through service restaurants on Amendment sites propose relatively small commercial uses; therefore, their estimated operational electrical demand would represent a less than significant percent increase compared to the SCE service area's overall demand. Further, given that a portion of the existing Target Garden Center would be demolished, a credit for the displacement of existing land uses would be applied to overall energy consumption. It is also noted that the Starbucks Project and future drive-through service restaurants on Amendment sites (i.e., design and materials) would be subject to compliance with the most recent Building Energy Efficiency Standards. Prior to Building Permit issuance, the City Building Division would review and verify that the Site Plans for

<sup>18</sup> California Energy Commission. (April 2018). *California Energy Demand 2018-2030 Revised Forecast, Figure 49 Historical and Projected Baseline Consumption SCE Planning Area*.

<sup>19</sup> City of Cerritos. (November 2021). Cerritos Electric Utility. Retrieved from <http://www.cerritos.us/ceu/>

the Starbucks Project and future drive-through service restaurants on Amendment sites demonstrate compliance with the current Building Energy Efficiency Standards. The Starbucks Project and future drive-through service restaurants on Amendment sites would also be required to comply with CALGreen, which establishes planning and design standards for sustainable site development, energy efficiency (more than California Energy Code requirements), water conservation, material conservation, and internal air contaminants. Therefore, construction and operations associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would not result in wasteful, inefficient, or unnecessary consumption of electrical resources.

### *Natural Gas*

Southern California Gas Company (SoCalGas) provides natural gas service to the City.<sup>20</sup> From 2019 to 2035, commercial demand in the SoCalGas service area is expected to decline from 101 billion cubic feet (bcf) to 81 bcf per year,<sup>21</sup> while supplies would decline from 1995 bcf per year in 2020 to 1585 bcf<sup>22</sup> per year in 2035.<sup>23</sup>

The natural gas demand associated with the Starbucks Project and future drive-through service restaurants on Amendment sites is expected to be adequately served by existing SoCalGas facilities. No construction-related natural gas demand is anticipated since most construction equipment would be gas- or diesel-powered. Given that the Starbucks Project and future drive-through service restaurants on Amendment sites propose relatively small commercial uses, anticipated natural gas demand would represent a nominal percentage of overall demand in SoCalGas' service area. Further, given that a portion of the existing Target Garden Center would be demolished, a credit for the displacement of existing land uses would be applied to overall natural gas consumption. Therefore, construction and operations associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would not result in wasteful, inefficient, or unnecessary consumption of natural gas resources.

### *Fuel*

During Project construction, transportation energy use would depend on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would be from transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel/gasoline. The use of energy resources by these vehicles would fluctuate according to the construction phase and would be temporary. Most construction equipment during demolition and grading would be gas- or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or construction of new infrastructure. Therefore, construction activities associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would not result in wasteful, inefficient, or unnecessary fuel consumption.

During operations associated with the Starbucks Project and future drive-through service restaurants on Amendment sites, energy consumption would be from employee and customer trips, delivery truck trips, and maintenance and repair crew trips. Los Angeles County's annual gasoline fuel use in 2021 was

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<sup>20</sup> City of Cerritos. (February 2021). *Utilities*. Retrieved from <http://www.cerritos.us/RESIDENTS/utilities.php>

<sup>21</sup> California Gas and Electric Utilities. (2020) *2020 California Gas Report*, Page 100-101.

<sup>22</sup> 1 million cubic feet (MMcf) per day is equivalent to approximately 0.37 bcf per year

<sup>23</sup> California Gas and Electric Utilities. (2020) *2020 California Gas Report*, Page 18-19.

3,820,285,000 gallons.<sup>24</sup> The County's annual diesel fuel use in 2021 was 507,229,279 gallons.<sup>25</sup> Given that the Starbucks Project and future drive-through service restaurants on Amendment sites propose relatively small commercial uses, the estimated operational gasoline and diesel fuel demand would represent a less than significant percent increase compared to the County's overall demand. The Starbucks Project and future drive-through service restaurants on Amendment sites propose in-fill commercial development near existing services, adjacent to existing residential and commercial uses, near public transportation access, and near the I-5, I-605, and SR-91, reducing the need to travel long distances to a major highway and services. Consequently, the Starbucks Project and future drive-through service restaurants on Amendment sites would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Therefore, operations associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would not result in wasteful, inefficient, or unnecessary fuel consumption.

The Starbucks Project and future drive-through service restaurants on Amendment sites would be subject to compliance with applicable energy standards and new capacity would not be required. Proposed construction and operations would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would result in a less than significant environmental impact concerning consumption of energy resources, and no mitigation is required.

*4.6b Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

**Less Than Significant Impact.** Design and operations associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would be subject to compliance with State Building Energy Efficiency Standards, appliance efficiency regulations, and CALGreen standards. As concluded in Response 4.6a, construction and operations associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant and no mitigation is required.

SCAG's 2020–2045 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) establishes emissions goals for automobiles and light-duty trucks to achieve the per-capita greenhouse gas (GHG) emissions reduction target of 19 percent by 2035, consistent with both the AB 32 target date and Executive Orders 5-03-05 and B-30-15 GHG reduction goals. The California Air Resources Board (ARB) reviewed and approved this conclusion in October 2020 by their Executive Order G-20-239, specifying that SCAG's adopted RTP/SCS would, when implemented, achieve the applicable GHG emissions reduction target for automobiles and light trucks by 2035, relative to 2005 levels, as established for the region.<sup>26</sup> The Starbucks Project and future drive-through service restaurants on Amendment sites would be consistent with regional strategies to reduce passenger VMT (and thereby reduce transportation energy consumption). The Starbucks Project and future drive-through service restaurants on Amendment sites would be consistent with regional goals to reduce trips and VMT by being located adjacent to other uses, which reduces vehicle trip lengths. The Starbucks Project and future drive-through service restaurants on

<sup>24</sup> California Air Resources Board. (2021). EMFAC2021. Retrieved from <https://arb.ca.gov/emfac/emissions-inventory/e5157af89c0277c21457875965f40dd5ee0b0a2a>.

<sup>25</sup> Ibid.

<sup>26</sup> Southern California Association of Governments. (2021). 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) Amendment #1. Retrieved from <https://scag.ca.gov/sites/main/files/file-attachments/final-amendment-01-connect-socal-110421.pdf?1636060850>

Amendment sites would not conflict with RTP/SCS State goals. Impacts would be less than significant and no mitigation is required.



## 4.7 Geology and Soils

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			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 waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

### Impact Analysis

- 4.7ai Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving the 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.*

**Less Than Significant Impact.** The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). There are no identified Alquist-Priolo Earthquake Fault Zones within the City.<sup>27</sup> Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would not expose people or structures to adverse effects involving rupture of a known earthquake fault. Therefore, a less than significant impact would occur in this regard, and no mitigation is required.

*4.7a ii Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving strong seismic ground shaking?*

**Less Than Significant Impact.** As previously mentioned, there are no identified Alquist-Priolo Earthquake Fault Zones within the City. However, there are several known faults within close proximity. These faults include Los Alamitos Fault, Puente Hills Blind Thrust System, Newport-Inglewood Fault Zone, Whittier-Elsinore Fault, Norwalk Fault and Lower Elysian Park Thrust. The faults nearest to the City are the Los Alamitos Fault and Puente Hills Blind Thrust System, located approximately 1.5 miles to the southwest and northeast, respectively.<sup>28</sup> The City's location in Southern California is characterized by high regional seismicity. Ground shaking originating from earthquakes along active faults is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults.

The faults described above could cause moderate to intense ground shaking during the lifetimes of the Starbucks Project and future drive-through service restaurants on Amendment sites. Additionally, the Starbucks Project site and Amendment sites have experienced earthquake-induced ground shaking in the past and can be expected to experience further shaking in the future. Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites could expose people and structures to potential adverse effects involving strong seismic ground shaking. The intensity of ground shaking on a site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the area between the site and epicenter. Regulatory controls to address potential seismic hazards would be imposed on the Starbucks Project and future drive-through service restaurants on Amendment sites through the permitting process.

Pursuant to CMC Chapter 15.04: *Building Code*, the City has adopted the Los Angeles County Building Code (LACBC), including those that address seismic resistance. In 2019, Los Angeles County adopted the California Building Standards Commission's (CBSC) most recent California Building Code per LACBC §100: *Adoption by Reference*. CBSC design standards correspond to the level of seismic risk in a given location and are intended primarily to protect public safety and secondly to minimize property damage. The Starbucks Project and future drive-through service restaurants on Amendment sites would be subject to

<sup>27</sup> California Department of Conservation. (2021). *Earthquake Zones Required Investigation*. Retrieved from <https://maps.conservation.ca.gov/cgs/EQZApp/app/>

<sup>28</sup> United States Geological Survey. (2020). *U.S. Quaternary Faults*. Golden, CO: USGS Geological Hazards Science Center Retrieved from <https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf>.

compliance with all applicable regulations in the LACBC, which specifies design requirements to mitigate the effects of potential earthquake hazards.

The Cerritos Building and Safety Division would review construction plans for the Starbucks Project and future drive-through service restaurants on Amendment sites to verify compliance with standard engineering practices and the CMC/CBSC. In addition, future drive-through service restaurants on Amendment sites would be subject to separate environmental analyses in accordance with CEQA guidelines. Following compliance with standard engineering practices, the established regulatory framework (i.e., CMC and CBSC), and separate environmental analysis for future drive-through service restaurants on Amendment sites in accordance with CEQA guidelines, potential impacts concerning exposure of people or structures to potential adverse effects involving strong seismic ground shaking would be less than significant and no mitigation is required.

*4.7aiii Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving seismic-related ground failure, including liquefaction?*

**Less Than Significant Impact with Mitigation Incorporated.** Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. For liquefaction to occur, three criteria must be met: underlying loose, coarse-grained (sandy) soils, a groundwater depth of approximately 25 feet, and a potential for seismic shaking from nearby large-magnitude earthquakes.

According to the California Geological Survey's Earthquake Zones of Required Investigation Map, the City is located in a liquefaction zone.<sup>29</sup> The City's General Plan EIR includes mitigation measure MM-GEO-5 to mitigate potential liquefaction by requiring individual development projects to comply with the standards set forth in the Uniform Building Code (UBC) (most recent edition) for on-site structures to assure safety of the occupants to the satisfaction of the City's Community Development Department prior to issuance of a building permit. These standards included compliance with California Division of Mines and Geology Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California, adopted March 13, 1997) and "Recommended Procedures for Implementation of CDMG Special Publication 117-Guidelines for analyzing and Mitigating Liquefaction in California" (Dr. Geoffrey R. Martin et al., May 1999). Further, as discussed in Response 4.7aii, the Cerritos Building and Safety Division would review construction plans to verify compliance with standard engineering practices and the CMC/CBSC. In addition, future drive-through service restaurants on Amendment sites would be subject to separate environmental analyses in accordance with CEQA guidelines. Following compliance with standard engineering practices, the established regulatory framework (i.e., CMC and CBSC), and General Plan EIR mitigation measure MM-GEO-5, the potential impacts due to substantial adverse effects involving seismic-related ground failure, including liquefaction, associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would be less than significant and no mitigation is required.

*4.7aiv Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving landslides?*

**Less Than Significant Impact.** Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or

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<sup>29</sup> California Department of Conservation. (2021). Earthquake Zones Required Investigation. Retrieved from <https://maps.conservation.ca.gov/cgs/EQZApp/app/>

rock. According to the California Geological Survey's Earthquake Zones of Required Investigation Map, the City does not lie in a landslide hazard zone.<sup>30</sup> Since the City is relatively flat and not within a landslide hazard zone, no potential for earthquake-induced landsliding would occur. Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would not directly or indirectly cause potential adverse effects involving landslides. Impacts would be less than significant and no mitigation is required.

*4.7b Would the project result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact.** The City is relatively flat and given the topography, geology, and historic uses, the loss of topsoil is low. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the Starbucks Project and future drive-through service restaurants on Amendment sites would be subject to compliance with CMC Chapter 6.32: *Storm Water and Urban Runoff Pollution Prevention Controls*, erosion and siltation control measures and the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, and all subsequent amendments) (Construction General Permit); see Response 4.9a, which specifies that no Grading Permit shall be issued to construction projects that disturb 1.0 or more acres of soil without obtaining a *General Construction Activity Stormwater Permit* (GCASWP) from the State Water Resources Control Board. Following compliance with the established regulatory framework (i.e., the CMC and Construction General Permit), the potential impacts concerning soil erosion and loss of topsoil associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would be less than significant and no mitigation is required.

*4.7c Would the project 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?*

*4.7d Would the project 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 with Mitigation Incorporated.** The soils underlying the City are younger alluvium comprised of sand and silt. These soils may become unstable during intense ground shaking. Construction activities associated with the Starbucks Project and future drive-through service restaurants on Amendment sites must comply with Building and Safety Division requirements, including building foundation requirements appropriate to site conditions. The Building and Safety Division issues permits for all new construction, or modifications to existing developments (commercial, residential, or industrial) in the City. The permits follow the safety standards set forth in the Uniform Building Code and the City maintains a staff of inspectors who visit each job site to verify that the work has been performed to Code requirements. Adherence to the Building Code ensures that each project meets a minimum set of safety standards. Additionally, as discussed previously, the Starbucks Project site and Amendment sites are not subject to potential hazards involving landslides. Seismic hazards that could occur at the Starbucks Project site and Amendment sites are related to geologic/soil instability include liquefaction (discussed previously) would be reduced to less than significant through implementation of General Plan EIR mitigation measure MM-GEO-5. The City's General Plan EIR includes mitigation measure MM-GEO-6 which states that development proposals within identified soil or seismic hazard areas shall include design features directed at mitigating such hazards, as confirmed during building design and plan checking stages

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<sup>30</sup> Ibid.

of review. These mitigating features shall be confirmed during building design and plan checking stages of Project review. Adherence to standard engineering practices, established regulatory framework (i.e., CMC and CBSC), including Building and Safety Division requirements, and General Plan EIR mitigation measures MM-GEO-5 and MM-GEO-6, the Starbucks Project and future drive-through service restaurants on Amendment sites would not create substantial direct or indirect risks to life or property concerning expansive soils. In addition, future drive-through service restaurants on Amendment sites would be subject to separate environmental analyses in accordance with CEQA guidelines. Therefore, impacts would be less than significant in this regard, and no mitigation is required.

*4.7e Would the project 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.** Sewers would be available for disposal of generated wastewater; see Responses 4.19a and 4.19a.iii. The Starbucks Project and future drive-through service restaurants on Amendment sites would not utilize septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur in this regard, and no mitigation is required.

*4.7f Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Less Than Significant Impact with Mitigation Incorporated.** Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the earth's history and its past ecological settings. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

While it is possible that paleontological resources could be discovered during construction activities, it is unlikely due to the previous disturbance and development that have occurred on the Starbucks Project site and Amendment sites. However, unlikely, it is possible that paleontological resources could be discovered with excavation of the Starbucks Project site or Amendment sites. Therefore, Mitigation Measure (MM) GEO-1, would reduce any impacts to less than significant. Consistent with projects approved by the City, if potential paleontological resources are uncovered during grading, MM GEO-1 requires the Project Applicant is required to halt work in the immediate area of the find, inform the Department of Community Development immediately, and retain a qualified professional paleontologist acceptable to the City and the Center for Public Paleontology—USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum. Compliance with MM GEO-1 would reduce Project impacts to less than significant.

## Mitigation Measures

**MM GEO-1** If potential paleontological resources are uncovered during grading, the Applicant shall be required to halt work in the immediate area of the find, inform the Department of Community Development immediately, and retain a qualified professional paleontologist acceptable to the City and the Center for Public Paleontology—USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum.

- a) The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study, or report shall

contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

- b) The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study, or report.
- c) Project development activities may resume once copies of the paleontological survey, study, or report are submitted to the Los Angeles County Natural History Museum or other repository acceptable to the Department of Community Development.
- d) Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.
- e) Prior to the issuance of any building permit, the Applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

### **General Plan EIR Mitigation Measures**

- MM-GEO-5** Individual development projects shall comply with the standards set forth in the Uniform Building Code (UBC) (most recent edition) for structures on site to assure safety of the occupants to the satisfaction of the City's Community Development Department prior to issuance of a building permit. These standards included compliance with California Division of Mines and Geology Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California, adopted March 13, 1997) and "Recommended Procedures for Implementation of CDMG Special Publication 117- Guidelines for analyzing and Mitigating Liquefaction in California" (Dr. Geoffrey R. Martin et al., May 1999).
- MM-GEO-6** Development proposals within identified soil or seismic hazard areas shall include design features directed at mitigating such hazards, as confirmed during building design and plan checking stages of review. These mitigating features shall be confirmed during building design and plan checking stages of Project review.



## 4.8 Greenhouse Gas Emissions

This Section is based on the *Air Quality and Greenhouse Gas Emissions Assessment* (Kimley-Horn, January 2022), which is included in its entirety in **Appendix A: Air Quality and Greenhouse Gas Emissions Assessment**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

### Impact Analysis

*4.8a Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Less Than Significant Impact.** The Starbucks Project and future drive-through service restaurants on Amendment sites would include direct and indirect GHG emissions from construction and operations. Construction is considered a direct source since these emissions occur at the site. Direct operational-related GHG emissions from the Starbucks Project and future drive-through service restaurants on Amendment sites would include emissions from area and mobile sources, while indirect emissions are from energy consumption, water demand, and solid waste.

### Short-Term Construction Greenhouse Gas Emissions

Construction activities associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would result in direct emissions of CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> from construction equipment, the transport of materials, and construction worker travel to and from the Starbucks Project site and Amendment sites. Once construction is complete, the generation of construction-related GHG emissions would cease. Construction GHG emissions are typically summed and amortized over the Project's lifetime (assumed to be 30 years), then added to the operational emissions.<sup>31</sup>

Total GHG emissions generated during all phases of Starbucks Project construction were combined and are presented in **Table 4.8-1: Construction-Related Greenhouse Gas Emissions**. The CalEEMod outputs are contained within **Appendix A**. As shown in **Table 4.8-2**, the Starbucks Project total construction would result in 110 MTCO<sub>2</sub>e (approximately 3.7 MTCO<sub>2</sub>e/year when amortized over 30 years).

<sup>31</sup> The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13*, August 26, 2009).

**Table 4.8-1: Construction-Related Greenhouse Gas Emissions**

Category	MTCO <sub>2</sub> e
Year 1 Construction Emissions (2022)	110
30-Year Amortized Construction	3.7
Source: CalEEMod version 2020.4.0; see <b>Appendix A</b> for model outputs.	

### Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions would occur over the lifetime of the Starbucks Project and future drive-through service restaurants on Amendment sites. The operational GHG emissions associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would result from direct emissions such as vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water and wastewater, and emissions associated with solid waste, and any fugitive refrigerants from air conditioning or refrigerators.

**Table 4.8-2: Project Greenhouse Gas Emissions** provides the Starbucks Project's total operational GHG emissions and indicates they would total approximately 437.7 MTCO<sub>2</sub>e annually from both Project construction and operations.

**Table 4.8-2: Project Greenhouse Gas Emissions**

Emissions Source	MTCO <sub>2</sub> e per Year
Construction Amortized over 30 Years	3.7
Area Source	0
Energy	38
Mobile <sup>1</sup>	389
Waste	5
Water and Wastewater	2
<b>Total Emissions</b>	<b>437.7</b>
South Coast AQMD Project Threshold	3,000
<b>Exceeds Threshold?</b>	<b>No</b>
1. Mobile source emissions include CalEEMod results plus on-site idling emissions calculated with EMFAC2021.	
2. Totals may be slightly off due to rounding.	
Source: CalEEMod version 2020.4.0. Refer to <b>Appendix A</b> for model data outputs.	

**Table 4.8-2** indicates that the Starbucks Project would not exceed the South Coast AQMD's proposed GHG threshold of 3,000 MTCO<sub>2</sub>e per year.<sup>32</sup> Approximately 98 percent of the Starbucks Project's emissions are from energy and mobile sources which would be further reduced over time by implementation of current state programs. It is noted that the Starbucks Project and City have no control over vehicle emissions (approximately 89 percent of the Starbucks Project's total emissions). However, these emissions would decline in the future due to statewide measures including the reduction in the carbon content of fuels, CARB's advanced clean car program, CARB's mobile source strategy, fuel efficiency standards, cleaner

<sup>32</sup> On September 28, 2010, air quality experts serving on the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO<sub>2</sub>e annually. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, various city and county planning departments. The numeric bright line and efficiency-based thresholds, which were developed for consistency with CEQA requirements for developing significance thresholds, are supported by substantial evidence and provide guidance to CEQA practitioners and lead agencies for determining whether GHG emissions from a proposed project are significant.

technology, and fleet turnover. Additionally, SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) is also expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 19 percent by 2035.<sup>33</sup> Accordingly, the Project does not interfere with the State's efforts to reduce GHG emissions in 2030.

It is noted, Starbucks Project emissions modeling was completed based on an earlier version of the Site Plan with a total floor area of 1,847 SF, which is 50 SF less than the current version of the Site Plan with 1,897 SF; see **Exhibit 2-5: Site Plan**. However, because the difference in floor area is nominal (only approximately 3 percent greater than the earlier modeled version) and the following emissions are significantly below the threshold (at least 85 percent less than the threshold), Starbucks Project emissions would only be approximately 3 percent greater than shown on **Table 4.8-2** but would still be substantially below thresholds.

Operations associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would benefit from the implementation of current and potential future energy regulations including the SB 100 renewable electricity portfolio target of 60 percent renewable energy by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Further, the Starbucks Project and future drive-through service restaurants on Amendment sites would be subject to compliance with all building codes in effect at the time of construction, which include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards. Title 24 is part of the State's plans and regulations for reducing emissions of GHGs to meet and exceed AB 32 and SB 32 energy reduction goals. Because Title 24 standards require energy conservation features in new construction, they help reduce GHG emissions. Building Energy Efficiency Standards are updated on an approximately three-year cycle and the most recent 2019 standards took effect January 1, 2020.

Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would have a less than significant impact concerning GHG emissions.

*4.8b Would the project conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

**Less Than Significant Impact.** See **Appendix A** for a detailed discussion concerning GHG-related plans, policies, and regulations.

The Starbucks Project and future drive-through service restaurants on Amendment sites would be subject to compliance with all building codes in effect at the time of construction, which include energy efficiency measures mandated by the 2019 Building Energy Efficiency Standards. Because CCR Title 24, Part 6 standards require energy efficiency features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water-conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. Title 24 is part of the State's plans and regulations for reducing emissions of GHGs to meet and exceed AB 32 and SB 32 energy reduction goals. Building Energy Efficiency Standards are updated on an approximately three-year cycle and the most recent 2019 standards took effect January 1, 2020. The 2019 Building Energy Efficiency Standards improved upon the 2016 Standards for new construction of, and additions and alterations to, residential, commercial, and industrial buildings.

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<sup>33</sup> Southern California Association of Governments, *SB 375 Regional Plan Climate Targets*, <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>

Concerning Executive Order S-3-05's 2050 goals, it is presently not possible to quantify the emissions savings from future regulatory measures, as they have not yet been defined. Nevertheless, it can be anticipated that operations associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would be subject to compliance with all applicable measures that State lawmakers have enacted and that would lead to an 80 percent reduction below 1990 levels by 2050 for compliance with Executive Order.

The Starbucks Project and future drive-through service restaurants on Amendment sites would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32. Therefore, impacts would be less than significant in this regard.

### **Cumulative Setting**

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

### *Cumulative Impacts and Mitigation Measures*

GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of GHG emissions associated with the Starbucks Project and future drive-through service restaurants on Amendment sites would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the Starbucks Project and future drive-through service restaurants on Amendment sites, as well as other cumulative related projects, would be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As discussed above, the Starbucks Project and future drive-through service restaurants on Amendment sites would have a less than significant impact concerning GHG emissions. Additionally, the Starbucks Project and future drive-through service restaurants on Amendment sites would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions. Therefore, cumulative contribution of GHG emissions would be less than significant and cumulative GHG impacts would also be less than cumulatively considerable.

## 4.9 Hazards and Hazardous Materials

This Section is based on the *Phase I Environmental Site Assessment for Del Amo Cerritos OP* (Phase I ESA) (Kimley Horn, September 2021); which is included in its entirety in **Appendix C: Phase I Environmental Site Assessment**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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 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?				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

The discussion below regarding potential impacts on hazards and hazardous materials is based in part on the 2021 Phase I Environmental Site Assessment (Phase I ESA) prepared for the Starbucks Project site (Kimley-Horn, September 8, 2021) (**Appendix C**).

### *Property Background*

Based on the review of state and federal agency listings, the Target retail store on the Project site was listed on the following databases:

- ECHO: Enforcement & Compliance History Information
- HWTS: Hazardous Waste Tracking System
- RCRA SQG – Resource Conservation and Recovery Act – Small Quantity Generator
- CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.
- HAZNET: Facility and Manifest Data
- CERS: CalEPA Regulated Site Portal Data

These listings are typical for a Target retail store and are related to normal operations including retail sales of petroleum products, pharmaceutical waste, and photo processing. No violations were found associated with the existing Target store.

The Starbucks Project site's address, 20200 Bloomfield Avenue, is also associated with a former service station that previously existed in the northern portion of the Starbucks Project site. Two businesses once operated on the Starbucks Project site; a fuel station, Unocal #6990 that ceased operations in 1997; and a tire, battery, and accessory business that ceased operations in 1999.

### *Previous Subsurface Investigations and Remediation*

Various investigation and remedial efforts have been performed at the Starbucks Project site at various times between 1994 and 2021. These studies include the following:

- AECOM. 2012. "Site Conceptual Model Update Report Chevron Facility No. 306576." January.
- Los Angeles Regional Quality Control Board. 2012 "Underground Storage Tanks (UST) Program – Case Closure Chevron Station #306576." July.
- ATC Group Services. 2017. "Site Assessment Report." November.
- ATC. Group Services. 2020. "Final Soil Sampling and Excavation Monitoring Report for Site Redevelopment." April.
- Los Angeles Regional Water Quality Control Board. 2021. "Underground Storage Tank Program – Pre-Closure Notification" April.

These remedial and assessment activities are summarized below for soils, soil vapor, and groundwater.

In 1994, a leaking underground storage tank (LUST) was identified at the Unocal fuel station (Case No. R-05649). As noted in the Phase I, a Site Conceptual Model Update, prepared by AECOM in January 2012, states that impacted soils in the vicinity of the USTs at the fuel station were excavated and removed from the Starbucks Project site in September 1997. Under regulatory oversight of the Los Angeles Water Regional Quality Control Board (RWQCB), numerous site assessments and active remediation of soil and groundwater took place between 1994 and 2006, with closure for Case No. R-05649 granted in July 2012.



Soil and soil vapor sampling conducted at the Starbucks Project site in September 2017 have revealed the presence of volatile organic compounds (VOCs) in soil vapor – petroleum hydrocarbons (TPH-g, TPH-d, and BTEX) in three soil borings between 10- and 15-feet below ground surface. Groundwater was not encountered in any of the soil borings. Detected concentrations of benzene, ethylbenzene, and naphthalene in shallow soil were below the Water Board Low-Threat UST Case Closure Policy limits for commercial/industrial settings. BTEX was detected in one soil vapor sample. ATC completed additional sampling in September 2018, and soil samples from 2, 5, and 10 feet below ground surface were analyzed for polycyclic aromatic hydrocarbons (PAHs), TPH-g, and TPH-d. Soil vapor probes were advanced to 5 and 10-feet below ground surface. Based on the finding of the 2017 and 2018 investigations, the distribution of petroleum hydrocarbons in soil appeared to be limited to depths ranging between 10 to 15 feet below ground surface. Groundwater was not encountered in any borings, suggesting petroleum impacted soils are above the saturation zone.

In February 2020, construction of parking lot improvements and a new landscape island was undertaken by Target. In March 2020 soils in the area of the former tire, battery, and accessory shop were excavated. ATC's soils investigation did not detect PID readings above 50 ppm or VOC concentrations above the Effects Screening Levels (ESL), therefore, no soil materials required special handling ahead of offsite disposal and excavated soils were re-used on the site. The Los Angeles Regional Water Quality Control Board (RWQCB) issued a pre-closure notification to Target for the former tire, battery, and accessory outlet on April 27, 2021. Groundwater is reported to be approximately 32-33 feet below ground surface, radiating north, east, and south from the north corner of the Target parcel; therefore, groundwater is flowing toward the Starbucks Project site.

As remediation activities have occurred to the satisfaction of the Los Angeles RWQCB, and the open assessment is eligible for closure and given the distance from the former LUST and the Starbucks Project site, the former LUST cases are not considered a recognized environmental condition (REC) associated with the Starbucks Project site.

#### *Updated Regulatory Database Searches*

A regulatory database search of the Department of Toxic Substances Control Envirostor website (<http://www.envirostor.dtsc.ca.gov/public/>) and the State Water Resources Control Board's (SWRCB) Geotracker website (<http://geotracker.waterboards.ca.gov/>) was performed on April 18, 2022, to identify hazardous material regulated facilities within or near the Site, including the existing Garden Center located on the Target's south side. No new facilities in Geotracker or Envirostor that were not addressed in the 2021 Phase I ESA for the Starbucks Project site were identified. Therefore, there are no facilities on or nearby that present a potential environmental risk to the subject property.

#### **Impact Analysis**

*4.9a Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

**Less Than Significant Impact.** Construction and operations associated with the Starbucks Project and future drive-through service restaurants on Amendment` sites would involve the transport, storage, use and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers and paints. The use of these materials during construction would be short-term and would occur in accordance with standard construction practices, as well as with applicable federal, state, and local regulations. Potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Examples of such activities include

fueling and servicing construction equipment and applying paints and other coatings. Construction would be temporary, and on-site activities would be governed by existing regulations of several agencies. Construction activities would be subject to compliance with relevant regulatory requirements and restrictions concerning the transport, use, or disposal to prevent a significant hazard to the public or environment. The primary regulatory requirements include South Coast AQMD Rules 1166 (volatile organic compound emissions) and 1466 (fugitive dust-toxic air contaminants).

The Starbucks Project site and Amendment sites would be developed with drive-through service restaurants. This development would not involve the routine transport, use, or disposal of quantities of hazardous materials that may create a significant hazard to the public or environment. Further, construction materials would be stored, handled, and disposed of in accordance with applicable regulations.

Additionally, the Starbucks Project and any future drive-through service restaurants on Amendment sites would be reviewed by Los Angeles County Fire Department (LACFD) for hazardous material use, safe handling and storage, as appropriate. LACFD would impose conditions of approval (COAs) to reduce hazardous material impacts. Therefore, following compliance with the regulatory requirements and COAs, impacts related to significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant and no mitigation is required.

*4.9b Would the project 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 with Mitigation Incorporated.** As discussed above, two businesses once operated on the Starbucks Project site: a fuel station, Unocal #6990 that ceased operations in 1997; and a tire, battery, and accessory business that ceased operations in 1999. Remediation activities have occurred to the satisfaction of the Los Angeles RWQCB and the open assessment is eligible for closure. Additionally, given the Starbucks Project site's distance from the former LUST, the former LUST cases are not considered a REC.

However, as the original Target building on the Starbucks Project site was constructed in 1970, it is possible that asbestos containing building materials or lead based paint could be found at the Starbucks Project site or at Amendment sites. As such, MM HAZ -1 and MM HAZ-2 would be implemented to ensure that there is no significant construction related risk of upset. With implementation of this mitigation measure, impacts would be less than significant.

Drive-through service restaurant operations are not expected to release any hazardous materials as a result of foreseeable upset and accident conditions. It is assumed that the use and storage of such materials would occur in compliance with applicable standards and regulations and would not pose significant hazards. It is not anticipated that the use of such hazardous materials would create a significant hazard associated with a risk of upset or accident conditions involving the release of hazardous materials. Therefore, impacts would be less than significant with mitigation.

*4.9c Would the project 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.** The proposed Amendment sites including the Project site, within one-quarter mile of an existing school are identified in **Table 4.9-1: Summary of Amendment Sites Near Schools**.

**Table 4.9-1: Summary of Amendment Sites Near Schools**

Shopping Center <sup>1</sup>	Address	Schools within 0.25 miles?
College Square	10802-10930 Alondra Boulevard and 15925 Studebaker Road	Cerritos Community College
Plaza 183	17970 Studebaker Road and 11101-11263 183 <sup>rd</sup> Street	Valley Christian Middle School and High School
Los Cerritos Center	239 Los Cerritos Mall	Bragg Elementary School
Cerritos Promenade / Target South	11401-11489 South Street, 11525 South Street and 11529-11549 South Street	Bragg Elementary School
Cerritos Plaza	13233-13357 South Street and 18811 Carmenita Road	Cerritos KinderCare
Target Bloomfield <sup>2</sup>	20200 Bloomfield Avenue	Tetzlaff Accelerated Learning Academy
<p>Notes:</p> <p>1. The shopping center numeric labels, which are solely for analysis purposes, correlate with the labels depicted on <b>Exhibit 2-3: Project site and Amendment Sites</b>.</p> <p>2. Amendment Site 6 is the proposed Starbucks Project site.</p>		

While the Starbucks Project and future drive-through service restaurants on Amendment sites would be within one-quarter mile of existing schools and could involve the use of small quantities of potentially hazardous materials such as fuels, solvents, degreasers and paints during construction, and small amounts of commercially available janitorial and landscaping supplies during operation, such materials would not be used in quantities sufficient to cause a potential hazard to nearby schools. Additionally, any potentially hazardous soil conditions on the Starbucks Project site or Amendment sites would be remediated pursuant to SQAMQD Rule 1166 and 1466. Therefore, impacts related to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter of existing or proposed schools would be less than significant and no mitigation is required.

*4.9d Would the project 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?*

**Less Than Significant Impact.** Government Code §65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program.

No Cortese sites were identified within the City.<sup>34</sup> A regulatory agency database search was conducted as part of the Phase I ESA for the Starbucks Project; see **Appendix C**.

As discussed previously, the Starbucks Project site is listed on the ECHO, HWTS, RCRA SQG, CERS HAZ WASTE, HAZNET, and CERS databases. These listings are related to normal operations including retail sales of petroleum products, pharmaceutical waste, and photo processing and no violations were found. Future drive-through service restaurants on Amendment sites would be subject to separate environmental analysis in accordance with CEQA guidelines. Therefore, impacts would be less than significant.

<sup>34</sup> California Department of Toxic Substances Control (2021). Hazardous Waste and Substances Site List (Cortese). Retrieved from <https://dtsc.ca.gov/dtscs-cortese-list/>

4.9e *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?*

**No Impact.** The two airports located nearest the City are Fullerton Municipal Airport and Long Beach Airport. The Fullerton Municipal Airport is located approximately 2.5 miles east of the City, while the Long Beach Airport is located approximately 2.95 miles southwest. The City is not within an airport land use plan or within two miles of a public airport or public use airport. Therefore, no impact related to airport-related safety hazard or excessive noise would occur, and no mitigation is required.

4.9f *Would the project impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan?*

**Less Than Significant Impact.** The City has prepared a Multi-Hazard Functional Plan for emergency response within the City. The Plan meets the Standardized Emergency Management System requirements of state law. The City also complies with the Los Angeles County Emergency Management Plan. The Starbucks Project and future drive-through service restaurants on Amendment sites would not impede the City's emergency response or evacuation plans. Emergency vehicle access would be provided in compliance with City standards and the Starbucks Project and future drive-through service restaurants on Amendment sites would be constructed in compliance with CMC provisions, including Fire Code regulations (CMC §15.24). Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would not conflict with the City's adopted emergency plan.

4.9g *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

**No Impact.** The City is a fully urbanized area and it is not adjacent to any wildland. Therefore, no impact would occur in this regard, and no mitigation is required.

### Mitigation Measures

**MM HAZ-1** Prior to any demolition activities, a licensed asbestos inspector shall be retained by the Project Applicant to determine the presence of asbestos-containing materials (ACMs) within existing buildings. If ACMs are found to be present, it shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.

**MM HAZ-2** Prior to issuance of demolition permits, the Project Applicant shall submit verification to the City of that a lead-based paint survey has been conducted at all existing buildings located on the Project site. If lead-based paint is found, the Project Applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint.

## 4.10 Hydrology and Water Quality

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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 projects 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:				
(i) Result in 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	

### Impact Analysis

4.10a *Would the project violate water quality or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

### Less Than Significant Impact

#### *Water Quality Standards/Waste Discharge Requirements - Short-Term Construction*

The Starbucks Project's construction-related activities would include excavation, grading, and trenching, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Construction-related erosion effects would be addressed through compliance with the National

Pollutant Discharge Elimination System (NPDES) program's Construction General Permit. Construction activity subject to the Construction General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than 1.0 acre. The Starbucks Project would disturb approximately 0.95 gross acre, thus, would not be subject to the Construction General Permit. However, CMC Chapter 6.32: *Storm Water and Urban Runoff Pollution Prevention Controls*, specifies development requirements to reduce pollutants in stormwater and urban runoff to the maximum extent practicable. CMC §6.32.050(C) specifies various best management practices (BMPs) that apply to all projects under construction in the City at the time of demolition of an existing structure or commencement of new construction, which are required to remain in place until receipt of a Certificate of Occupancy.

Future drive-through service restaurants on the Amendment sites would be subject to compliance with NPDES and CMC requirements in addition to separate environmental analysis in accordance with the State CEQA Guidelines. Any future development disturbing 1.0 acre or greater would be required to obtain coverage under the Construction General Permit. To obtain coverage under the Construction General Permit, dischargers are required to file with the State Water Board the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI) and other compliance-related documents. The Construction General Permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. The types of required BMPs would be based on the amount of soil disturbed, the types of pollutants used or stored at the Amendment sites, and proximity to water bodies.

Furthermore, drive-through service restaurants would be required to be consistent with the requirements in CMC Chapter 6.32, which regulates discharges, connections, construction sites, and stormwater pollution reduction. Any future drive-through service restaurants on Amendment sites would require a Building Permit and Grading Permit and thus be subject to compliance with CMC Chapter 6.32, which specifies that: "Any person or business engaging in construction activity that requires an NPDES construction permit must obtain that permit from the Regional Water Quality Control Board and must demonstrate possession of such permit before grading and/or building permits can be issued. The NPDES construction permit shall be retained on site and shall be shown to the authorized enforcement officer upon request;" and "No grading permit shall be issued for developments with a disturbed area of land one acre or greater unless the applicant can show that a notice to comply with the state construction activity storm water permit has been filed and an SWPPP has been prepared." Compliance with CMC Section 6.32.050(C), as described above, would also be required. Following compliance with NPDES and CMC Chapter 6.32 requirements, construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality. Therefore, a less than significant impact would occur in this regard, and no mitigation is required.

#### *Water Quality Standards/Waste Discharge Requirements - Long-Term Operations*

The Los Angeles County Flood Control District (LACFCD), the County of Los Angeles, and the City, along with 83 other incorporated cities therein (Permittees) discharge pollutants from their municipal separate storm sewer (drain) systems (MS4s). Stormwater and non-stormwater enter and are conveyed through the MS4 and discharged to Los Angeles Region surface water bodies. These discharges are regulated under



countywide waste discharge requirements contained in Order No. R4-2012-0175<sup>35</sup> (NPDES Permit No. CAS004001), *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles County, Except Discharges Originating from the City of Long Beach MS4*, which was adopted November 8, 2012.<sup>36</sup> The MS4 Permit Order provides the revised waste discharge requirements for MS4 discharges within the Los Angeles County watersheds, which includes the City. The MS4 Permit Order, which became effective December 28, 2012, supersedes Order No. 01-182. Los Angeles County uses its Low Impact Development (LID) Ordinance to require that projects comply with NPDES MS4 Permit water quality requirements.

The MS4 Permit Order requires development and implementation of a Planning and Land Development Program for all “New Development” and “Redevelopment” projects subject to the Order. New development and redevelopment projects/activities subject to Los Angeles County’s LID Ordinance include all development projects equal to 1.0 acre or greater of disturbed area and residential new or redeveloped projects that create, add, or replace 10,000 SF or greater impervious surface area. The Starbucks Project is a new development project which would replace 10,000 SF or more of impervious surface area; as such, the Starbucks Project is subject to Los Angeles County’s LID Ordinance. Additionally, CMC Chapter 6.32.055: *New Development/Redevelopment Pollution Reduction*, requires construction activities and facility operations of development and redevelopment projects to comply with the current applicable MS4 permit and to integrate LID practices and standards for storm water pollution mitigation.

The following is a list of materials anticipated operations, which would potentially contribute to pollutants, other than sediment, to stormwater runoff.

- Vehicle fluids, including oil, grease, petroleum, and coolants from personal vehicles;
- Landscaping materials and wastes (topsoil, plant materials, herbicides, fertilizers, mulch, pesticides);
- General trash debris and litter; and
- Pet waste (bacteria/fecal coliforms).

Infiltration is Los Angeles County’s first option when screening potentially feasible LID BMPs. Infiltration systems collect stormwater runoff and conduct it into permeable soils beneath the site; effectively reducing pollution, reducing runoff and flooding, and recharging groundwater. The Starbucks Project would treat site runoff in accordance with the Los Angeles County Low Impact Development Manual, 2014. To do so, runoff resulting from the 85<sup>th</sup> percentile rain event would be treated prior to leaving the site.

Following compliance with NPDES requirements (i.e., Los Angeles County’s LID Ordinance and GMC), which include LID BMPs, operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant in this regard, and no mitigation is required.

*4.10b Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

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<sup>35</sup> State of California Water Quality Control Board. (undated). *Order No. R4-2012-0175 NPDES Permit NO. CAS004001*. Los Angeles, CA: State of California Water Quality Control Board.

<sup>36</sup> Ibid.

**Less Than Significant Impact.** Basin recharge occurs through percolation of precipitation and artificial recharge activities at spreading grounds, among other sources. The Starbucks Project site and Amendment sites are developed, and, therefore, future development of any drive-through service restaurants would not increase the sites' effective impervious area. There are no groundwater wells located on the Starbucks site or Amendment sites<sup>37</sup> and the Starbucks Project and future drive-through service restaurants on Amendment sites would not involve the withdrawal of groundwater.

Therefore, the Starbucks Project or future drive-through service restaurants on Amendment sites would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Starbucks Project or future drive-through service restaurants on Amendment sites would impede the basins' sustainable groundwater management. Impacts would be less than significant in this regard, and no mitigation is required.

4.10c *Would the project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of stream or river or through the addition of impervious surfaces, in a manner which would:*

- (i) *Result in substantial erosion or siltation on- or off-site?*
- (ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- (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*
- (iv) *Impede or redirect flood flows?*

**Less Than Significant Impact.** There are no naturally occurring permanent surface water features within the City. As previously mentioned, the Starbucks Project or any future drive-through service restaurants on Amendment sites would not increase the sites' effective impervious area and, as such, would not increase the amount of runoff from the sites. During operation, stormwater flows would be directed to storm drainage features and would not come into contact with bare soil, and not create an opportunity for erosion or siltation on- or off-site. No flooding is expected to occur on- or off-site due to the Starbucks Project or future drive-through service restaurants on Amendment sites.

The Starbucks Project and any future drive-through service restaurants on Amendment sites would be subject to the General Plan policies CON-5.2 and CON-5.3 to ensure that stormwater mitigation techniques are employed and monitored. In addition, an engineered site drainage plan shall be prepared for individual development projects in accordance with City requirements.

Following compliance with applicable City requirements, including General Plan policies (CON-5.3 and CON 5.3), the Starbucks Project and future drive-through service restaurants on Amendment would not substantially alter the respective sites' existing drainage pattern or add impervious surfaces, such that it would substantially increase the rate or amount of surface runoff in a manner which would result in flooding, create/contribute runoff, which would exceed the capacity of existing drainage system, or impede/redirect flood flows. Impacts would be less than significant in this regard, and no mitigation is required.

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<sup>37</sup> City of Cerritos. (2004). *Cerritos General Plan EIR*. page 4.8-1. Retrieved from [http://www.cerritos.us/GOVERNMENT/pdfs/General\\_Plan\\_EIR\\_Body.pdf](http://www.cerritos.us/GOVERNMENT/pdfs/General_Plan_EIR_Body.pdf).

*4.10d In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

**No Impact.** The City is not located within a flood zone. The City is not within a flood hazard, tsunami, or seiche zone and drive-through service restaurants would not risk the release of pollutants. Therefore, no potential impacts would occur.

*4.10e Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

**Less Than Significant Impact.** As discussed under threshold 4.10.a), the Project would comply with water quality standards and provisions. In 2014, the State adopted the California Sustainable Groundwater Management Act (SGMA), which authorizes agencies to develop and implement their own groundwater sustainability plans or alternative plans that demonstrate that the water basins are being sustainably managed. 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. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline.

The SGMA requires local Groundwater Sustainability Agencies (GSAs) in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or to develop Alternatives to GSPs. GSPs provide a roadmap for how groundwater basins will reach long-term sustainability.

The latest basin prioritization project, SGMA 2019 Basin Prioritization, was completed in December 2019. SGMA 2019 Basin Prioritization identified 94 basins/sub-basins as medium or high priority. The City is located in a very low priority basin,<sup>38</sup>, therefore, there is no GSP available/required for the Starbucks Project site or Amendment sites.

The Water Replenishment District of Southern California (WRD) manages groundwater levels within a safe basin operating range to protect the long-term sustainability of the Central Basin and West Coast Basins, which supply approximately 250,000 AFY of groundwater to nearly four million residents. The City does not have its own Groundwater Management Plan. Rather, the City's groundwater management falls under the WRD's Groundwater Basins Master Plan. In 2020, the City pumped approximately 8,448 AFY of groundwater to meet their demands. The City's Urban Water Management Plan projects groundwater demands to reach 11,266 AF by 2045. In 2020, total actual water consumption in the City was 10,614 AF. The Starbucks Project and Amendment sites have a total estimated water demand of 17.06 AF per year. The Starbucks Project and Amendment sites' water demand, if solely relied upon from groundwater resources, would represent approximately 0.20 percent of the City's total groundwater demand in 2020. Further, the City would continue to comply with SB X7-7 requirements, which aim to reduce urban water usage. Compliance with the Basin Production Percentage allowance set by WRD and SB X7-7 reduction targets would reduce any Project-related impacts on sustainable groundwater management plans. Therefore, impacts are less than significant and no mitigation is required.

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<sup>38</sup> California Department of Water Resources. (2020). *Basin Prioritization Dashboard*. Retrieved from <https://gis.water.ca.gov/app/bp-dashboard/final/>.

## 4.11 Land Use Planning

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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	

### Impact Analysis

#### 4.11a Would the project physically divide an established community?

**No Impact.** Examples of projects that could physically divide an established community include a new freeway or highway that traverse an established neighborhood. The Starbucks Project proposes improvements within the surface parking lot of an existing shopping center. Similarly, any future drive-through service restaurants on Amendment sites would occur within existing urban areas. No new streets or other physical barriers, which could physically divide an established community would be constructed. Given the nature and scope of the anticipated improvements, an established community would not be physically divided. Therefore, no impact would occur in this regard, and no mitigation is required.

#### 4.11b Would the project 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

#### General Plan

The Starbucks Project site's land use designation is Community Commercial.<sup>39</sup> The Community Commercial land use designation is intended to allow a range of commercial activities that serve local residential neighborhoods. Uses in this designation include various retail and professional services such as markets, drug stores, retail shops, financial institutions, service establishments, support offices, and restaurants. The Starbucks Project proposes a new Starbucks drive-through service restaurant measuring 1,897 SF in floor area, a single-lane drive-through, and 20 parking spaces on a 0.52-acre parcel. The Starbucks Project proposes a drive-through service restaurant, which would not conflict with the Community Commercial designation's intended uses (i.e., local-serving retail commercial activities such as a restaurant) as described above. Additionally, with a FAR of approximately 0.1, the Starbucks Project would be below the Community Commercial land use designation's permitted FAR of 1.0.

**Table 2-2** lists the existing land use and zoning on the Amendment sites. As detailed in **Table 2-2**, the Amendment sites' land use designations are Regional Commercial, except Amendment Site 5 and Site 6 (the Starbucks Project site), which are designated Community Commercial. The Regional Commercial land use designation is intended to apply to large retail shopping areas that serve a regional market area. Uses

<sup>39</sup> City of Cerritos. (October 2020). *Land Use Map*. Cerritos, CA: City of Cerritos Community Development Department.

in this designation include major department stores, specialty retail outlets, restaurants, offices, hotel, and other complementary uses. Within the Regional Commercial land use designation, FAR up to 2.0 are allowed. The Community Commercial land use designation's intended uses and FAR are described above. Any future drive-through service restaurants on Amendment sites would be subject to the City's entitlement review process, which would verify consistency with the respective sites' land use designations and zoning.

## Municipal Code

### *Cerritos Municipal Code Chapter 17.28, Divisions of Four Lots or Less*

CMC Chapter 17.28: *Divisions of Four Lots or Less*, specifies the City's requirements when an owner or subdivider elects to subdivide one or more lots into not more than four new lots and does not propose to record a subdivision map. The Applicant, together with the property owner, proposes Tentative Parcel Map 83312 to subdivide the existing 9.56-acre Target department store parcel, creating two separate parcels: one approximately 9.04-acre parcel to accommodate the existing Target department store; and one approximately 0.52-acre parcel, to be used for a new Starbucks drive-through service restaurant (i.e., the Starbucks Project).

### *Cerritos Development Code Title 22, Development Plan*

The Starbucks Project site is zoned Neighborhood Commercial (CN),<sup>40</sup> which is addressed in Development Code Chapter 22.25: *CN – Neighborhood Commercial Zone*. The CN zone's permitted and conditionally permitted uses are specified in Development Code §22.25.300 and §22.25.400, respectively. The Starbucks Project proposes a drive-through service restaurant, which is not permitted nor conditionally permitted within the CN zone. Therefore, the Applicant proposes Development Code Amendment 2022-1 to allow for drive-through service restaurant uses to be conditionally permitted in the CN and CC zones, as well as the CR zone; see following discussion concerning amending other zones. The proposed drive-through service restaurant would be subject to Conditional Use Permit and Precise Plan review through the City's entitlement process, which would verify the Starbucks Project's consistency with the CN zone site development standards (Development Code §22.25.700) and environmental performance standards (Development Code §22.25.800).<sup>41</sup>

**Table 2-2** lists the existing zoning on the Amendment sites. As detailed in **Table 2-2**, the Amendment sites are zoned Regional Commercial (CR), except Amendment Site 5 and Site 6 (the Starbucks Project site), which are zoned Community Commercial (CC) and Neighborhood Commercial (CN). The CC zone is intended to allow a range of commercial activities that serve local residential neighborhoods. The CC zone's permitted and conditionally permitted uses are specified in Development Code §22.26.300 and §22.26.400, respectively. The CN zone is intended to provide for the conduct of business serving primarily nearby residents including the retail sale of convenience goods and services, shopping goods and services, and other commercial and professional activities. The CN zone's permitted and conditionally permitted uses are specified in Development Code §22.25.300 and §22.25.400, respectively. Because any future drive-through service restaurants on Amendment sites would be subject to discretionary review (e.g., Conditional Use Permit and Precise Plan review) through the City's entitlement process, future drive-through service restaurants on Amendment sites would also be subject to environmental review under CEQA.

<sup>40</sup> City of Cerritos. (October 2020). *Zoning Map*. Cerritos, CA: City of Cerritos Community Development Department.

<sup>41</sup> The environmental performance standards established under CMC Chapter 22.80 apply to the CN Zone.

Additionally, Development Code §22.27.400(7) includes requirements to mitigate environmental impacts concerning aesthetics and noise. The Project's proposed Development Code Amendment would maintain minimum distance requirements between a drive-through service restaurant and a residentially zoned area of at least 400 feet, except when the residentially zoned area is separated from a drive-through service restaurant by a major or secondary arterial street, in which case a minimum distance of 100 feet would be required. The Development Code Amendment would replace existing sign size requirements and limit of one kiosk per drive-through service restaurant with requirements to include a master sign program and to orient signs away from residentially-zoned areas. These requirements would ensure that the Project is designed for architectural compatibility with the respective building and site. Thus, the Development Code Amendment would not 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.

*Cerritos Municipal Code Chapter 23.90, Precise Plans - Approval*

CMC Chapter 23.90: *Precise Plans – Approval*, specifies the City's requirements when an applicant submits a Precise Plan application. The Applicant proposes Precise Plan 2022-1, to allow for the construction and development of the proposed Starbucks restaurant, demolition of the existing Target Garden Center, and related landscaping, parking, and site improvements.



## 4.12 Mineral Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?				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

### Impact Analysis

4.12a *Would the project 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?*

4.12b *Would the project 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?*

**No Impact.** The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the area's known or inferred mineral potential.<sup>42</sup> No known mineral resources and locally important mineral resource recovery sites are located within the City.<sup>43</sup> Therefore, the Starbucks Project and Amendment sites would have no impact concerning mineral resources, and no mitigation is required.

<sup>42</sup> California Department of Conservation. (2020). *Statutes and Regulations*. <https://www.conservation.ca.gov/index/Documents/DMR-SR-1%20Web%20Copy.pdf>.

<sup>43</sup> California Department of Conservation. (2015). *CGS Information Warehouse: Mineral Land Classification*. Retrieved from <https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/>.

## 4.13 Noise

This Section is based on the *Noise Technical Memorandum* (Kimley-Horn & Associates, Inc., March 2022), which is included in its entirety in **Appendix D: Acoustical Assessment**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Generate 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) Generate of excessive ground borne vibration or groundborne 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 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?				X

### Noise Background

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of various distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. For example, the equivalent continuous sound level (Leq) is the average acoustic energy content of noise for a stated period of time; thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. The Day-Night Sound Level (Ldn) is a 24-hour average Leq with a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The Community Noise Equivalent

Level (CNEL) is a 24-hour average Leq with a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. and an additional 5 dBA weighting during the hours of 7:00 p.m. to 10:00 p.m. to account for noise sensitivity in the evening and nighttime.

### Existing Setting

The Starbucks Project site is impacted by various noise sources. Mobile sources of noise including traffic along Bloomfield Avenue to the west and Del Amo Boulevard to the south are the most common and prominent sources of noise in the Project area. According to the City General Plan (January 2004), the Starbucks Project site boundary is located within the 65 dBA CNEL traffic noise contour from Bloomfield Avenue and Del Amo Boulevard; the remainder of the site is located within or below the 60 dBA CNEL noise contour. The primary sources of stationary noise near the Starbucks Project site include parking lot noise at the nearby commercial properties, mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] units) operating at the nearby commercial and residential uses, and other urban-related activities (e.g., idling cars/trucks, pedestrians, car radios and music playing, dogs barking, etc.). The noise associated with these sources may represent a single-event noise occurrence or short-term noise.

### Noise Measurements

To quantify existing ambient noise levels in the Starbucks Project area, three short-term (10-minute) measurements were conducted on October 27, 2021. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Starbucks Project site. The 10-minute daytime measurements were taken between 8:33 a.m. and 9:31 a.m. Measurements of Leq are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in **Table 4.13-1: Existing Noise Measurements**

Site	Location	Duration	Time	L <sub>min</sub> (dBA)	L <sub>max</sub> (dBA)	Leq (dBA)
ST-1	Along Bloomfield Avenue near residential homes west of the Starbucks Project site.	10 minutes	8:48 a.m.	54.9	77.0	66.8
ST-2	Along Del Amo Boulevard near the liquor store south of the Starbucks Project site.	10 minutes	8:33 a.m.	53.8	82.9	69.5
ST-3	Near the Cerritos Sports Complex parking lot north of the Starbucks Project site.	10 minutes	9:21 a.m.	49.7	79.8	62.7

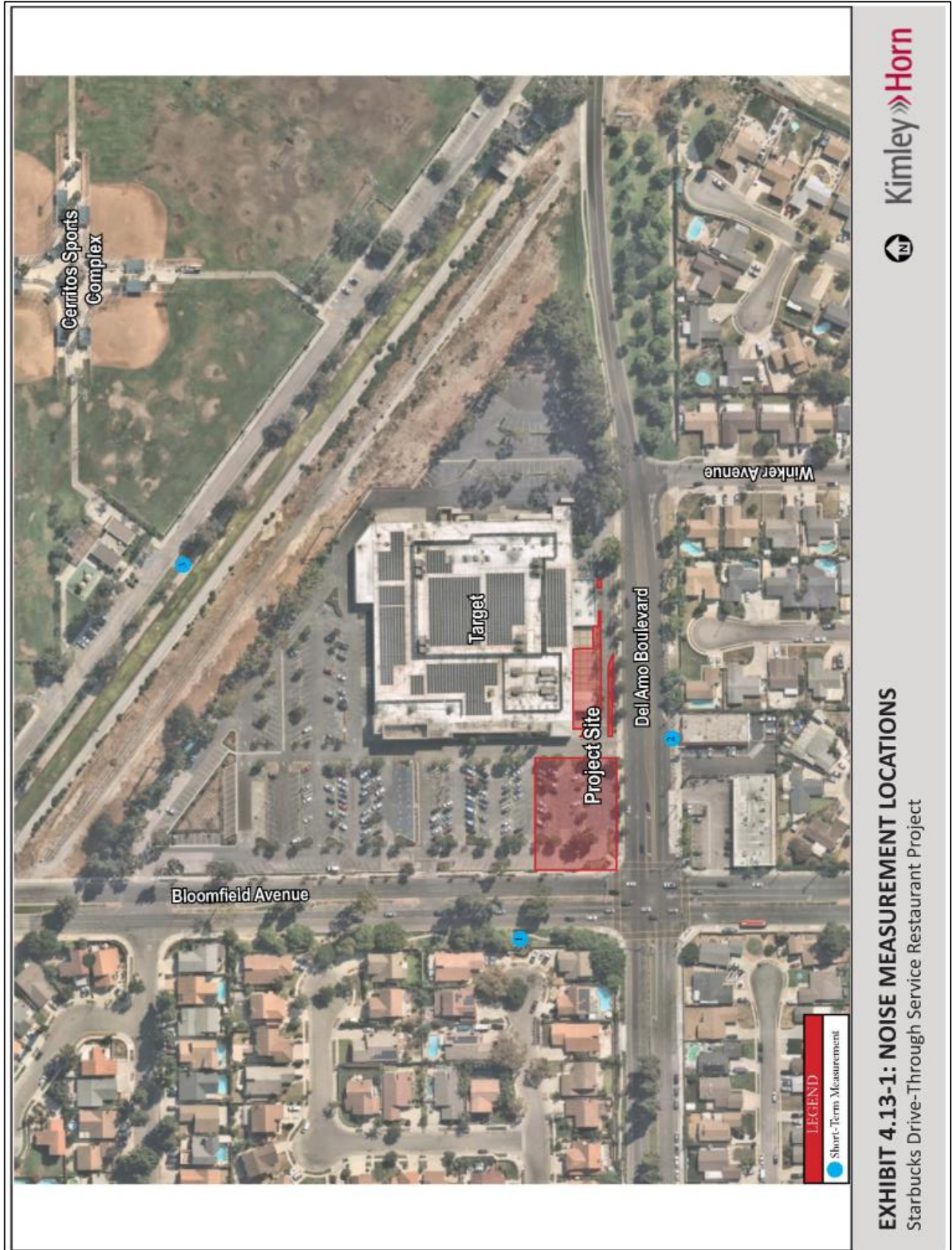
Source: Noise measurements taken by Kimley-Horn and Associates, October 27, 2021.

and shown on **Exhibit 4.13-1: Noise Measurement Locations**.

**Table 4.13-1: Existing Noise Measurements**

Site	Location	Duration	Time	L <sub>min</sub> (dBA)	L <sub>max</sub> (dBA)	Leq (dBA)
ST-1	Along Bloomfield Avenue near residential homes west of the Starbucks Project site.	10 minutes	8:48 a.m.	54.9	77.0	66.8

ST-2	Along Del Amo Boulevard near the liquor store south of the Starbucks Project site.	10 minutes	8:33 a.m.	53.8	82.9	69.5
ST-3	Near the Cerritos Sports Complex parking lot north of the Starbucks Project site.	10 minutes	9:21 a.m.	49.7	79.8	62.7
Source: Noise measurements taken by Kimley-Horn and Associates, October 27, 2021.						



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### *Sensitive Receptors*

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The nearest sensitive receptors to the Starbucks Project site are shown in **Table 4.13-2: Sensitive Receptors**.

**Table 4.13-2: Sensitive Receptors**

Receptor Description	Distance and Direction from the Project Boundary
Single-Family Residential Dwellings	120 feet to the west
Single-Family Residential Dwellings	125 feet to the southeast
Single-Family Residential Dwellings	170 feet to the southwest
Single-Family Residential Dwellings	720 feet to the northwest
Source: Google Maps, 2021.	

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The nearest sensitive receptors to the Starbucks Project site are shown in **Table 4.13-2: Sensitive Receptors**.

**Table 4.13-3: Sensitive Receptors**

Receptor Description	Distance and Direction from the Project Boundary
Single-Family Residential Dwellings	120 feet to the west
Single-Family Residential Dwellings	125 feet to the southeast
Single-Family Residential Dwellings	170 feet to the southwest
Single-Family Residential Dwellings	720 feet to the northwest
Source: Google Maps, 2021.	

### **Local Regulatory Setting**

**Table 4.13-3: Noise and Land Use Compatibility Matrix** illustrates the California State guidelines established by the State Department of Health Services for acceptable noise levels for each county and city. These standards and criteria are incorporated into the City's land use planning process to reduce future noise and land use incompatibilities. **Table 4.13-4** is the primary tool that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.<sup>44</sup>

<sup>44</sup> City of Cerritos, *City of Cerritos General Plan*, 2004.

**Table 4.13-4: Noise and Land Use Compatibility Matrix**

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50-60	55-70	70-75	75-85
Residential - Multiple Family	50-65	60-70	70-75	70-85
Transient Lodging - Motel, Hotels	50-65	60-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	65-85
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NA	67.5-75	72.5-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	NA	70-80	80-85
Office Buildings, Business Commercial and Professional	50-70	67.5-77.5	75-85	NA
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	75-85	NA
<p>Notes:</p> <p><b>Normally Acceptable</b> – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p> <p><b>Conditionally Acceptable</b> – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.</p> <p><b>Normally Unacceptable</b> – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p> <p><b>Clearly Unacceptable</b> – New construction or development should generally not be undertaken.</p> <p>NA: Not Applicable</p>				
Source: City of Cerritos, <i>Noise Element</i> , 2004.				

### *City of Cerritos General Plan*

The City of Cerritos General Plan Noise Element (Noise Element) has determined a number of policies that are directed at controlling or mitigating environmental noise effects. The following goals and policies from the Noise Element are applicable to the proposed Project:

**Goal N-1:** *Reduction in noise impacts from transportation sources.*

**Policy N-1.1:** Mitigate transportation equipment impacts at construction sites.

**Policy N-1.2:** Ensure noise mitigation measures are included in the design of new developments.

**Goal N-2:** *Develop measures to control non-transportation noise impacts.*

**Policy N-2.1:** Continuously review the Noise Ordinance to ensure noise generating uses are adequately addressed.

**Policy N-2.2:** Strive to resolve existing and potential conflicts between noise generating uses and human activities.

**Policy N-2.3:** Ensure noise mitigation techniques are incorporated into all construction-related activities.

- Policy N-2.4:** Consider developing maximum noise standards for ventilation systems (i.e., air conditioning units) in residential areas.
- Policy N-2.5:** Consider developing regulations to prohibit the use of public address systems and encourage the use of alternative (noise sensitive) communication devices (i.e., walkie-talkies, hand-held phones, or other similar methods).
- Goal N-3:** ***Include noise considerations as a part of land use planning decisions.***
- Policy N-3.1:** Enforce noise standards, as contained in the City's Noise Ordinance.
- Policy N-3.2:** Ensure Community Noise Equivalent Levels (CNEL) levels for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.
- Policy N-3.3:** Incorporate noise reduction measures into all development proposals, as necessary.
- Policy N-3.4:** Consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses.

#### *City of Cerritos Municipal Code*

The City has established a citywide Noise Ordinance in Development §22.80.480, Noise. The purpose of the Noise Ordinance is to control loud, unnecessary, and unusual noises, sounds, or vibrations emanating from areas of the City. Development Code §22.80.480 establishes maximum permissible sound limits or levels for all districts in the City as well as prohibited noises.

#### Section 22.80.480 Noise.

In all districts in the city, the following noise standards, unless otherwise specifically indicated, shall apply:

- 1) *Maximum sound level. No noise shall be generated which causes the maximum sound level (noise level) at any point on property lines surrounding the premises on which noise is produced to exceed the background (ambient noise) including traffic noise by five dBA measured at the same point, or the following limits, whichever is greater:*

Zone or Development Area	Maximum Sound Level dB(A)
Residential or agricultural	50
Commercial	60
Industrial	70

*Provided further that the sound level at the boundary line between land use areas shall not exceed the average of the maximum permitted sound level for each such area noted above.*

- 2) *Negative corrections. The sound level limits must be adjusted by addition of the following corrections:*

Type of Noise	Correction, (Decibels)
Steady noise without impulse or prominent pure tones (such as rain noise)	0
Steady impulsive noise (such as hammering or riveting)	-5
Steady audible tone components (such as whine, screech, hum)	-5

- 3) *Positive corrections. One of the following corrections may be applied to the limits and corrections noted above only between the hours of seven a.m. and seven p.m., except for uses in or adjacent to residential areas.*

Frequency of Occurrence	Correction, (Decibels)
Noise occurring not more than fifteen minutes per hour	+5
Noise occurring not more than five minutes per hour	+10
Noise occurring not more than one minute per hour	+15

4) *Measurement:*

- a) *Sound level (noise level) shall be measured with a sound level meter satisfying the specifications of the American National Standard Specifications (S1.4-1961, as amended), which has had its acoustic calibration checked within the previous seven days,*
  - b) *Measurements shall be made on the nearest property line which faces the noise source, or at any point on an adjacent property where the noise is greater,*
  - c) *Measurements shall be made on the "A" weighted scale, with fast response, following the manufacturer's instructions,*
  - d) *Measurement must be made out of doors with the microphone at a height of not less than four feet above the ground,*
  - e) *Care shall be taken to avoid readings which are influenced by such extraneous sources as wind, electrical interference, or unusual background (ambient) noise,*
  - f) *Noise level shall be determined by taking an average of at least three maximum deflections of the pointer.*
- 5) *Exemptions. The provisions for noise limits shall not be applied to occasional use of equipment for maintenance of any lot or buildings or for building construction, for which a valid building permit has been issued, between the hour of seven a.m. and seven p.m. or for any public works activities or civic event which are authorized by the city.*

## Impact Analysis

4.13a *Would the project result in generation 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?*

### Less Than Significant Impact.

#### Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the buildings near the construction site.

Construction activities would include demolition, site preparation, grading, building construction, paving, and architectural coating. Such activities may require concrete/industrial saws, dozers, and tractors/loaders/backhoes during demolition; graders, tractors/loaders/backhoes and dozers during site preparation; graders, dozers, and tractors/loaders/backhoes during grading; forklifts, generator sets, tractors/loaders/backhoes, and welders during building construction; pavers, rollers, mixers, tractors/loaders/backhoes, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of

acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. The site preparation and grading phases of Project construction tend to be the shortest in duration and create the highest construction noise levels due to the operation of heavy equipment required to complete these activities. It should be noted that only a limited amount of equipment can operate near a given location at a particular time. Typical noise levels associated with individual construction equipment are listed in **Table 4.13-4: Typical Construction Noise Levels**.

**Table 4.13-4: Typical Construction Noise Levels**

Equipment	Typical Noise Level (dBA) at 50 feet from Source
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	80
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scraper	85
Shovel	82
Truck	84

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Following the methodology for quantitative construction noise assessments in the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment Manual* (September 2018) (FTA Noise and Vibration Manual), the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) was used to predict construction noise at the nearest receptors. **Table 4.13-5: Project Construction Noise Levels** shows the estimated exterior construction noise levels at the nearest sensitive receptors.

**Table 4.13-5: Project Construction Noise Levels**

Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBA L <sub>eq</sub> )	Noise Threshold (dBA L <sub>eq</sub> ) <sup>2</sup>	Exceeded?
	Land Use	Direction	Distance (feet) <sup>1</sup>			
Demolition	Residential	West	230	70.9	80	No
	Commercial	South	180	73.1	85	No
Site Preparation	Residential	West	230	72.1	80	No
	Commercial	South	180	74.2	85	No
Grading	Residential	West	230	71.6	80	No
	Commercial	South	180	76.4	85	No
Building Construction	Residential	West	230	69.7	80	No
	Commercial	South	180	71.8	85	No
Paving	Residential	West	230	69.8	80	No
	Commercial	South	180	71.9	85	No
Architectural Coating	Residential	West	230	60.4	80	No
	Commercial	South	180	62.6	85	No
Notes: 1. Per the methodology described in the FTA Noise and Vibration Manual (September 2018), distances are measured from the nearest receptors to the center of the Starbucks Project construction site. 2. The City does not have a quantitative noise threshold for construction. Therefore, the construction noise thresholds from the FTA Noise and Vibration Manual (September 2018) are conservatively used for this analysis.						
Source: Federal Highway Administration, <i>Roadway Construction Noise Model</i> , 2006. Refer to <a href="#">Appendix D: Acoustical Assessment</a> for noise modeling results.						

Following FTA methodology, when calculating construction noise, all equipment is assumed to operate at the center of the Starbucks Project site because equipment would operate throughout the site and not at a fixed location for extended periods of time. Therefore, the distances used in the RCNM model were 230 feet for the residential uses located to the west and 180 feet for the commercial uses located to the south. As shown in **Table 4.13-5**, the anticipated construction noise levels at the Starbucks Project site would not exceed the FTA noise thresholds of 80 dBA for residential uses or 85 dBA for commercial uses during any construction phase. In addition, construction activities would also be limited to normal daytime hours between 7:00 a.m. and 7:00 p.m. on weekdays in compliance with Development §22.80.480. Therefore, because Project construction noise levels would not exceed FTA noise standards and construction activities would be required to comply with CMC provisions, noise impacts would be less than significant noise impact in this regard. Further, although construction noise levels may exceed the existing ambient levels in the area, construction would be temporary and would not result in a permanent increase in ambient noise levels in the area.

## Operational Noise

### On-Site Operations

The Starbucks Project proposes to operate a drive-through service restaurant at 1,897 SF in floor area and supported by 20 parking spaces, outdoor dining space, and a single-lane drive-through. The primary noise sources associated with the proposed Starbucks restaurant would consist of drive-thru operations (i.e., sound from the ordering intercom and vehicles idling/queuing in the drive-thru lanes), parking lot noise,



outdoor dining, mechanical equipment, and mobile traffic noise. A discussion of each of these Project noise sources is provided below.

### *Drive-Thru Operations*

The proposed Starbucks would include a drive-thru menu board and intercom that would be located to the west of the restaurant building, facing south. Project noise sources from drive-thru operations include amplified speech from the intercom, idling vehicles, and vehicles circulating along the drive-thru lane. The measured noise level associated with active drive-thru operations is 64 dBA at a distance of 20 feet.<sup>45</sup> The nearest sensitive receptors (single-family residences to the west and southeast) are located within approximately 240 feet from the proposed menu board and intercom, and as close as 140 feet from the drive-thru lane/queuing area.

### *Parking Lot Noise*

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the one-hour  $L_{eq}$  and CNEL scales. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA<sup>46</sup> and may be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech.<sup>47</sup> Parking lot noise would occur at the proposed surface parking lot as close as approximately 120 feet from the residences southeast of the Starbucks Project site.

### *Outdoor Dining Noise*

The Starbucks Project would include an outdoor dining area along the western façade of the proposed Starbucks restaurant. The outdoor dining areas would be used by individuals or small groups to gather outside for a meal and may include low-level background music. Outdoor dining areas with music can generate noise levels up to approximately 82 dBA at one meter from the source.<sup>48</sup> The nearest sensitive receptors (single-family residences west of the Starbucks Project site) would be located approximately 180 feet from the outdoor dining area of the proposed drive-through service restaurant.

### *Mechanical Equipment*

The Starbucks Project would include HVAC units located on the rooftop of the restaurant building. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 52 dBA at 50 feet.<sup>49</sup> The nearest sensitive receptors (single-family residences to the southeast) would be located as close as approximately 190 feet from the rooftop HVAC equipment.

### *Combined Exterior Noise Levels*

Exterior noise levels associated with drive-thru operations, parking lot noise, outdoor dining, and mechanical equipment were modeled with the SoundPLAN software. SoundPLAN allows computer simulations of noise situations, and creates noise contour maps using reference noise levels, topography,

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<sup>45</sup> Drive-thru noise sample collected by Kimley-Horn on August 17, 2018.

<sup>46</sup> Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

<sup>47</sup> Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

<sup>48</sup> Obtained from the SoundPLAN Essential version 5.0 reference noise level database.

<sup>49</sup> Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

point and area noise sources, mobile noise sources, and intervening structures. Inputs to the SoundPLAN model included ground topography and ground type, noise source locations and heights, receiver locations, and sound power level data. The SoundPLAN run for Project operations conservatively assumes the simultaneous operation of all on-site noise sources.

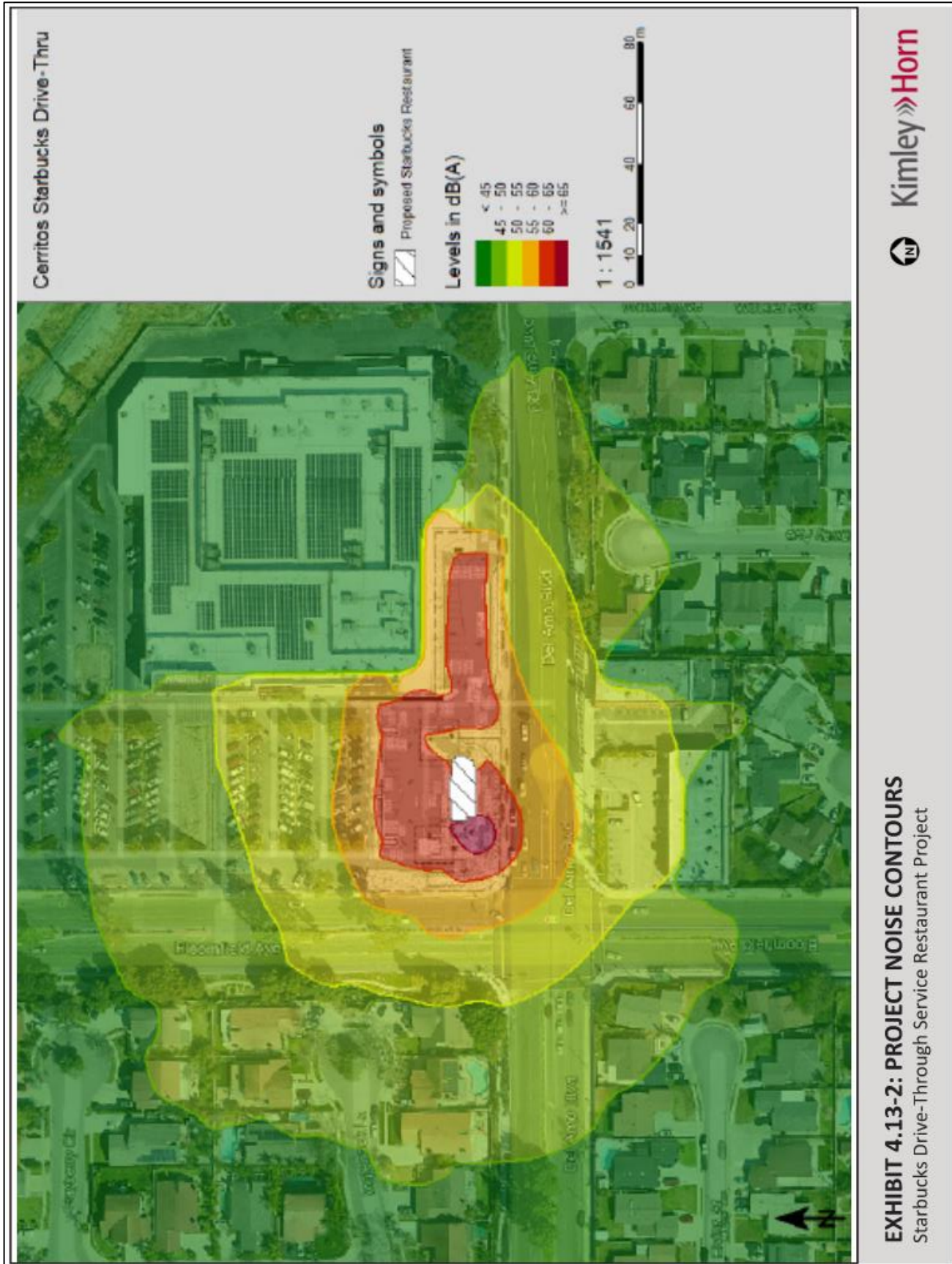
Utilizing the input data described above, SoundPLAN was used to calculate noise levels at the nearest sensitive receptors surrounding the Starbucks Project site. It should be noted that predicted noise levels are conservative estimates since it was assumed that all equipment and operational activity at the Starbucks Project site would occur in a constant, simultaneous manner. In reality, it is anticipated that these noise sources would occur intermittently throughout the day (except for rooftop HVAC which would operate in a steady-state manner). The modeled noise levels for the Starbucks Project are provided in **Table 4.13-6: Modeled Noise Levels** and shown on **Exhibit 4.13-1: Project Noise Contours**.

**Table 4.13-6: Modeled Noise Levels**

Receptor No.	Land Use	Modeled Noise Level (dBA L <sub>eq</sub> )	
		1 <sup>st</sup> Floor	2 <sup>nd</sup> Floor
1	Residential	40.8	43.3
2	Residential	43.2	46.9
3	Residential	46.0	49.6
4	Residential	49.4	51.6
5	Residential	41.3	-
6	Residential	42.8	-
7	Residential	44.6	-
8	Residential	46.7	-
9	Residential	43.0	-
10	Residential	32.4	-
11	Residential	42.2	-
12	Residential	48.0	-
13	Residential	44.7	-
14	Residential	42.4	-
15	Commercial (Project site)	63.9	-

Source: SoundPLAN Essential version 5.1.

As shown in **Table 4.13-6**, the Starbucks Project's operational noise levels would range from 32.4 dBA to 49.4 dBA at the nearest residential uses and would not exceed the City's 50 dBA noise standard for residential uses. In addition, the Starbucks Project would not result in an increase over ambient noise levels at the nearest residential uses (the measured noise levels range from 66.8 dBA Leq to 69.5 dBA Leq at the residential uses west and southeast of the Starbucks Project site, see **Table 4.13-5** and **Exhibit 4.13-1**). Further, the maximum Starbucks Project-generated noise levels at the property line would be approximately 63.9 dBA, which is below the existing noise level at the Project site (the site is located within the 65 dBA CNEL traffic noise contour from Bloomfield Avenue and Del Amo Boulevard) and would comply with the City's noise standards for commercial uses outlined in Development Code §22.80.480. Therefore, the Starbucks Project's operational noise levels would comply with the City's noise standards and would not result in a significant increase over existing ambient noise levels at the nearest noise-sensitive uses. Impacts would be less than significant in this regard.



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### *Off-Site Traffic Noise*

In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double (i.e., result in a 200 percent increase) for the resulting traffic noise levels to generate a 3-dBA increase.<sup>50</sup> According to the Cerritos General Plan Circulation Element, Bloomfield Avenue and Del Amo Boulevard experience approximately 22,600 average daily trips (ADT) and 23,300 ADT, respectively, in the vicinity of the Starbucks Project site under 2020 conditions. The Starbucks Project would result in approximately 195 net daily trips which is not enough to double the existing traffic volumes on Bloomfield Avenue or Del Amo Boulevard (the primary access roadways to the Starbucks Project site). Therefore, the Starbucks Project would not generate enough traffic to result in a noticeable 3-dBA increase in ambient noise levels. Impacts would be less than significant in this regard.

#### *4.13b Would the project generate excessive groundborne vibration or groundborne noise levels?*

### **Less Than Significant Impact.**

#### **Construction**

Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50 in/sec is considered safe and would not result in any construction vibration damage. This evaluation uses the FTA architectural damage criterion for continuous vibrations at non-engineered timber and masonry buildings of 0.2 inch-per-second peak particle velocity (PPV) and human annoyance criterion of 0.4 inch-per-second PPV in accordance with Caltrans guidance.<sup>51</sup>

**Table 4.13-7: Typical Construction Equipment Vibration Levels** lists vibration levels at 25 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 4.13-7**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 inches per second peak particle velocity (in/sec PPV) at 25 feet from the source of activity.

<sup>50</sup> According to the California Department of Transportation, *Technical Noise Supplement to Traffic Noise Analysis Protocol* (September 2013), it takes a doubling of traffic to create a noticeable (i.e., 3 dBA) noise increase.

<sup>51</sup> California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 20, September 2013.



**Table 4.13-7: Typical Construction Equipment Vibration Levels**

Equipment	Peak Particle Velocity at 25 Feet (in/sec)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer/Tractors	0.003
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018.	

The concentration of construction activities would occur at least 25 feet from the nearest off-site structures/receptors. As shown in **Table 4.13-7**, at 25 feet, construction equipment vibration velocities could reach approximately 0.089 in/sec PPV, which is below the FTA's 0.20 PPV threshold and Caltrans' 0.4 in/sec PPV threshold for human annoyance. It is also acknowledged that construction activities would occur throughout the Starbucks Project site and would not be concentrated at the point closest to the nearest off-site structure. Impacts would be less than significant.

### Operations

The Starbucks Project proposes a commercial development that would not involve railroads or substantial heavy truck operations. Project operations would involve vehicular and pedestrian traffic, which does not generate excessive groundborne vibration. Therefore, Project operations would not generate excessive groundborne vibration. Impacts would be less than significant in this regard, and no mitigation is required.

*4.13c Would the project be 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.** Refer to Response 4.9e. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels. Impacts would be less than significant in this regard, and no mitigation is required.

### Cumulative Noise Impacts

The Starbucks Project's construction noise levels would not exceed FTA noise standards and construction activities would be required to comply with CMC provisions. Future drive-through service restaurants on Amendment sites would also be required to adhere to FTA noise standards and CMC provisions. Therefore, construction noise impacts would be less than significant.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Starbucks Project site and vicinity. Thus, cumulative operational noise impacts from related projects, combined with noise impacts specific to development on the Starbucks Project site and similar to those from future drive-through service restaurants on Amendment sites, would not be cumulatively significant.



#### 4.14 Population and Housing

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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

#### Impact Analysis

*4.14a Would the project 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.** Given the scale and nature of the Starbucks Project and any future drive-through service restaurants on Amendment sites, it is assumed any employment associated with these uses would not induce direct population growth in the City. It is assumed the new jobs would be filled by local residents who already reside within the City. No residential uses are proposed with the Starbucks Project or future drive-through service restaurants on Amendment sites; therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would not induce direct population growth in the City. Impacts would be less than significant and no mitigation is required.

*4.14b Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** The Starbucks Project and future drive-through service restaurants on Amendment sites would not displace existing housing or require construction of replacement housing elsewhere; no housing is located on the site and no housing is proposed. Therefore, no impact would occur and no mitigation is required.

## 4.15 Public Services

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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:</b>				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

### Impact Analysis

#### 4.15a Fire Protection?

**Less Than Significant Impact.** The City contracts with the County of Los Angeles Fire Department (LACFD) to provide fire protection and emergency medical services for the City. LACFD operates two fire stations within the City: Fire Station #30, located at 19030 South Pioneer Boulevard, and Fire Station #35, located at 13717 East Artesia Boulevard.<sup>52</sup>

The Starbucks Project and future drive-through service restaurants on Amendment sites would add additional commercial uses to the City. As such, the Starbucks Project and future drive-through service restaurants on Amendment sites could potentially increase the number of LACFD service calls due to an increase in on-site employees and visitors. However, based on the size of the proposed use being added, it would not require the construction of a new or expanded fire station, and impacts would be less than significant. The Starbucks Project would remove an existing Garden Center (8,316 SF) and replace it with a drive-through service restaurant (1,897 SF). Given the Starbucks Project would result in a net decrease in commercial floor area, the Project would reduce the demand for fire protection services.

SC PS-1 would ensure that fire protection services are adequate within the Amendment sites. This measure allows the LACFD to ensure that the Project would not increase demand on the fire department to the extent that a new or significantly expanded facility is needed, the construction of which may cause a significant impact on the environment. The measure is based on the City's General Plan policy SAF-8.4. With inclusion of this standard condition, a less than significant impact would occur concerning substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, and no mitigation is required.

#### 4.15b Police Protection?

**Less Than Significant Impact.** The City has contracted with the Los Angeles County Sheriff's Department (LACSD) for public safety services. The Cerritos Sheriff Station/Community Safety Center is located at

<sup>52</sup> City of Cerritos. (2010). Fire Stations in Cerritos. [http://www.safercerritos.com/fire\\_safety/fire\\_stations\\_in\\_cerritos.php](http://www.safercerritos.com/fire_safety/fire_stations_in_cerritos.php).

18135 South Bloomfield Avenue in the Cerritos Civic Center. The Starbucks Project would remove an existing Garden Center (8,316 SF) and replace it with a drive-through service restaurant (1,897 SF). Thus, the Starbucks Project would reduce demand for fire protection. Given the Starbucks Project would result in a net decrease in commercial floor area, the Starbucks Project would reduce the demand for police protection services.

The Amendment sites would add additional commercial uses to the City. As such, the Amendment sites could potentially increase the number of police service calls due to an increase in on-site employees and visitors. However, based on the size of the proposed uses being added, it would not require the construction of a new or expanded police station, and impacts would be less than significant. Policy SAF-6.2 of the City General Plan states: "Utilize the development review process for new projects to provide a review of and comment on potential impacts to the provision of emergency services." Therefore, a less than significant impact would occur concerning substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, and no mitigation is required.

#### *4.15c Schools?*

**No Impact.** The Project is within the boundaries of the ABC Unified School District (ABCUSD), which serves public school needs for the City. Nine elementary schools, three middle schools, and four high schools serve the City.

The employment associated with the Project is minimal, and the types of jobs provided can be filled from the existing employee base in the area. Because the Project does not include any residential development, no residential population would be created. Thus, the Project would not generate an increase in the student population within ABCUSD's service area that would necessitate construction of a new or expanded school facility.

#### *4.15d Parks?*

**No Impact.** See Response 4.16 below.

#### *4.15e Other public facilities?*

**No Impact.**

A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities, such as libraries, which could exceed the capacity to service the City, including Project residents. The Project would not include residential uses and as such, would not create demand for library services. Therefore, no impacts related to this issue would occur.

### **Standard Conditions**

**SC PS-1** Prior to issuance of building permits, the Applicant shall demonstrate to the City of Cerritos Community Development Department that Los Angeles County Fire Department has reviewed and accepted the Project's plans relative to fire prevention.

## 4.16 Recreation

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?				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

### Impact Analysis

*4.16a 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?*

*4.16b 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.** The Project proposes a new Starbucks drive-through service restaurant measuring 1,897 SF in floor area, a single-lane drive-through, and 20 parking spaces on a 0.52-acre parcel. The Project does not propose residential development and as such, would not create demand for parks and recreational facilities. It is assumed that employees of the Project would instead visit parks near their homes during non-work hours. Therefore, no impacts related to this issue would occur.

## 4.17 Transportation

This Section is primarily based on *Trip Generation Analysis and VMT Screening Technical Memorandum for the Proposed Starbucks Project, 20200 Bloomfield Avenue, City of Cerritos, County of Los Angeles* (Kimley-Horn, December 2021), (Trip Generation and Vehicle Miles Travelled Analysis); which is included in its entirety in **Appendix E: Trip Generation and Vehicle Miles Travelled Analysis**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycles, 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 (for example, farm equipment)?			X	
d) Result in inadequate emergency access?			X	

### Site Access

Regional access to the site is provided via SR-91 to the north, SR-39 (Beach Boulevard) to the east, SR-22 to the south, and I-605 to the west.

*Bloomfield Avenue* is a four-lane divided roadway to the west of the Starbucks Project site. In the Starbucks Project area, Bloomfield Avenue is signalized at its intersection with Del Amo Boulevard to the south. No street parking is permitted. The speed limit is 40 miles per hour (mph). Bloomfield Avenue is classified as a Major Arterial in the Cerritos General Plan, Circulation Element.<sup>53</sup>

*Del Amo Boulevard* is a four-lane divided roadway to the south of the Starbucks Project site. In the Starbucks Project area, Del Amo Boulevard is signalized at its intersection with Bloomfield Avenue to the west. On street parking is permitted on the south side of the street within the City of Lakewood. The speed limit is 40 mph. Del Amo Boulevard is classified as a Major Arterial in the Cerritos General Plan, Circulation Element.

### Transit Service

Public transit service in the Starbucks Project site vicinity is provided by Cerritos on Wheels (COW) and the Orange County Transportation Authority (OCTA). Specifically, COW Routes 1A and 2A serve the Starbucks Project site. East- and North-bound bus stops are located along the south side of Del Amo Boulevard and the east side of Bloomfield Avenue, respectively. COW Routes 1A and 2A typically run Monday through Saturday, from approximately 9 a.m. to 5 p.m., and arrive at each bus stop every 60

<sup>53</sup> City of Cerritos. (2004). *Cerritos General Plan – Circulation Element*. [http://www.cerritos.us/GOVERNMENT/\\_pdfs/Chapter04.Circulation.pdf](http://www.cerritos.us/GOVERNMENT/_pdfs/Chapter04.Circulation.pdf)

minutes.<sup>54</sup> OCTA Route 38 also serves the Project site. West-bound bus stops are located along the north side of Del Amo Boulevard. OCTA Route 38 typically runs Monday through Sunday, from 4:32 a.m. to 10:22 p.m., and arrives at each bus stop approximately every 30 minutes.

### **Pedestrian and Bicycle Facilities**

Pedestrian access within the Starbucks Project site would be provided by sidewalks and crosswalks. Existing pedestrian sidewalks along Bloomfield Avenue and Del Amo Boulevard would remain. A west-bound Class II Bicycle Lane is present along the north side of Del Amo Boulevard. An existing Class II bicycle lane exists along the westerly side of Bloomfield Avenue. Additionally, a future Class II Bicycle Lane and a future Class I Bicycle Lane are planned along the former railroad right-of-way north of the Starbucks Project site, respectively.<sup>55</sup>

### **Impact Analysis**

*4.17a Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

#### **Less Than Significant Impact.**

#### **Project Construction Trip Generation**

Automobile and truck traffic volumes associated with Project-related construction activities would vary throughout the construction phases, as different activities occur. However, Project-related construction traffic would be temporary and cease upon Project completion. Therefore, construction trip generation associated with the Project would have a less than significant impact.

#### **Project Operations Trip Generation**

The Project proposes a new Starbucks drive-through service restaurant with 1,897 SF in floor area and supported by 20 parking spaces and a single-lane drive-through. The Starbucks Project site is currently occupied by a vacant 8,316 SF Target Garden Center and 521 surface parking spaces. As part of the Project, the property owner would demolish the vacant Target Garden Center and replace this area with landscaping and 16 parking spaces for the Target department store. **Table 4.17-1: Project Trip Generation** indicates the Starbucks Project's trip generation estimate based upon ITE Trip Generation Manual (11<sup>th</sup> Edition) trip generation rates.

As seen in **Table 4.17-1**, the Starbucks Project is estimated to generate 195 net new daily trips, including 31 net new trips during the AM peak hour and 14 net new trips during the PM peak hour. However, Los Angeles County Public Works Transportation Impact Analysis Guidelines (Public Works Los Angeles County, July 23, 2020) specify that a project that contains a local-serving retail use of less than 50,000 gross SF of floor area is assumed to have a less than significant VMT impact. The Project proposes a drive-through service restaurant with 1,897 SF in floor area, which is considered a local-serving retail use (with less than 50,000 SF). Further, any additional operations-related trips generated by future drive-through service restaurants on Amendment sites would be similar in volume to the trips generated by the proposed Starbucks Project. Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites are assumed to have a less than significant VMT impact.

<sup>54</sup> City of Cerritos. (2021). *Transportation*. <http://www.cerritos.us/RESIDENTS/transportation.php>.

<sup>55</sup> City of Cerritos. (2015). *Bikeway Master Plan*. [http://cerritos.granicus.com/MetaViewer.php?view\\_id=15&clip\\_id=3649&meta\\_id=88508](http://cerritos.granicus.com/MetaViewer.php?view_id=15&clip_id=3649&meta_id=88508)



**Table 4.17-1: Project Trip Generation**

Land Use	ITE Code	Unit	Trip Generation Rates <sup>1</sup>						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Coffee/Donut Shop w/ D.T.	937	KSF	533.57	43.80	42.08	85.88	19.50	19.50	38.99
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Coffee/Donut Shop w/ D.T.	1.897	KSF	1013	83	80	163	37	37	74
Pass-by Trips (83% Daily, 83% AM, 83% PM) <sup>2</sup>			-818	-67	-65	-132	-30	-30	-60
<b>Net Trips</b>			195	16	15	31	7	7	14
<b>Total Net New Project Trips</b>			<b>195</b>	<b>16</b>	<b>15</b>	<b>31</b>	<b>7</b>	<b>7</b>	<b>14</b>
KSF = thousand square feet; DU = dwelling unit 1. Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition 2. Source: Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition Source: Kimley-Horn and Associates (2021)									

### Cerritos General Plan Consistency – Circulation Element

As discussed above, the Project's transportation network includes roadways, bicycle and pedestrian facilities, and bus transit systems. The Cerritos General Plan, Circulation Element discusses the City's goals to provide a balanced, multi-modal transportation network.

The proposed Project would provide employment opportunities in existing neighborhood-serving commercial areas and near existing COW and OCTA bus transit routes. Pedestrian access from the sidewalk on Del Amo Boulevard would be provided across the drive-through lane along the eastern exit. Although there are current and future planned bikeways within the Starbucks Project's immediate vicinity, the Starbucks Project does not propose any modifications to bicycle infrastructure and would not interfere with any future plans. Further, any future drive-through service restaurants on Amendment sites would be required to be consistent with General Plan policies regarding circulation. Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would not conflict with the City's Mobility or Bicycle Elements.

### Public Transit

Project construction would be temporary in nature and would not result in any road closures. Public transit service would continue to operate during Project construction. Upon Project implementation, public transit bus service would continue to be provided by COW and OCTA, with bus routes along Bloomfield Avenue and Del Amo Boulevard. The construction on the Amendment sites would have similar impacts to nearby public transit. Therefore, the Starbucks Project and future drive-through service restaurants on Amendment sites would have a less than significant impact on public transit operations.

*4.17b Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?*

**Less Than Significant Impact.** State CEQA Guidelines §15064.3 codifies the change from Level of Service to VMT as a metric for transportation impact analysis. Pursuant to Senate Bill (SB) 743, VMT analysis is the primary method for determining CEQA impacts.

The State of California Office of Planning and Research (OPR) has developed “screening thresholds” to quickly identify when a project should be expected to cause a less than significant impact without conducting a detailed study.<sup>56</sup> Thus, lead agencies may screen out VMT impacts using project size, whether a project site is in a low VMT area, and whether a project is in a high quality transit area (“HQTa”).

The full set of screening criteria are summarized in **Table 4.17-2: VMT Screening Options for Land Use Projects**.

**Table 4.17-2: VMT Screening Options For Land Use Projects**

Screening Category	Screening Criteria
Project Type Screening	Presumed less than significant impact for local serving retail projects (defined as less than 50,000 square feet per OPR’s Technical Advisory) and projects that generate less than 110 daily trips.
Low VMT Area Screening	Presumed less than significant VMT impact for projects located in low VMT generating traffic analysis zones (TAZs). These TAZs generate total daily VMT per capita or per employee that is 15% less than the baseline level for the region.
Transit Priority Area (TPA) Screening	Presumed less than significant VMT impact for projects located in high- quality transit areas and does not have the following characteristics: <ul style="list-style-type: none"> <li>• Floor Area Ratio (FAR) &lt; 0.75 (for commercial projects only)</li> <li>• More parking than required by City</li> <li>• Inconsistent with the applicable RTP/SCS (as determined by the City)</li> <li>• Replaces affordable residential units with a smaller number of moderate- or high-income residential units</li> </ul>
Source: Fehr & Peers, Draft SB 743 Transportation Analysis Updates, February 2020.	

As discussed in **Appendix E**, Los Angeles County Public Works Transportation Impact Analysis Guidelines (Public Works Los Angeles County, July 23, 2020) specify that a project that contains a local-serving retail use of less than 50,000 gross SF of floor area is assumed to have a less than significant VMT impact. The Project proposes a drive-through service restaurant with 1,897-SF in floor area, which is considered a local-serving retail use (with less than 50,000-SF). Future drive-through service restaurants on Amendment sites would have similar floor areas as the Project. Therefore, the Project is assumed to have a less than significant VMT impact, and no further VMT analysis is needed. The Project would not conflict with State CEQA Guidelines §15064.3(b). A less than significant impact would occur in this regard, and no mitigation is required.

*4.17c Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

**Less Than Significant Impact.** Primary vehicular access to the Starbucks Project site is proposed via an existing two-way entrance off of Del Amo Boulevard at the Starbucks Project site’s southern boundary, which is connected to the parking spaces associated with the existing Target store. Secondary vehicular access is provided via two existing driveways off of Bloomfield Avenue to the north of the Starbucks Project site, which provide interior vehicular access to the proposed Starbucks drive-through service restaurant. Internal drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers design for emergency vehicles and fire services. The Starbucks Project does not propose any off-site roadway improvements that could substantially increase hazards due to a design feature. Further, the Starbucks Project’s internal circulation elements would be constructed pursuant to City Fire Department standards, as detailed in CMC Chapter 15.24, Fire Code.

<sup>56</sup> State of California Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

The Project does not include the use of any incompatible vehicles or equipment on the site, such as farm equipment. No Project component would increase hazards to the public due to incompatible use, as the commercial uses proposed by the Project would be fully compatible with surrounding land uses. All on-site and site-adjacent improvements, traffic signing/striping, and Project driveways, would also be constructed as approved by the City Park Public Works Department. Sight distance at Project access points would be subject to compliance with applicable CMC/California Department of Transportation sight distance standards. Any future drive-through service restaurants on Amendment sites would also be required to adhere to the established regulatory framework to minimize hazards due to a geometric design feature or incompatible uses. Therefore, such impacts are considered less than significant and no mitigation is required.

*4.17d Would the project result in inadequate emergency access?*

**Less Than Significant Impact.** Emergency access is determined by the number of private and public access points, the width of the access point, and internal roadways serving a project site. As discussed in Response 4.17c, primary vehicular access to the Starbucks Project site is proposed via a two-way entrance off of Del Amo Boulevard at the site's southern boundary, and secondary vehicular access is proposed via two driveways off of Bloomfield Avenue at the site's northern boundary. Pedestrian access from the sidewalk on Del Amo Boulevard would be provided across the drive-through lane along the eastern exit. Both the Project and the Amendment sites would comply with MM PS-1, which requires that the Los Angeles County Fire Department reviews and accepts the Project's plans relative to fire prevention and fire operational needs. Therefore, adequate emergency access to the Project and Amendment sites would be provided. Impacts would be less than significant in this regard, and no mitigation is required.

## 4.18 Tribal Cultural Resources

This Section is based on Assembly Bill 52 (AB 52) communications initiated by the City; see **Appendix B: Assembly Bill 52 Communications**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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 §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 §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		

### Impact Analysis

*4.18ai Cause a substantial adverse change in the significance of a tribal cultural resource, 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 §5020.1(k); or*

*4.18aaii Cause a substantial adverse change in the significance of a tribal cultural resource- 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 §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?*

**Less Than Significant with Mitigation Incorporated.** Assembly Bill 52 (AB 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources," which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead

agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a “tribal cultural resource.”

In compliance with PRC §21080.3.1(b), the City provided formal notification to California Native American tribal representatives identified by the California NAHC. Native American groups may have knowledge about the area’s cultural resources and may have concerns about a development’s adverse effects on tribal cultural resources, as defined in PRC §21074. The City has contacted the tribal representatives of the tribes noted below. Correspondence to and from tribal representatives is included as **Appendix B**.

AB 52 Native American Groups Contacted:

- Gabrieleno Band of Mission Indians-Kizh Nation, Andrew Salas.
- Gabrielino Tongva Indians of California, Christina Conley.

The City initiated consultation with the Gabrieleno Band of Mission Indians-Kizh Nation (Kizh Nation) and the Gabrielino Tongva Indians of California (Tongva) on March 10, 2022, pursuant to Assembly Bill 52 (AB 52). The City engaged with the Kizh Nation in consultation on the Project on March 15, 2022 and the Tongva on March 28, 2022 regarding potential for the Project to disturb tribal cultural resources. As discussed in Response 4.5b, the City is predominately built out with a majority of land dedicated to residential uses. No known prehistoric archaeological resources have been recorded in the City. The Project site and Amendment sites, specifically, have been previously disturbed by past development; thus, they are considered to have low sensitivity for tribal cultural resources. However, as each tribe indicated during consultation, Project construction could disturb as-yet undiscovered tribal cultural resources.

During consultation on March 28, 2022 with the Tongva, Ms. Conley identified two mitigation measures (referred herein as MM TCR-1 and MM TCR-2) to mitigate potential impacts to as-yet undiscovered Tongva tribal cultural resources. During consultation on May 25, 2022 with the Kizh Nation, Mr. Salas identified three mitigation measures (referred herein as MM TCR-3, MM TCR-4, and MM TCR-5) to mitigate potential impacts to as-yet undiscovered Kizh Nation tribal cultural resources. On September 30, 2022, consultation was concluded.

MM TCR-1 and MM TCR-3 detail the appropriate steps in the event of accidental discovery of tribal cultural resources during ground-disturbing activities. MM TCR-2, MM TCR-4, and MM TCR-5 detail the appropriate steps in the event of accidental discovery of human remains and burial and funerary remains during ground-disturbing activities, respectively. Collectively, compliance with MM TCR-1 through MM TCR-5, would mitigate potential impacts to Kizh Nation and Tongva undiscovered tribal cultural resources to a less than significant level.

**MM TCR-1: Tongva Monitor.** A qualified and certified indigenous tribal member of Gabrielino Tongva Indians of California and direct lineal descendant of the project site (NAGPRA section 10.14) to provide the professional Native American Monitoring required for only the *ground disturbing activity* on the site. Ground disturbances including but not limited to the removal of asphalt/cement/slurry, trenching, boring, excavation, auguring, grubbing, tree removal, grading and drilling will be monitored. The Tribal Monitor will only be required on site when these ground disturbing activities occur. The GTIOC monitor will be responsible for observing all mechanical and hand labor excavations to include paddle scrapers, blade machines, front-end loaders, back hoe, boring and drill operations as well as hydraulic and electric chisels. Associated work using tools such as picks and other non-electric or gasoline tools that are not regarded as mechanical will be monitored for their soil disturbances. Soils that

are removed from the work site are considered culturally sensitive and are subject to inspection. These soils whether placed in a dump truck or spots piles are to be inspected. The monitor will temporarily hold excavations until a determination is made on the sensitivity of the of the soil. If the soils are sensitive, an archeological monitor will verify the find and notify site supervisor. The GTIOC monitor may make recommendations during the course of the project when a cultural area has been impacted. The GTIOC monitor will be authorized to halt or redirect excavation activities to another area as an assessment is made. Both archeological and GTIOC will work together to insure that the area is warranted as being culturally sensitive before a determination is made. Avoidance and directing an alternative route from this culturally sensitive area is highly recommended. Any artifacts associated within the site that are not associated with any burials are subject to collection by the designated archaeologist for purposes of data and information vital for their final report. The GTIOC monitor does not collect artifacts for any reason. Unauthorized removal of artifacts will jeopardize sites orientation and successful data recovery. Only a qualified archeologist will remove artifacts for their reports. The land owner will work with the GTIOC monitor to ensure that a proper repository is established. A final report will be issued to the cultural consultant by the archeological company. It is the sole responsibility of the GTIOC monitor to provide the client with a written daily field report that includes photos of his/her accounting of the soil disturbances of the daily activities. This perspective of the daily activities by the GTIOC monitor will enhance the information gathered by the field archeologist. The Daily report will include observations the GTIOC visually observed the project site at the beginning of each work day (i.e. weather conditions, overnight disturbances).

**MM TCR-2 Tongva Human Remains.**

**Procedures for the treatment and disposition of human remains and associated grave goods at Gabrielino Tongva ancestral sites - Treatment plan for human remain**

**discovery.** If any archaeological or paleontological, or cultural deposits, are discovered, including but not limited to skeletal remains and grave related artifacts, artifacts of traditional cultural, religious, or spiritual sites, or any other artifacts relating to the use or habitation sites, all construction shall cease within at least 50 feet of the discovery and halted until the proper authorities are contacted. Authorities, to include the county coroner and law enforcement, will evaluate and make a determination and a formal review of the find. The county coroner has the legal responsibility for determining whether or not the remains are native indigenous people. If it is established that the remains are of native indigenous people, the Native American Heritage Commission (NAHC) will be contacted by the coroner under the California Health and Safety Code (Senate Bill 297, Chapter 1492, statutes of 1982 and section 7050.50). A Most Likely Descendent (MLD) will be assigned by the NAHC to ensure the ancestor(s) will be treated with dignity and respect (Public Resource Code 5097.98). *\*\*\*The MLD may not be a Native American Monitor assigned to monitor the site where human remains were unearthed. GTIOC deems that to be a conflict of interest.\*\*\** A certified osteologist will be retained to verify the human remains authenticity and work to help remove the ancestor(s) from the site area with the discretion and advice from the MLD. The GTIOC monitor(s) assigned to the project will assist the osteologist and archeological monitors in the recovery process. The MLD will determine where the ancestors will be housed pending a final decision for the reinterment of the ancestor(s).

CONFIDENTIALITY. Any and all information provided about the location of an archeological or sacred site by our GTIOC cultural consultant will not be disclosed reproduced both digitally or on paper. Furthermore, the location must not be published



for public viewing which includes any reports either preliminary or final and must be kept confidential to maintain the integrity and compliance of the archeological or sacred site.

**RECOVERY AND REBURIAL PROCEDURES.** The Gabrielino Tongva Indians of California (GTIOC) has a goal to ensure your project falls under the compliancy guidelines that have been established by Assembly Bill 52. GTIOC is recognized by the Native American Heritage Commission and is fully qualified for the intricacies of Recovery and Reburial. In addition, we want to preserve our Revised 3/2022 family's human remains and associated grave goods at ancestral sites while engaging in a meaningful and productive relationship with your team. We appreciate the opportunity to work with you in accomplishing the aforementioned. Specific methods of recovery and reburial procedures have been developed and adopted by the Gabrielino Tongva Indians of California and are required to adhere to when recovering Gabrielino Tongva remains. Conditions may arise where altering some of these guidelines will be considered. Consultation with the Most Likely Descendant (MLD) and the GTIOC monitor(s) assigned to the site should then be scheduled to determine other procedures that may be acceptable to the Gabrielino Tongva Nation.

**EXCAVATION:** 1. Consultation between the MLD and the archeological firm must take place before the the recovery of the remains and during the process of extraction. 2. A 50 foot perimeter for each uncovered burial will be required to safeguard further destruction until the area is examined for additional remains and associated grave goods. 3. In the event blade machines are operating in an adjacent area, a maximum of 2" cuts or less will be permitted in all cultural areas. 4. If more than one area is being excavated for extraction of remains simultaneously, an additional GTIOC must be required. Each excavated burial will be monitored exclusively. 5. Wooden tools are preferred for process of recovery; electric chisels and other power tools should be avoided. 6. If remains are pedestaled, they will be placed on plywood for removal. If remains cannot be pedestaled due to soil conditions, remains just be carefully placed in cloth bags. 7. Soils adjacent to burials will be saved for reburial in plastic containers. 8. No photography (both film and digital) or video is allowed to be taken of the remains or the site. Drawings of remains are permitted to retain the orientation of the ancestors for reinterment purposes only. Coroner photographs of the remains may not be published for any purpose.

**TESTING:** 1. DNA testing cannot be undertaken. 2. No invasive testing which would compromise the integrity of the remains is permitted. 3. Macroscopic analysis is permitted. 4. Any associated grave goods (such as shell) may be used for dating purposes of each burial. 5. When remains are unearthed, the 1'X1' test pits will be allowed to establish the extent of the burial area when necessary. 6. All windrows within a 50 foot area must be screened (either wet or dry).

**STORAGE:** 1. Natural cotton bags and sheeting or cotton drop cloths will be used to store remains until the time of reinterment. Deer or other native hides may be used to cover the bagged and wrapped remains until the reburial and may become the burial wrapping. 2. Bone fragments are also subject to be bagged in cotton. Revised 3/2022 3. Until the scope of the project is completed, storage of ancestors should be done in close proximity to location of excavation or protected area must be provided by landowner or

archeologist.

REBURIAL: 1. Efforts should be made to keep the remains within the same location or in close proximity to the removal site as possible. It is preferable to repatriate the remains within a 1/2 mile radius of the original grave site. If it is not possible to identify a proper location within the 1/2 mile radius, a secure location will be valued over distance. 2. If the preponderance of remains is uncovered in or excavated from one area, the reinterment should be in that area. 3. The reburial site should offer the best long-term protection against any additional disturbances. 4. Each reburial requires approximately 4' X 51/2' when fully articulated and should be at a depth of 6-10 feet. The purpose of this depth is to ensure difficulty in disturbing the reburial and to allow adequate room for capping if necessary. 5. Any isolated bone fragments uncovered on site may be buried together in an individual burial pit with indigenous animal skins, sea weed, or the cotton cloth used for all bagged fragments. 6. All associated grave goods and artifacts along with soils will be buried together with the ancestors. 7. No drawings of any other images of ancestral remains may be used for publication without consultation and the approval of the GTIOC monitors and appointed MLD for the site.

COSTS: 1. The landowner(s) will be responsible for all costs related to the proper storage and and reburial of remains excavated on their property to include all burial materials as required in these procedure guidelines. 2. Landowner(s) will be financially responsible for providing reburial plots that are acceptable by the MLD.

**MM TCR-3:** **Kizh Monitor.** The Applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground- disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the Applicant/lead agency upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and

written notification by the Kizh to the Applicant that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

**MM TCR-4: Kizh Nation Human Remains.** 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 Public Resources Code Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain 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 they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archeological 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 archeological material, it shall be offered to a local school or historical society in the area for educational purposes.

Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

**MM TCR-5: Kizh Nation Procedures for Burials and Funerary Remains.** As the Most Likely Descendant ("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.

If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

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. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

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.

In the event preservation in place is not possible despite good faith efforts by the Applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, 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.

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.

The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall 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.

## 4.19 Utilities and Service Systems

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded facilities concerning the following, the construction or relocation of which could cause significant environmental effects? i. Water, ii. Wastewater, iii. Wastewater Treatment (see Response 4.19c below), iv. Stormwater Drainage, v. Electric Power, Natural Gas, and Telecommunications.			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 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	

### Impact Analysis

*4.19a Require or result in the relocation or construction of new or expanded facilities concerning the following, the construction or relocation of which could cause significant environmental effects?*

*i) Water*

**Less Than Significant Impact.** A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers.

The City Water Utility maintains approximately 16,000 water service connections citywide; ensures that the water supply is uninterrupted; collects water samples on a weekly basis to make sure the water meets or exceeds all water quality standards; maintains the City's three wells, three system reservoirs containing a total of 24 million gallons of water, approximately 177 miles of water transmission lines and 1,646 fire hydrants; and operates a recycled water distribution system of approximately 25 miles of pipe that serves more than 230 customers.<sup>57</sup> Water is distributed to consumers through a City-owned system of pipes, ranging in size from four inches to 36 inches in diameter. Approximately 181 miles of pipe supplies water to approximately 16,000 homes, businesses, and industrial sites.<sup>58</sup>

According to the City 2020 Urban Water Management Plan (UWMP), water in the City is provided from groundwater, imported water, and recycled water. A key component of the 2015 UWMP is to provide insight into the City's future water demand. The City's 2020 Urban Water Management Plan indicates that water supply will be able to meet full service demands through 2045 during normal years, single dry year, and multiple dry years. As noted in the 2020 UWMP, the City Water Utility can accommodate water demand projections up to the year 2045 with an estimated projected water demand of 13,776 acre feet year (afy). The City aims to meet this demand by decreasing its reliance on imported water by pursuing a variety of water conservation strategies and increasing local supplies.<sup>59</sup>

Water demand for Project construction would be required for dust control, cleaning of equipment, excavation/export, removal and re-compaction, etc. During construction, the contractor would bring their own portable bathroom and wash stations which would have their own self-contained water source and wastewater storage. These facilities would not connect to the adjacent sewer or water infrastructure for those uses. The temporary water usage is far less than the proposed operation water demand and therefore poses no significant impacts.

As shown in **Table 4.19-1, estimated Project Water Consumption**, the Starbucks Project would generate a total of water demand of approximately 2,428 gpd or approximately 2.72 acre feet per year and future drive-through service restaurants on Amendment sites would generate a water demand of approximately 12,800 gpd or approximately 14.34 acre feet per year.<sup>60</sup>

**Table 4.19-1: Estimated Project Water Consumption**

Proposed Site	Land Use	Size	Water Consumption Rates <sup>1</sup>	Total (gpd)	Total (afy)
Starbucks Project Site	Commercial Restaurant	1,897 SF <sup>2</sup>	1,280 gpd/ 1,000 SF	2,428	2.72
Future Drive-through Service Restaurants on Amendment Sites	Commercial Restaurant	10,000 SF <sup>3</sup>	1,280 gpd/ 1,000 SF	12,800	14.34

1. County Sanitation District, Table 1, Loadings for each Class of Land Use: <http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531c>. Water consumption rates are assumed as 128 percent of the wastewater generation rates.

2. sf=square feet gpd = gallons per day; afy = acre feet per year

3. The average floor area of existing drive-through service restaurants in the City of Cerritos is assumed to be 2,000 SF. To account for all Amendment sites, the total SF of potential future drive-through service restaurants on the five Amendment sites was used for this calculation.

<sup>57</sup> City of Cerritos Water Utility. [http://www.cerritos.us/GOVERNMENT/city\\_organization/departments/water\\_and\\_power/water\\_utility.php](http://www.cerritos.us/GOVERNMENT/city_organization/departments/water_and_power/water_utility.php)

<sup>58</sup> Ibid.

<sup>59</sup> City of Cerrito. (2022). 2020 Urban Water Management Plan. Retrieved from [https://wuedata.water.ca.gov/public/uwmp\\_attachments/5827870011/Final%20City%20of%20Cerritos%202020%20UWMP.pdf](https://wuedata.water.ca.gov/public/uwmp_attachments/5827870011/Final%20City%20of%20Cerritos%202020%20UWMP.pdf)

<sup>60</sup> 1 acre foot = 325 851.429 US gallons.



The Starbucks Project proposes on-site water improvements and one connection at the site's southern entrance to an existing 12-inch water main within Del Amo Boulevard. No off-site water improvements are proposed. The Project is in line with the growth estimates of the 2020 UWMP. The City will have an adequate blend of imported water and groundwater to meet future demand. Conservation and recycled water will further help the City meet demand. Thus, there would be adequate water supplies for the Project from existing entitlements and resources. Therefore, impacts related to the Project's water demand would be less than significant.

Therefore, construction of new water facilities would not result in significant environmental effects. Accordingly, impacts related to the construction of new water facilities would be less than significant.

*ii) Wastewater*

*iii) Wastewater Treatment*

**Less Than Significant Impact.** The City is served by Los Angeles County Sanitation District (Districts). Districts Nos. 2, 3, 18 and 19 serve the City. Local sewer lines are maintained by the City, while the District owns, operates, and maintains the large trunk sewers of the regional wastewater conveyance system. Three District treatment plants treat wastewater flow originating from the City, with a remaining capacity of approximately 91.1 million gallons per day (mgd).

A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project site would be exceeded.

- The Los Coyotes Water Reclamation Plant (WRP) located within the City, has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 21.7 mgd.<sup>61</sup>
- The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd.
- The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd.<sup>62</sup>

As shown in **Table 4.19-2: Wastewater Demand Generation**, it is estimated that the Starbucks Project and future drive-through service restaurants on Amendment sites would generate approximately 1,897 gpd and 12,800 gpd of wastewater, respectively. This is a small fraction of the 91.1 mgd currently available for capacity in the Districts. The wastewater generated by the Starbucks Project and future drive-through service restaurants on Amendment sites would be similar to other uses that occupy the existing shopping centers where the Starbucks Project and Amendment site are located.

No industrial discharge into the wastewater or drainage system would occur. Additionally, there is adequate treatment capacity within the District's system, and thus, the increase in wastewater generation would not have a significant impact on treatment plant capacity. As the District complies with the State's wastewater treatment requirements, and the estimated wastewater generation associated with the Starbucks Project and future drive-through service restaurants on Amendment sites is well within the existing capacity (approximately 91.1 mgd) of the District treatment, the Project would not exceed the wastewater treatment requirements of Los Angeles RWQCB.

<sup>61</sup> Information from County Sanitation Districts of Los Angeles County, regarding Tentative Tract Map No. 73036 (Artesia Boulevard Multi-Family Project), August 28, 2014.

<sup>62</sup> City of Cerritos General Plan EIR. (2004). page 4.9-6: [http://www.cerritos.us/GOVERNMENT/\\_pdfs/General\\_Plan\\_EIR\\_Body.pdf](http://www.cerritos.us/GOVERNMENT/_pdfs/General_Plan_EIR_Body.pdf).

**Table 4.19-2: Wastewater Demand Generation**

Proposed Site	Land Use	Size	Wastewater Generation Rates <sup>1</sup>	Total (gpd)
Starbucks Project site	Commercial <sup>2</sup> Restaurant	1,897 SF	1,000 gpd/1,000 SF	1,897
Future Drive-through Service Restaurants on Amendment Sites	Commercial Restaurant	10,000 SF <sup>2</sup>	1,280 gpd/1,000 SF	12,800
<ol style="list-style-type: none"> <li>County Sanitation District, Table 1, Loadings for each Class of Land Use: <a href="http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531c">http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3531c</a></li> <li>sf =square feet gpd = gallons per day; afy = acre feet per year</li> <li>The average floor area of existing drive-through service restaurants in the City of Cerritos is assumed to be 2,000 SF. To account for all of the proposed Amendment sites, the total SF of potential future drive-through service restaurants on the five Amendment sites was used for this calculation.</li> </ol>				

*iv) Stormwater Drainage*

**Less Than Significant Impact.** The Starbucks Project site and Amendment sites primarily consist of impermeable surfaces as they are fully paved and developed as existing shopping centers. The Project would not change in the amount of impervious surface area at the respective sites and would therefore not be anticipated to result in an increase in stormwater runoff. Thus, no substantial increase in the rate or amount of surface runoff is expected to occur with future development, and no stormwater drainage facility would need to be expanded. Therefore, impacts would be less than significant.

*v) Electric Power, Natural Gas, and Telecommunications.*

**Less Than Significant Impact.** The City's electrical power is provided by SCE and the CEU, a City- operated electric utility that provides clean, reliable and lower-cost electricity to businesses in the City. The City is entitled to receive 4.2 percent of the Magnolia Power Project's power output.<sup>63</sup> Natural gas is provided by SoCal Gas. The City's telecommunications are provided by various companies. SCE, CEU, SoCalGas, and local telecommunications companies operate and maintain transmission and distribution infrastructure in the City.

The electricity demand associated with the Starbucks Project and future drive-through service restaurants on Amendment sites is expected to be served by existing SCE electrical facilities. The construction-related electrical demand associated with the Starbucks Project and future drive-through service restaurants on Amendment sites is anticipated to be nominal since most construction equipment would be gas- or diesel-powered. Regarding operations, given that the Starbucks Project and future drive-through service restaurants on Amendment sites propose relatively small commercial uses, the estimated operational electrical demand would represent a less than significant percent increase compared to the SCE service area's overall demand and would connect to existing electrical, natural gas, and telecommunications infrastructure. As such, the electric power, natural gas, and telecommunications improvements' environmental effects would be less than significant, following compliance with the established regulatory framework.

*4.19b Would the project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?*

**Less Than Significant Impact.** As previously mentioned, the City's 2020 Urban Water Management Plan indicates that water supply will be able to meet full service demands through 2045 during normal years, single dry year, and multiple dry years. As noted in the 2020 UWMP, the City of Cerritos Water Utility can

<sup>63</sup> City of Cerritos. (November 2021). Cerritos Electric Utility. Retrieved from <http://www.cerritos.us/ceu/>

accommodate water demand projections up to the year 2045 with an estimated projected water demand of 13,776 acre feet year (afy). The City aims to meet this demand by decreasing its reliance on imported water by pursuing a variety of water conservation strategies and increasing local supplies.<sup>64</sup> Thus, there would be sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years from existing entitlements and resources. Therefore, impacts related to water supply would be less than significant, following compliance with the established regulatory framework in addition to separate environmental analysis in accordance with CEQA guidelines for future drive-through service restaurants on Amendment sites.

*4.19c Would the project 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 projected demand in addition to the provider's existing commitments?*

**Less Than Significant Impact.** A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project site would be exceeded. The Project's wastewater generation would be accommodated as part of the approximately 91.1 mgd of remaining capacity of the three treatment plants for the District, as discussed in threshold 4.19a. The Districts treat wastewater from the City. Local sewer lines are maintained by the City, while the Districts own, operate, and maintain the large trunk sewers of the regional wastewater conveyance system.

The Project's wastewater would discharge to the local City sewer line for conveyance to a Districts trunk sewer. Access to the City's sanitary sewer system for the Starbucks Project site would be provided with connection to an existing 8-inch line within Del Amo Boulevard, at the site's southern entrance. No off-site wastewater improvements are proposed/required.

Therefore, impacts related to wastewater treatments would be less than significant, following compliance with the established regulatory framework, in addition to separate environmental analysis in accordance with CEQA guidelines for future drive-through service restaurants on Amendment sites.

*4.19d Would the project 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?*

*4.19e Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

**Less Than Significant Impact.** A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Solid waste collected within the City is collected by a private contractor and is transported to the Downey Area Recycling and Transfer Station (DART). DART is a materials recovery/transfer facility that recovers recyclable materials from various cities. DART is currently in operation accepting approximately 500 tons per day of refuse and curbside recyclables. The facility is permitted to accept up to 5,000 tons per day of municipal solid waste.<sup>65</sup>

Residual waste is then delivered to either the Olinda Alpha Landfill in Brea, or the Frank R. Bowerman Landfill in Irvine. The Olinda Alpha Landfill is 565 acres in size and is permitted to receive 8,000 tons per

<sup>64</sup> City of Cerrito. (2022). 2020 Urban Water Management Plan. Retrieved from [https://wuedata.water.ca.gov/public/uwmp\\_attachments/5827870011/Final%20City%20of%20Cerritos%202020%20UWMP.pdf](https://wuedata.water.ca.gov/public/uwmp_attachments/5827870011/Final%20City%20of%20Cerritos%202020%20UWMP.pdf)

<sup>65</sup> Los Angeles County District. (2021). Downey Area Recycling and Transfer Facility (DART). Retrieved from <https://www.lacsd.org/services/solid-waste/facilities/downey-area-recycling-and-transfer-facility-dart>

day.<sup>66</sup> The Frank R. Bowerman Landfill is 725 acres in size and is permitted to receive 11,500 tons per day.<sup>67</sup> Solid waste generation further would be reduced through required source reduction, recycling, and composting prior to disposal in the landfill. Thus, the Starbucks Project and future drive-through service restaurants on Amendment sites would be served by a landfill with sufficient remaining permitted capacity to accommodate solid waste disposal needs. Therefore, solid waste disposal needs could be accommodated at one or a combination of the disposal facilities discussed above.

California's Green Building Standards Code (CALGreen) requires a 65 percent diversion rate for construction and demolition (C&D) projects. The City has adopted a Construction & Demolition Debris Diversion Ordinance (Ordinance No. 929) designed to divert recyclable construction material from reaching landfills. Any construction or demolition project 900 square feet or greater is subject to the requirements of the ordinance. Thus, the Project and, if applicable, future drive-through service restaurants on Amendment sites, would be subject to compliance with Ordinance No. 929, which would achieve compliance with State law. As such, much of this material would be recycled and salvaged to the maximum extent feasible. The minimal amount of materials not recycled would be disposed of at local landfills.

Operational activities would be subject to compliance with all applicable federal, State, and local statutes and regulations for solid waste, including those identified under CALGreen and Ordinance No. 929. As concluded in this Initial Study, solid wastes' environmental effects would be less than significant, following compliance with the established regulatory framework in addition to separate environmental analysis in accordance with CEQA guidelines for future drive-through service restaurants on Amendment sites.

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<sup>66</sup> Olinda Alpha Sanitary Landfill, Facility/Site Summary Details. Retrieved from [calrecycle.ca.gov/SWFacilities/Directory/30-AB-0035/Detail](http://calrecycle.ca.gov/SWFacilities/Directory/30-AB-0035/Detail).

<sup>67</sup> Frank R. Bowerman Sanitary Landfill, Facility/Site Summary Details, website: [calrecycle.ca.gov/SWFacilities/Directory/30-AB-0360/Detail](http://calrecycle.ca.gov/SWFacilities/Directory/30-AB-0360/Detail), accessed September 8, 2014.

## 4.20 Wildfire

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
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

### Impact Analysis

- 4.20a *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- 4.20b *Would the project, 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?*
- 4.20c *Would the project 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?*
- 4.20d *Would the project 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?*

**No Impact.** The CalFire Fire Hazard Severity Zone Map indicates the City is not within a State Responsibility Area or within a very high fire severity zone (VHFSZ).<sup>68</sup> Therefore, the Project would result in no impact concerning wildfires, and no mitigation is required.

<sup>68</sup> CalFire. FHSZ Viewer. Retrieved at <https://egis.fire.ca.gov/FHSZ/>. Accessed on April 28, 2022.

## 4.21 Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Does the Project:</b>				
a) 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) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

### Impact Analysis

*4.21a 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 With Mitigation Incorporated.** As discussed throughout this Initial Study, the Project does not have the potential to degrade the environment's quality or result in significant environmental impacts that cannot be reduced to less than significant following compliance with the established regulatory framework (i.e., local, state, and federal regulations) and the recommended mitigation measures.

As concluded in **Section 4.4**, following compliance with MM BIO-1, the Project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal.

As concluded in **Section 4.5**, the Project would not eliminate important examples of the major periods of California history. As also concluded in **Section 4.5**, following compliance with MMCUL-1, potential impacts to archaeological resources would be reduced to less than significant.



As concluded in **Section 4.18**, the Project could cause an adverse change in the significance of a tribal cultural resource, unless mitigated. Following compliance with MM TCR-1, TCR-2, MM TCR-3, and TCR-4, potential impacts to tribal cultural resources would be reduced to less than significant.

*4.21b Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)*

**Less Than Significant Impact.** The proposed Project would result in significant impacts unless mitigated for the following environmental issues: biological resources, cultural resources, and tribal cultural resources. The impacts associated with these resource areas are localized, thus, would not result in cumulative impacts. A Mitigation Program has been prepared for each of these environmental issue areas to reduce impacts to less than significant. Other development projects within the City would also be subject to these requirements and separate review under CEQA, as applicable.

All other potential impacts from the Starbucks Project and future drive-through service restaurants on Amendment sites were determined either to have no impact or to be less than significant following compliance with the established regulatory framework, without the need for mitigation. Cumulatively, the proposed Project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts; see also Responses 4.3d and 4.8b. Therefore, the proposed Project, in conjunction with other future projects, would not result in any cumulatively considerable impacts, and no mitigation is required.

*4.21c Does the project have environmental effects which will cause substantial adverse effects on human beings, directly or indirectly?*

**Less Than Significant Impact.** State CEQA Guidelines §15065(a)(3) defines “cumulatively considerable as times when “the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” This document provides a programmatic analysis of the effects of future drive-through service restaurants on Amendment sites. As discussed in the respective sections, the Starbucks Project and future drive-through service restaurants on Amendment sites would have no potentially significant impacts. The Project would not cause substantial adverse effects on human beings directly or indirectly. Therefore, impacts concerning adverse effects on human beings would be less than significant and no mitigation is required.

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