CHICK-FIL-A I-10 & SANTA ANITA PROJECT

CEQA Class 32 Categorical Exemption Report

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I. INTRODUCTION

This report serves as the technical documentation of an environmental analysis performed by Michael Baker International (Michael Baker) for the Chick-fil-A I-10 & Santa Anita Project (project) within the City of El Monte (City). The intent of the analysis is to document whether the project is eligible for a Class 32 Categorical Exemption (CE) under the California Environmental Quality Act (CEQA) Guidelines Section 15332. The report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 32 CE.

CEQA Guidelines Section 15332 states that a Class 32 CE is allowed when:

a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
c) *The project site has no value as habitat for endangered, rare or threatened species.*
d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
e) *The site can be adequately served by all required utilities and public services.*

However, it is acknowledged that CEQA Guidelines Section 15300.2 lists the following exceptions to categorical exemptions:

a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*
b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

II. PROJECT LOCATION AND SETTING

PROJECT LOCATION

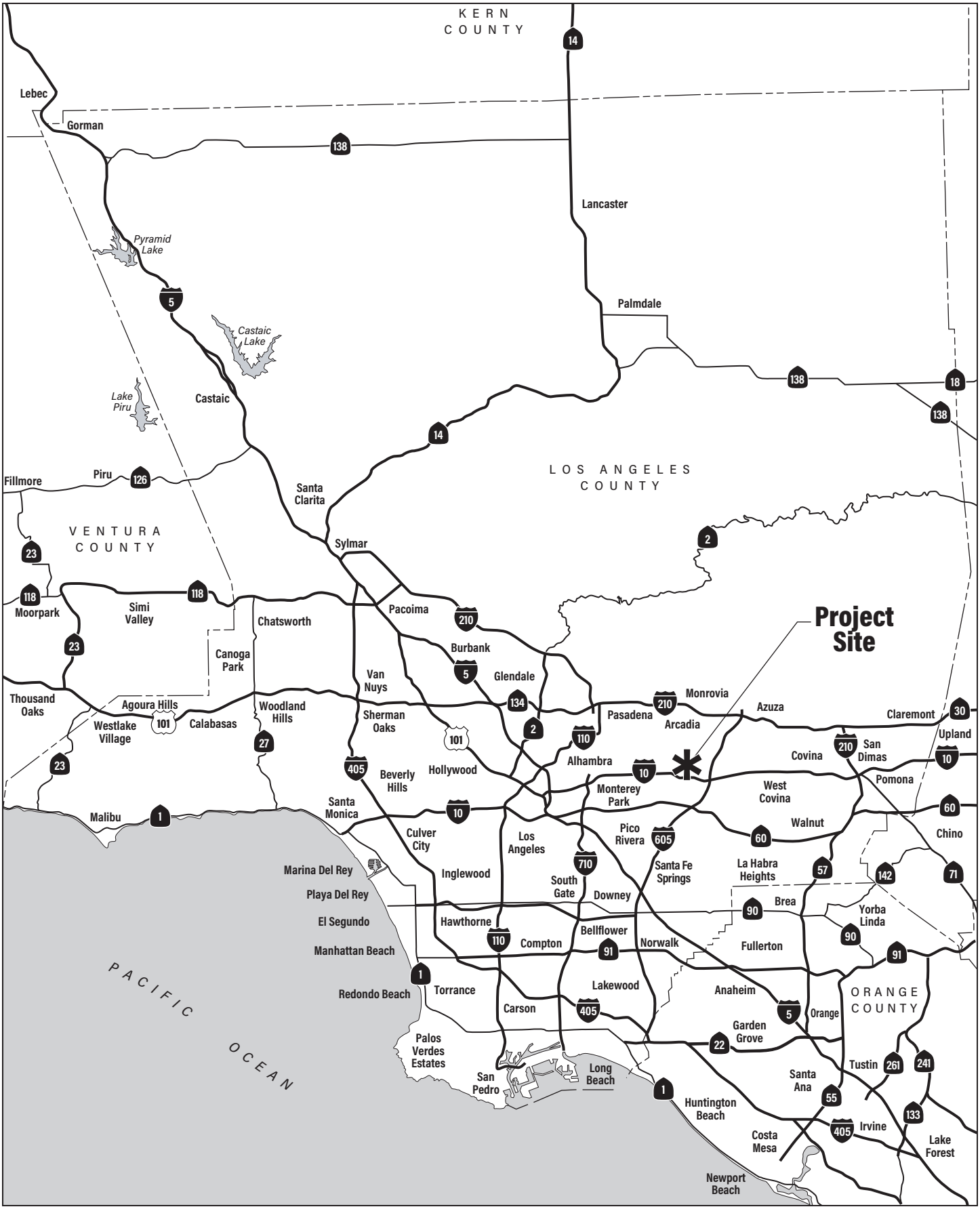
The proposed Chick-fil-A I-10 & Santa Anita Project (project) is located at 3342, 3358, and 3352 Santa Anita Avenue, and 10623 Brockway Street, El Monte, California. Regional access is provided by Interstate (I)-10; refer to Exhibit 1, *Regional Vicinity*. Surrounding land uses include residential uses (e.g., multi-family and single-family to the north and east), and transportation uses (e.g., Brockway Street and I-10 freeway to the south and Santa Anita Avenue to the west). The El Monte Transit Center is situated further west and northwest of the project site.

EXISTING SITE CONDITIONS

The approximate 1.89-acre project site (Assessor's Parcel Numbers [APNs] 8579-005-003 and -024 through -028) is specifically located at the northeast corner of Santa Anita Avenue and Brockway Street (at 3342, 3358, and 3352 Santa Anita Avenue); refer to Exhibit 2, *Site Vicinity*. The existing project site consists of a disturbed, formerly paved surface parking lot with limited ornamental landscaping. Two pylon signs are also located on the project site; one along the western boundary and one along the southern boundary of the site. The site has two access driveways along Brockway Street and two access driveways along Santa Anita Avenue. Per the City of El Monte General Plan (General Plan) Land Use Policy Map, the project site is designated Downtown Core. Per the El Monte Zoning Map, the project site is zoned C-3 (General Commercial).

III. PROJECT DESCRIPTION

The proposed project would involve clearing the existing site and constructing a 4,851-square foot Chick-fil-A restaurant building with a dual lane drive-thru, associated surface parking, and landscaping improvements; refer to Exhibit 3, *Conceptual Site Plan*. The restaurant would be a one-story building and include a dual lane drive-thru, indoor and outdoor seating areas, refaced (illuminated) southern pylon sign, and a dedicated trash enclosure; refer to Exhibit 3. Additionally, a 35-foot tall flag pole would be located along the western project boundary. The dual lane drive-thru would be located along the eastern, southern, and western perimeters of the building with a total queue storage of 29 vehicles. Additionally, a drive-thru order point canopy and an outside meal delivery canopy would be installed. The restaurant would include a kitchen area, service area with drive-thru windows, an indoor seating area (98 seats), and outdoor seating area (44 seats). The kitchen would include a walk-in freezer, a walk-in cooler, stacked convection ovens, and food preparation and finishing tables. The restaurant would also include an office space for managerial purposes, multi-purpose work areas, and restrooms. The project would provide 101 vehicle parking spaces (five spaces would be reserved for handicapped parking and 18 spaces would be reserved for vanpool/electric vehicle parking), as well as short-term bike storage for up to eight bikes and long-term bike storage for up to five bikes. Employees are encouraged to take public transportation or utilize ride share options.



CHICK-FIL-A I-10 & SANTA ANITA PROJECT
CATEGORICAL EXEMPTION

Regional Vicinity

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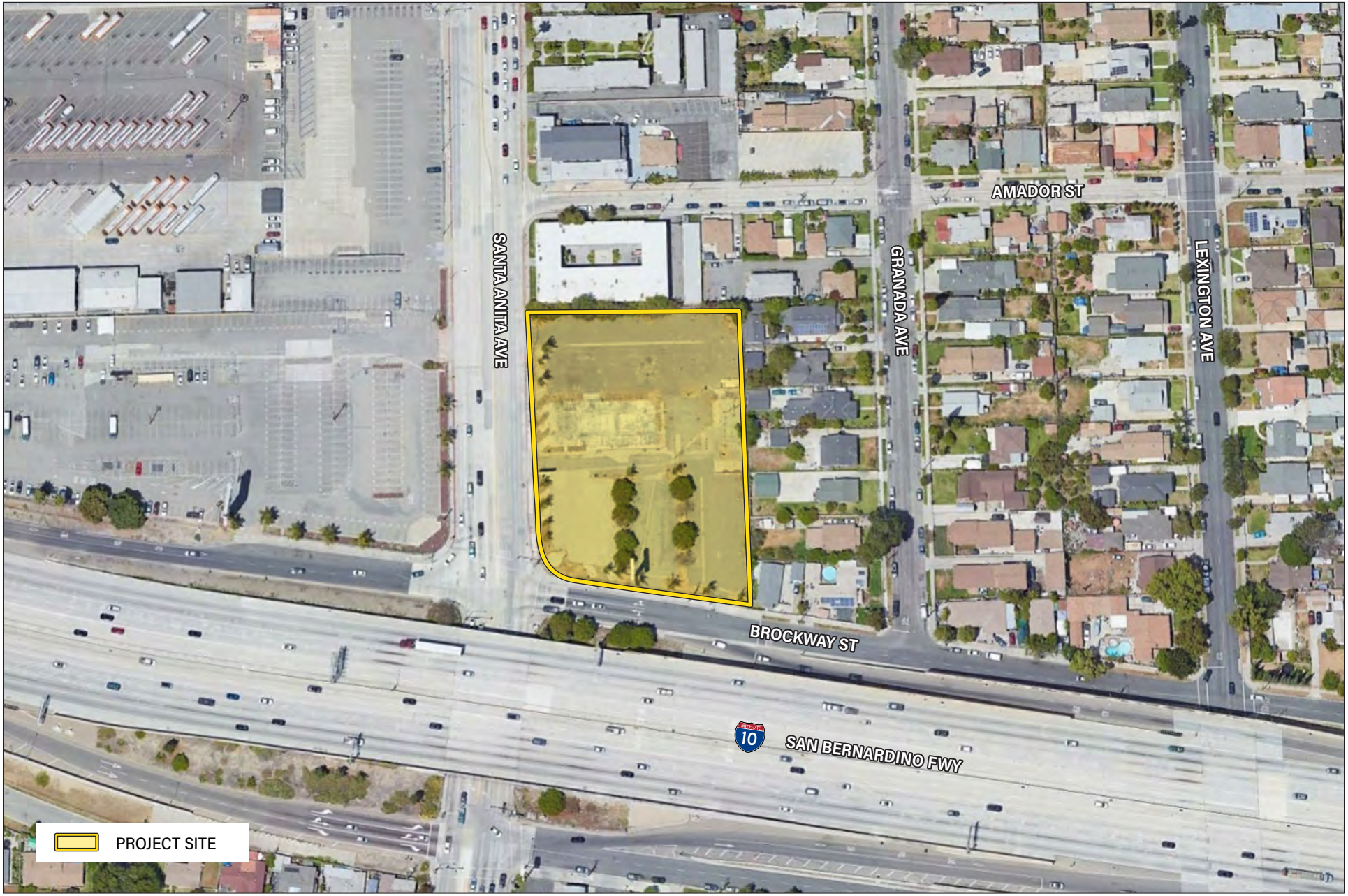
Exhibit 1



Source: Google Earth Pro, October 2022

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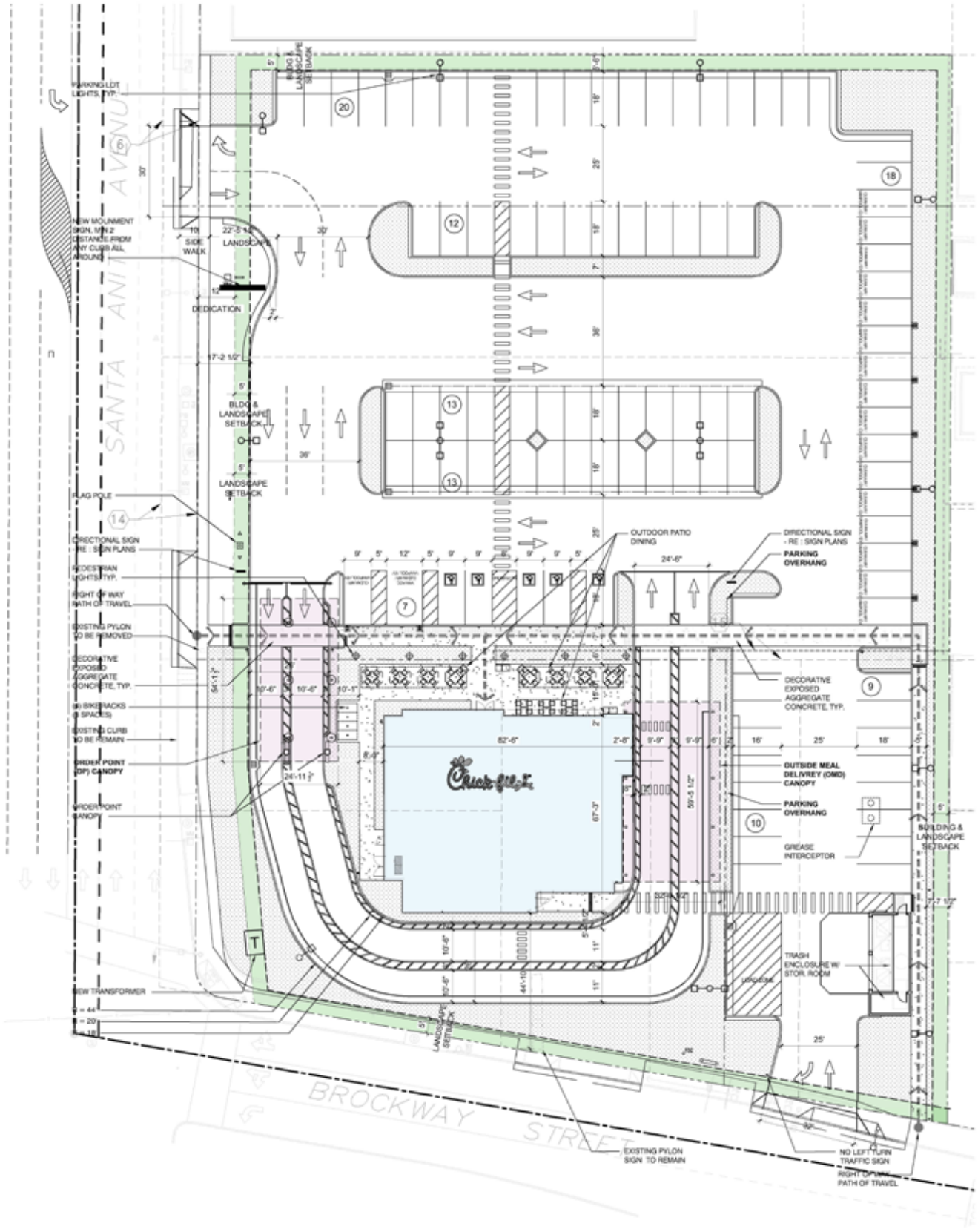
CHICK-FIL-A I-10 & SANTA ANITA PROJECT
CATEGORICAL EXEMPTION

Site Vicinity

Exhibit 2



Source: CRHO architects

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CHICK-FIL-A I-10 & SANTA ANITA PROJECT
CATEGORICAL EXEMPTION

Conceptual Site Plan

Exhibit 3

The proposed hours of operation would be Monday through Saturday from 6:00 a.m. to 11:00 p.m. The restaurant would be closed on Sundays. The restaurant would employ 60-80 full and/or part time employees, with anywhere from seven to 15 employees on shift at any one time.

Chick-fil-A policy is to keep the site clean of trash at all times, with regular maintenance checks. Graffiti would be removed, usually within 24 hours. Loitering and panhandling are not tolerated. No consumption or open alcoholic beverages would be permitted on the premises. Trash is picked up on a daily basis and is separated by recycling and organic waste so that they are not comingled.

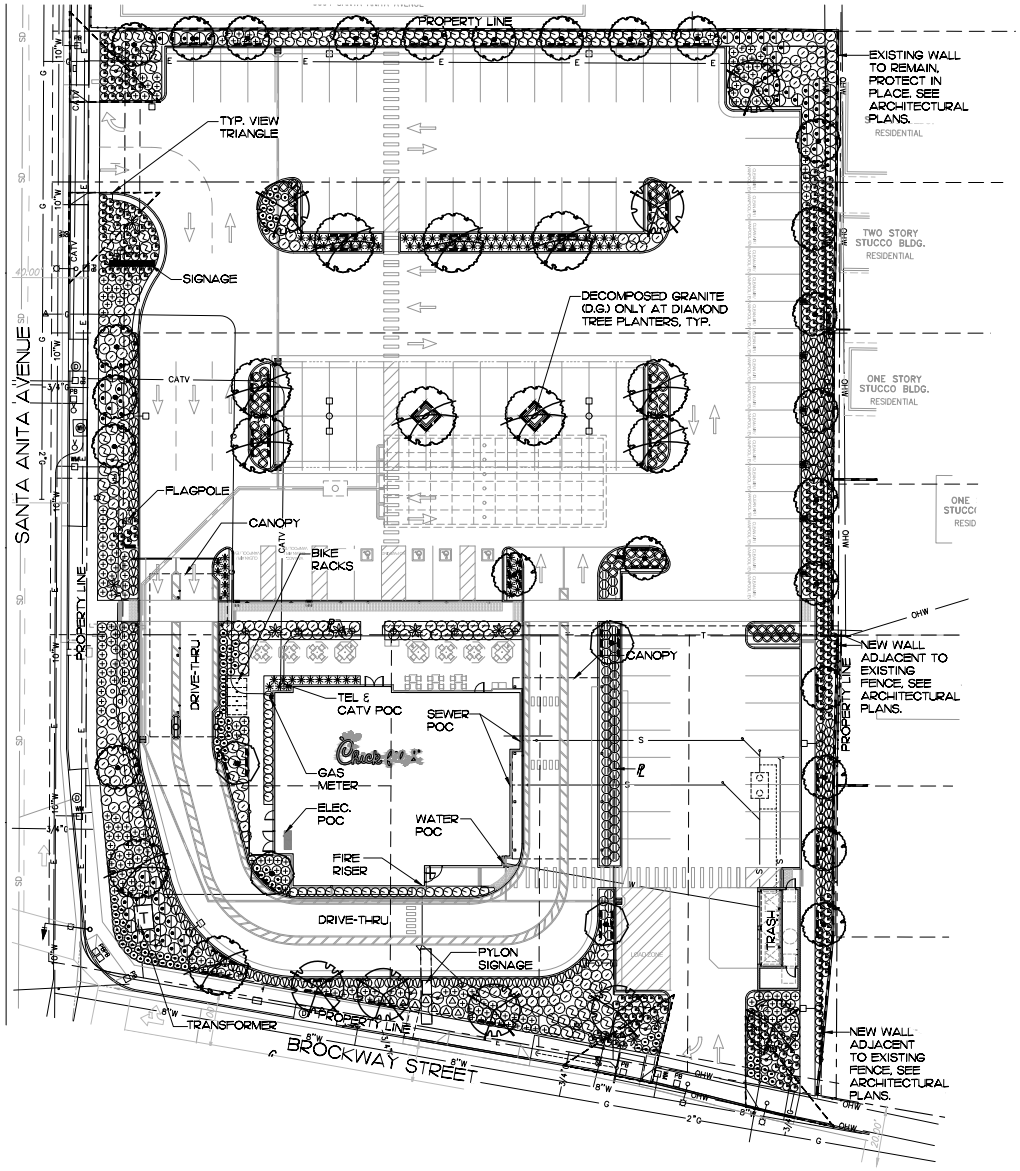
The proposed building would have a maximum height of 22 feet and would be designed with various architectural building elements, including varying metal and stucco building materials/architectural treatments, and illuminated restaurant identification signages on all of the building's elevations. The project would also construct a new six-foot wall along the eastern project boundary. The existing perimeter wall to the north would remain.

Landscaping

Approximately 15,493 square feet of ornamental landscaping would be installed around the new structure as well as the site perimeter; refer to Exhibit 4, *Landscape Concept Plan*. Planting materials would include a mix of trees (such as western redbud, golden rain trees, sweet bay, and fruitless olive), shrubs, and grasses. Enhanced landscaping at site corners, driveway locations, and along Santa Anita Avenue and Brockway Street would be installed. It is acknowledged that 21 trees would be removed as part of the project, including three heritage trees and 18 unprotected trees/palms. Two existing heritage trees and seven unprotected trees/palms would be protected in place. It is acknowledged that the project proposes a 12-foot right-of-way dedication along the sidewalk abutting Santa Anita Avenue in compliance with the General Plan.

Circulation

The project would provide a 100-foot left turn pocket lane on southbound Santa Anita Avenue. Additionally, the project would remove the western-most existing driveway along Brockway Street and the southern-most existing driveway along Santa Anita Avenue. The remaining two driveways would be reconstructed (i.e., eastern-most driveway on Brockway Street [ingress and egress right-turn only] and the northern-most driveway on Santa Anita Avenue [providing left-turn in/right-turn in and right-turn out movements]); refer to Exhibit 3. Vehicles would enter the drive-thru lane along the western project boundary, travel south, wrap around the proposed building, then travel north, exiting the drive-thru facility. The proposed drive-thru speaker box would be located at the 11th and 14th vehicle queuing position from the meal pick up window to allow adequate time to process orders. Pedestrian connections would be installed, connecting Santa Anita Avenue as well as Brockway Street to the new building.



PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS REGION
	TREES					
	CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	4	STANDARD 2-1/4" MIN. CAL.	L
	KOELREUTERIA PANICULATA	GOLDEN RAIN TREE	24" BOX	11	STANDARD 2-1/4" MIN. CAL.	M
	LAURUS NOBILIS 'SARATOGA'	SWEET BAY	24" BOX	25	STANDARD 2-1/4" MIN. CAL.	L
	OLEA 'SWAN HILL'	FRUITLESS OLIVE	36" BOX	8	STANDARD	L
	SHRUBS					
	AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	5 GAL.	10	AS SHOWN	VL
	AGAVE GUIENGOLA 'PLATINUM'	AGAVE	5 GAL	5	AS SHOWN	VL
	AGAVE VILMORINIANA	OCTOPUS AGAVE	5 GAL	10	AS SHOWN	VL
	ALOE VERA	ALOE VERA	5 GAL	98	2'-6" O.C.	L
	ARISTIDA PURPUREA	PURPLE THREE-AWN	5 GAL.	216	3'-0" O.C.	L
	DIANELLA 'CLARITY BLUE'	FLAX LILY	5 GAL	95	2'-6" O.C.	L
	LEUCADENDRON 'JESTER'	JESTER CONEBUSH	5 GAL	70	4'-0" O.C.	VL
	LOMANDRA L. 'LIME TUFF'	MAT RUSH	5 GAL	65	3'-0" O.C.	L
	LOMANDRA L. 'PLATINUM BEAUTY'	MAT RUSH	5 GAL.	203	3'-6" O.C.	L
	MYRTUS COMMUNIS	CLASSIC MYRTLE	5 GAL.	210	3'-0" O.C.	L
	PENNISETUM 'FAIRY TAILS'	DWARF FOUNTAIN GRASS	5 GAL	375	2'-6" O.C.	L
	PENNISETUM 'KARLEY ROSE'	FOUNTAIN GRASS	5 GAL	65	3'-0" O.C.	L
	PENNISETUM 'TALL TAILS'	FOUNTAIN GRASS	5 GAL	90	3'-0" O.C.	L
	SALVIA L. 'SANTA BARBARA'	SANTA BARBARA SAGE	5 GAL	51	4'-0" O.C.	L
	YUCCA G. RECURVIFOLIA 'BRIGHT STAR'	BRIGHT STAR YUCCA	5 GAL	8	AS SHOWN	VL

CITY APPROVED ROOT BARRIER - INSTALL PER MANUFACTURER'S RECOMMENDATIONS. REFER TO PLANTING DETAILS, SHEET L-1.3 FOR ADDITIONAL INFORMATION.

SOILS NOTE:
ALL SOILS AMENDMENTS, TYPE AND QUANTITY SHALL BE PER THE AGRONOMIC SOILS REPORT

Source: Hourian Associates, Inc.

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CATEGORICAL EXEMPTION

Landscape Concept Plan

Exhibit 4

Chick-fil-A would have truck deliveries (18 wheeler) occur two to three times a week (45 to 60 minute deliveries) during off-peak hours Monday through Saturday. Smaller trucks (delivering bread or produce daily) may occur three to five days a week (15-30 minute deliveries) during off-peak hours Monday through Saturday. A dedicated delivery area and unloading zone is provided to the east of the proposed building.

Utilities

The project proposes utility infrastructure improvements and services necessary to serve the proposed restaurant, as follows:

- Water: Water services on-site are provided by City of El Monte Water Company. The project proposes to install new on-site water pipelines for domestic water and fire flow purposes to connect to the existing 8-inch main in Brockway Street. The project would also include irrigation pipes that would connect to the existing 10-inch water pipeline in Santa Anita Avenue.

- Sewer: Sewer service on-site is provided by the City of El Monte. The project proposes to install a new 4-inch sewer pipe on-site to connect to a new two-way cleanout pipe. The new two-way cleanout pipe would then connect to a new 6-inch sewer pipe and eventually to an existing 15-inch sewer pipeline located in Brockway Street. A new on-site sewer drain and vent line would be installed under the proposed trash enclosure and the project would construct a new grease interceptor, which would treat up to 1,500 gallons of wastewater prior to connecting to the existing sewer line.

- Gas/Electric: The project would install a proposed gas lateral to connect to the existing 6-inch gas line in Santa Anita Avenue (maintained by Southern California Gas Company). The project also proposes a new telephone/cable TV line to connect to the existing infrastructure in Santa Anita Avenue (owned by AT&T and Charter Communications). A new electric line would also be installed and connect to the existing electrical utilities located at the northeast corner of the project site (owned by Southern California Edison). The new electrical line would connect to a proposed transformer in the northeastern portion of the project site. All new electrical services would be located underground. The lighting at the project site would include building, signage, parking lot, and security lighting.

- Drainage: The existing drainage condition has a ridgeline that runs roughly east to west through the parking lot that separates drainage to sheet flow north to south. The drainage from the parking lot then sheet flows west until it reaches a v-gutter and eventually discharges into the public right-of-way along Santa Anita Avenue or is captured by a catch basin. These catch basins discharge into the public right-of-way through various curb face drains within Brockway Street. Once runoff enters the curb and gutter in both Santa Anita Avenue and Brockway Street, it is conveyed by the curb and gutter to a catch basin on Brockway Street (approximately 60 feet east) of the curb ramp at the intersection of Santa Anita Avenue and

Brockway Street. Once the sheet flow enters the catch basin at the intersection of Santa Anita Avenue and Brockway Street, stormwater enters the municipal storm drain system maintained by the Los Angeles County Flood Control District. The project proposes to construct a new private storm drain system on-site. Stormwater would be collected by proposed catch basins on-site, routed via underground storm drainpipes and conveyed to an underground infiltration system to be treated. The underground infiltration system would be located on-site; in the drive-aisle north of the proposed restaurant. Further, any over-flow from the infiltration system would discharge along the southern and western property boundaries into either Brockway Street or Santa Anita Avenue, respectively.

Construction

The project would be constructed over approximately 24 weeks and is anticipated to begin in September 2023 and be completed by February 2024. Construction of the project would include demolition, site preparation, grading, building construction, paving, and architectural coating. It should be noted that the demolition phase of construction would only include removal of 4-inch thick concrete pads and 2.5-inch-thick asphalt/concrete paving. The proposed earthwork would involve approximately 320 cubic yards of cut, resulting in approximately 320 cubic yards of export. In addition to on-site grading improvements, excavation would be required for on-site construction of sidewalk/hardscape, concrete curb and gutter, an Americans with Disabilities Act (ADA)-ramp and utility installation.

Approvals

Overall, the proposed project would require City approval of Conditional Use Permit (CUP) No. 15-21 for drive-thru operations, CUP No. 16-21 to maintain an existing pylon sign that is greater than 25 feet in height, Tentative Parcel Map (TPM) No. 83565 for the proposed consolidation of APNs 8579-005-003 and -024 through -028, and Design Review (DR) No. 18-21 for design review of the site plan layout, building design and landscape design.

IV. CLASS 32 EXEMPTION CRITERIA ANALYSIS

As discussed in Section I, *Introduction*, this section evaluates the project's consistency with the requirements for a Class 32 CE pursuant to CEQA Guidelines Sections 15332.

CRITERION (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

GENERAL PLAN CONSISTENCY

Table 1, *El Monte General Plan Project Consistency Analysis*, evaluates the project's consistency with applicable City of El Monte General Plan (General Plan) land use policies.

Table 1
El Monte General Plan Project Consistency Analysis

Applicable General Plan Policies	Consistency Analysis
Goal LU-1: Compatible residential, commercial, and industrial development that is sensitively integrated with existing development and neighborhoods and minimizes impacts on surrounding land uses.	
LU-1.1: **Code Compliance.** Ensure land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Development Code, Community Design Element, and other regulations or administrative procedures.	Consistent. The proposed project would comply with the Municipal Code, Development Code, and Community Design Element. Specifically, per the Zoning Map, the project site is zoned C-3 (General Commercial). The C-3 zone is intended to allow a wide range of retail and service commercial uses to serve the community and region. Permitted uses include a range of retail business, personal services, food and beverage establishments, hotel and other tourist uses, automotive sales and repair, retail, daycare centers, and professional offices. The project site is also located within a Strategic Area (i.e., Downtown/Residential Neighborhoods) per General Plan Figure LU-2, *Strategic Areas*. Strategic Areas, particularly for Conservation and Enhancement Areas, are stable neighborhoods and commercial areas where land use changes are not anticipated. As discussed in "Zoning Consistency" below, the project would adhere to policies, standards, and regulations and be compatible with the Municipal Code, Development Code, Community Design Element.
LU-1.2: **Mitigation.** Require new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control.	Consistent. The nearest sensitive receptors to the project site are residences located approximately 18 feet to the north and east of the project site. The project would construct a new six-foot wall along the eastern project boundary. The existing perimeter wall to the north would remain. Approximately 15,493 square feet of ornamental landscaping would be installed around the new structure as well as the site perimeter; refer to Exhibit 4. Planting materials would include a mix of trees (such golden rain trees, sweet bay, and fruitless olive), shrubs, and grasses. Enhanced landscaping at site corners, driveway locations, and along Santa Anita Avenue and Brockway Street would be installed. Additionally, a five-foot wide landscape setback is proposed along all project boundaries and would feature a mix of trees, shrubs, and grasses. The project proposes lighting at the project site that would be similar to existing conditions including, but not limited to, parking lot and security lighting. Additionally, the project would reconstruct two existing driveways in place; the eastern-most driveway on Brockway Street (ingress and egress right-turn only); and the northern-most driveway on Santa Anita Avenue (providing left-turn in/right-turn in and right-turn out movements) allowing ingress/egress similar to existing conditions. Overall, the proposed project would provide buffers between existing uses where potential adverse impacts could occur and would be consistent with Policy LU-1.2.
LU-1.5: **Police Safety Review.** Require, through the conditional use permit, police department review of uses that may be associated with high levels of noise, nighttime patronage, criminal activity, loitering, or other activities to prevent adverse impacts.	Consistent. As discussed in "*Sub-criterion (B), Noise*" below, the proposed restaurant would not create significant impacts deriving from high levels of noise; refer to Appendix B, *Noise Report*. The proposed hours of operation would be Monday through Saturday from 6:00 a.m. to 11:00 p.m. Chick-fil-A policy is to keep the site clean of trash at all times, with regular maintenance checks. Further, graffiti would be removed, usually within 24 hours. Loitering and panhandling are not tolerated. No consumption or open alcoholic beverages would be permitted on the premises. Security cameras would be strategically located throughout the project site, including facing the main entrance. All security camera footage would be retained for 30 days in the event an incident needs review by security personnel or police department. As such, nighttime patronage, criminal activity, and loitering would be

Applicable General Plan Policies	Consistency Analysis
	discouraged. Nevertheless, the proposed project would include police department review through a conditional use permit to ensure no adverse impacts associated with nighttime patronage, criminal activity, or loitering occur.
LU-1.6: **Quality of Life.** Prioritize protection of quality of life so that it takes precedence during the review of new projects. Accordingly, the City shall use its discretion to deny or require mitigation of projects that result in impacts that outweigh public benefits.	Consistent. Refer to Policy LU-1.2 and 1.5. The project proposes to construct a Chick-fil-A restaurant building with a dual lane drive-thru, associated surface parking and landscaping improvements on a currently underutilized site formerly developed as a paved surface parking lot. The project would also incorporate elements of appropriate design to promote architectural design regarding height and design that enhances the quality-of-life, living conditions, and neighborhood pride of the residents. Specifically, the restaurant would have a maximum height of 22 feet and would be designed with various architectural building elements, including varying metal and stucco building materials/architectural treatments, and illuminated restaurant identification signages on all the building's elevations.
Goal LU-2: Revitalization and redevelopment of residential, commercial, and industrial areas through the sensitive integration of infill development, elimination of blight, and master planning efforts.	
LU-2.1: **Underutilized Uses.** Facilitate and increase the concentration of commercial and industrial uses to activity centers, major intersections, and other focused areas.	Consistent. Refer to response to Policy LU-1.6. The project is adjacent to and accessible from nearby commercial, office, and residential development along adjacent corridors, as well as nearby public bus transit stops. Both the Los Angeles County Metropolitan Transportation Authority (Metro) and Foothill Transit operate several routes which run through the City and converge at the El Monte Transit Center. The El Monte Transit Center is located to the west and northwest of the project site. The El Monte Transit Center provides direct access to the El Monte Busway, a series of dedicated bus/high occupancy vehicle (HOV) lanes. The El Monte bus station is located at 3501 Santa Anita Avenue, northwest of the project site.
Goal LU-3: Distinct and identifiable residential neighborhoods and commercial, industrial and office districts that reflect and augment the historical, cultural, economic, and social fabric and roles in El Monte.	
LU-3.1: **Land Uses.** Distinguish the City's neighborhoods and districts in their character and physical appearance by considering their physical and visual separation, edge and entry treatment, architecture, landscape, streetscape, and comparable elements during their design and development.	Consistent. The project proposes to construct a Chick-fil-A restaurant building with a dual lane drive-thru, associated surface parking and landscaping improvements on a currently underutilized site formerly developed as a paved surface parking lot. The project would also incorporate elements of appropriate design to promote architectural design regarding height and design that enhances the quality-of-life, living conditions, and neighborhood pride of the residents. Specifically, the restaurant would have a maximum height of 22 feet and would be designed with various architectural building elements, including varying metal and stucco building materials/architectural treatments, and illuminated restaurant identification signages on all the building's elevations. The nearest sensitive receptors to the project site are residences located approximately 18 feet to the north and east of the project site. Approximately 15,493 square feet of ornamental landscaping would be installed around the new structure as well as the site perimeter. Planting materials would include a mix of trees (such golden rain trees, sweet bay, and fruitless olive), shrubs, and grasses. Enhanced landscaping at site corners, driveway locations, and along Santa Anita Avenue and Brockway Street would be installed. Additionally, a five-foot wide landscape setback is proposed along all project boundaries and would feature a mix of trees, shrubs, and grasses.
LU-3.2: **Connections.** Strengthen connections between the diverse residential and nonresidential districts in the community through	Consistent. Refer to response to Policy LU-3.1.

Applicable General Plan Policies	Consistency Analysis
streetscape design, provision of open space, and other improvements that create a cohesive identity for the community.	
LU-3.3: **Green Infrastructure.** Utilize landscaping, trees, parkways, paths, and equestrian trails, such as the Emerald Necklace, to define and enhance the identity of places, create a pedestrian-friendly environment, and link the various districts throughout El Monte.	Consistent. Refer to response to Policy LU-1.2 and 1.6.
Goal LU-4: A complementary balance of land uses that provide adequate opportunities for housing, economic activity, transportation, parks, and recreation to support an exemplary quality of life and a sustainable community.	
LU-4.7: **Transportation.** Require that new development provide adequate mitigation for negative traffic or mobility impacts, unless the project is found to have overriding public benefits.	Consistent. Refer to response to Policy LU-1.2 regarding ingress/egress. As discussed in "*Sub-criterion (A), Traffic*" below, the proposed project would not create significant impacts regarding traffic or mobility; refer to Appendix A, *TIA Report*.
Goal LU-5: Establish the Downtown as the mixed-use, mixed-income, and cultural heart of El Monte. Its historical role is augmented by new housing, business, parks, cultural facilities, and transit-oriented development. The population is diverse, the architecture is human scaled, and the character authentic.	
LU-5.1: **Land Use Mix.** Accommodate retail commercial, office, restaurant, entertainment, civic, cultural, and housing land uses in accordance with the Land Use Plan's designations and subdistrict boundaries as may be more defined by a specific plan.	Consistent. Per the General Plan Land Use Policy Map, the project is designated Downtown Core. The Downtown Core designations allows for a range of land uses and development types that create a vibrant mixed-income and multiuse environment. As such, the proposed restaurant would be a permitted use in accordance with the site's designation.
LU-5.2: **El Monte Gateway.** Facilitate continued construction of the El Monte Gateway transit-oriented development around the El Monte Station, with a range of residential, commercial, hotel, and recreation uses. This will serve as a destination point for the region and a catalyst for new investment in the downtown.	Consistent. As mentioned above, the project proposes to construct a Chick-fil-A restaurant building with a dual lane drive-thru, associated surface parking and landscaping improvements on a currently underutilized site formerly developed as a paved surface parking lot. The project is adjacent to the El Monte Gateway transit-oriented development and accessible from nearby commercial, office, and residential development along adjacent corridors, as well as nearby public bus transit stops. Both the Metro and Foothill Transit operate several routes which run through the City and converge at the El Monte Transit Center. The El Monte Transit Center is located to the west and northwest of the project site. The El Monte Transit Center provides direct access to the El Monte Busway, a series of dedicated bus/high occupancy vehicle (HOV) lanes. The El Monte bus station is located at 3501 Santa Anita Avenue, northwest of the project site. Overall, the project would be consistent with Policy LU-5.2.
LU-5.7: **Streetscapes.** Implement streetscape improvement program to enhance the visual character of streets, improved pedestrian activity, and link the Main Street, El Monte Gateway, civic center, and residential structures.	Consistent. As stated above, approximately 15,493 square feet of ornamental landscaping would be installed around the new structure as well as the site perimeter. Planting materials would include a mix of trees (such golden rain trees, sweet bay, and fruitless olive), shrubs, and grasses. Enhanced landscaping at site corners, driveway locations, and along Santa Anita Avenue and Brockway Street would be installed. Additionally, a five-foot wide landscape setback is proposed along all project boundaries and would feature a mix of trees, shrubs, and grasses.
LU-5.8: **Districtwide Design.** Incorporate a unique downtown design theme that includes differentiated edge treatment, plazas and parks, public art, specialized landscaping, street furniture, colored paving, and distinctive architecture for structures.	Consistent. Refer to response to Policy LU-1.2 and 1.6. The project would feature concrete finish with decorative exposed aggregate along the pedestrian connections, which would connect Santa Anita as well as Brockway Street to the new building.
LU-5.10: **Architectural Design.** Require that residential, commercial, institutional, and other uses exhibit a high level of architectural and site quality in accordance with the principles defined in the Community Design Element and applicable specific plans.	Consistent. Refer to response to Policy LU-1.2 and 1.6.

Source: City of El Monte, *El Monte General Plan*, June 2011.

ZONING CODE CONSISTENCY

Permitted Uses

Per the El Monte Zoning Map, the project site is zoned C-3 (General Commercial). Pursuant to Municipal Code Section 17.40.01, *Summary of Zoning Districts*, the C-3 zone permits a wide range of retail sales, business, professional and personal service uses, as well as recreation, entertainment and transient lodging to serve the community and the region. Business uses, including, but not limited to, food or beverages establishments with an associated drive-thru are permitted with approval of a CUP. Therefore, with approval of a CUP, the proposed Chick-fil-A restaurant is a permitted use in accordance with the C-3 zone.

Building Height

According to Municipal Code Section 17.40.040, *Development Standards*, the maximum building height for C-3 zones is four stories or 50 feet. Thus, the proposed 22-foot restaurant would be consistent with the allowed building height under Municipal Code Section 17.40.040.

Minimum Yard Setbacks

Municipal Code Section 17.40.040, requires a zero-foot minimum setback distance for interior side yards; five-foot minimum setback distance for front and streetside yards; and a 20-foot minimum setback distance for rear yards. When abutting an R-zoned property (residential), Municipal Code Section 17.40.040 requires a 20-foot minimum setback distance for interior side yards; 10-foot minimum setback distance for the first 25-feet from the R-zoned property regarding streetside yards; and a 25-foot minimum setback distance for rear yards.

The proposed building would provide an approximately 216-foot building setback along the northern boundary; approximately 104-foot building setback along the eastern boundary (where the site abuts a residential zone); approximately 37-foot setback along the southern boundary; and a 49-foot setback along the western boundary. Thus, the project would be consistent with the allowed setbacks.

Floor Area Ratio

The C-3 zoning allows for a maximum floor area ratio (FAR) of between 0.75 to 1.00. The project site is approximately 78,620 square feet and the proposed building is approximately 4,851 square feet, which equates to an approximately 0.06 FAR. Thus, the project would be consistent with the allowed FAR.

Maximum Lot Coverage

Per Municipal Code Section 17.40.040, maximum lot coverage in the C-3 zone is 50 percent of the total site. The proposed 4,851 square foot restaurant, associated outdoor amenities (totaling 2,500

square feet), and approximately 15,493 square feet of ornamental landscaping would not exceed the maximum lot coverage. As such, the project would be consistent with the allowed maximum lot coverage.

Trash Areas

Municipal Code Section 17.60.080, *Refuse Storage Facilities*, requires construction and maintenance of a masonry trash enclosure. Specifically, all outdoor trash and garbage collection areas shall be paved and enclosed on at least three vertical sides by a solid six-foot high wall and on the fourth side by a view obscuring gate to screen the containers from view. Trash enclosures would be of a size sufficient to contain all trash containers maintained outside of the building.

The project proposes a 374 square-foot dedicated trash enclosure at the southeast corner of the site and would be constructed with material complementary to the new Chick-fil-A restaurant. The proposed trash enclosure would be of a sufficient size to contain all waste containers maintained outside of the building. Further, Chick-fil-A policy is to keep the site clean of trash at all times, with regular maintenance checks. Additionally trash/recycle/organic waste are all picked up on a daily basis. Therefore, the project would meet trash area requirements regarding the proposed trash enclosure.

Screening of Mechanical Equipment

Per Municipal Code Section 17.40.040, all mechanical equipment, including Heating, Ventilation, and Air Conditioning (HVAC) units, must be fully screen from view.

The proposed HVAC units would be installed on the roof of the proposed restaurant and would be fully screened from view. Thus, the project would comply with Municipal Code Section 17.40.040 regarding screening of mechanical equipment.

Configuration of Utilities

Per Municipal Code Section 17.60.130, *Yard Encroachments*, all utilities and structures (appurtenances) such as gas meters, electrical meters, telephone pedestal-mounted terminal boxes, surfaces mounted electrical transformers, or other potential obstructions must not be located within the approved parking and/or turning radius area or any landscaped planting area. Additionally, all utility distribution lines, including, but not limited to, electric, communication, natural gas and cable TV lines installed in and for the purpose of supplying service to any development must be placed underground.

The proposed project would install a new electrical line that would connect to a proposed transformer in the southwestern portion of the project site. The proposed transformer would be screened with jester conebush and would not be located within the surface parking lot, or turning radius area. Further, all new electrical services, in addition to a proposed gas lateral and telephone/cable TV line would be located underground. Thus, the project would comply with Municipal Code Section 17.60.130 regarding the configuration of utilities.

Landscaping

Municipal Code Section 17.72.040(A), *All Landscaping Areas*, encourages the use of drought-tolerant and or/native trees, shrubs, and cover which are consistent with the City's goal for water efficient landscapes. Landscaping species must be given careful consideration regarding eventual size and spread, susceptibility to disease and pests, durability, and adaptability to existing soil and climatic conditions. Trees must not be planted within five feet of any building or structure, or under any eave, overhang or balcony. Pursuant to Municipal Code Section 17.72.040(C), *Planting of Landscaping*, tree species must be planted at the minimum quantities outlined in Municipal Code Section 17.72.060(A), *Street Setback Areas*. Shrubs must be planted at a minimum of one shrub per 20 square feet of landscaped area. A minimum 75 percent of the required shrubs must be a minimum of five gallons. All five gallon and one gallon size shrubs, when planted as high ground cover, must be of low, spreading type evergreen shrubs placed 18 inches on center. Ground cover areas must be planted with well rooted cutting or container stock. Turf areas must be planted with field-grown established sod or hydroseed. Artificial plant material must be limited to 35 percent of street yard setbacks and there must be no limitation in other areas.

In addition, Municipal Code Section 17.72.060(A), requires one, 24-inch box specimen tree for every 25 linear feet of lot frontage, excluding driveways. Pursuant to Municipal Code Section 17.72.060(B), *Parking and Vehicular Access Areas*, a minimum of five percent landscaping must be required for off-street parking lots, equal to or less than 50 parking spaces; and a minimum of eight percent landscaping must be required for off-street parking lots, equal to or greater than 50 parking spaces. Landscaping would be required to be distributed throughout the parking lot and landscaping percentages would not be included within the required street setbacks. Further, a minimum of one, 24-inch box specimen tree would be required for every six parking space, or portion thereof, and would be located throughout the parking area, in addition to required trees planted within the street setback areas. Perimeter landscaping would have a minimum width of five feet adjacent to all interior side and rear property lines. Additionally, landscape planters would be a minimum width of five feet. All landscaping would be required to be separate from parking and vehicular circulation areas by a raised, continuous six inch Portland Cement concrete curb. It is acknowledged that a proposed project may pay into the City's Tree Mitigation Fund for each required tree that is not planted.

As shown on Exhibit 4, on-site landscaping would encompass approximately 15,493 square feet (approximately 18.81 percent of the site) of ornamental landscaping around the new building as well as the site perimeter. Planting materials would include a mix of trees (such as western redbud, golden rain trees, sweet bay, and fruitless olive), shrubs, and grasses consisting of approximately 48 trees and 1,571 shrubs. Additionally, enhanced landscaping at site corners, driveway locations, and along Santa Anita Avenue and Brockway Street would be installed. As such, the proposed project would be consistent with Municipal Code Sections 17.72.040(A), 17.72.040(C), 17.72.060(A) and 17.72.060(B).

Tree Protection and Preservation

A total of 21 trees would be removed as part of the project, including three heritage trees (protected trees) and 18 unprotected trees/palms; however, pursuant to Municipal Code Section 14.03.050, *Exemptions*, tree species which are fruit bearing, nut bearing, or a species of palm tree are exempt from the provisions of Chapter 14.03, *Tree Protection and Preservation*.[1] As such, the three heritage trees are nut bearing and, as such, are exempt from the provisions of Chapter 14.03 and the proposed project would be consistent with Municipal Code Chapter 14.03.

Outdoor Display and Storage

Municipal Code Section 17.60.040(B), *Neighborhood Commercial (C-2) and General Commercial (C-3) Zoning Districts*, requires storage areas be completely enclosed by a solid masonry wall (with necessary gates constructed with approved screening material) not less than six feet in height and would not have any equipment or materials that exceed the height of the wall enclosing the storage area.

The project proposes a storage room (adjoining the 374 square-foot dedicated trash enclosure) at the southeast corner of the site and would be constructed with material complementary to the new Chick-fil-A restaurant. The proposed storage room would be fully enclosed and would meet height requirements. Further, equipment and materials would not exceed the height of the wall enclosing the storage area. Therefore, the project would meet outdoor display and storage requirements.

Outdoor Lighting

Municipal Code Section 17.60.050(B), *Performance Standards*, requires all lighting be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties, onto the public right-of-way and/or driveway areas. Outdoor lighting is prohibited from being directed skyward with the exception of typical landscape lighting meant to accent architectural features of structures, trees and shrubs. Pursuant to Municipal Code Section 17.60.050(D), *Lighting in Nonresidential Zoning Districts*, lighting for safety and/or security purposes is required for all entryways, walkways, between buildings and within parking areas. Specifically, lighting for parking lots would be required to be a minimum of one foot candlepower throughout 85 percent or more of the parking area but not exceed one foot candle power on any adjacent residentially zoned property. Further, lights mounted on poles or structures are prohibited from exceeding a maximum height of 25 feet, except lighting attached to a single-story building which would be limited to the height of the roof eave. Per Municipal Code Section 17.60.050(E), *Lighting for Special Uses*, drive-thru facilities would be required to provide adequate screening to ensure that vehicle headlights do not cause nuisance glare or disabling glare to driver or pedestrians or otherwise result in light trespass.

[1] Municipal Code Section 14.03.020, *Definitions*, defines protected trees as any public tree, heritage tree or native tree.

The proposed lighting at the project site would include building, signage, parking lot, and security lighting. Proposed lighting may include, but would not be limited to, wall mounted LED lights and 25-foot pole mounted lights including a two-foot base. All lighting would be shielded and directed downward from adjacent properties and public rights-of-way as to minimize glare and light trespass. Further, ornamental landscaping (i.e., trees and shrubs) between the drive-thru facilities and surrounding roadways/public rights-of-way would provide adequate screening to ensure vehicle headlights do not cause nuisance glare or disabling glare to driver or pedestrians or otherwise result in light trespass. Overall, lighting within the project site would maintain at least one foot candlepower throughout 85 percent or more of the parking lot area (averaging 2.1 footcandles), yet would not exceed one foot candlepower on surrounding residences. Therefore, the project would meet outdoor lighting requirements regarding the proposed building, signage, parking lot, and security lighting.

Vehicular and Bicycle Parking Requirements

Per Municipal Code Section 17.70.050, *Required On-site Parking for Nonresidential Uses*, the proposed 4,851 square foot restaurant with 578 square feet of outdoor dining is required to provide 35 parking spaces (one parking space per 150 square feet of commercial [restaurant] uses and one parking space per 250 square feet for the outdoor dining area [excluding the first 250 square feet of outdoor dining]). Four parking spaces (one parking space per 26 to 50 parking spaces) are required to be reserved for electric vehicle parking. The project would provide 101 spaces (five spaces would be reserved for handicapped parking, and 18 spaces would be reserved for vanpool/electric vehicle parking). Thus, the project would exceed the Municipal Code minimum vehicular parking requirements.

Per Municipal Code Section 17.70.100(D), *Number of Spaces*, the proposed restaurant is required to provide short-term bicycle parking spaces per eight percent of the total parking space count (minimum of two spaces) and long-term bicycle parking spaces per five percent of the total parking space count (minimum of two spaces). The project would provide bicycle storage for up to 13 bicycles, consisting of eight short-term bicycle spaces and five long-term bicycle spaces. Thus, the project would meet the Municipal Code minimum bicycle space requirements.

As analyzed, the project would be consistent with applicable General Plan/Community Plan policies and Municipal Code requirements. Thus, the project would meet Criterion (a) requirements.

CRITERION (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site is approximately 1.89 acres or 78,620 square feet (after the required 12 foot street dedication). The site is also located at 3342, 3358, and 3352 Santa Anita Avenue, and 10623 Brockway Street at the northeast corner of the Santa Anita Avenue and Brockway Street intersection and is surrounded by residential and transportation-related uses on all sides within an urbanized area of El Monte. As such, the project would meet Criterion (b) requirements.

CRITERION (c) *The project site has no value as habitat for endangered, rare or threatened species.*

As stated, the project site is in an urbanized area of El Monte and is surrounded by residential and transportation uses. The site currently consists of a disturbed, formerly paved surface parking lot. Minimal ornamental landscaping is present primarily along the project perimeters and sporadically throughout the surface parking lot. As such, no native vegetation exists within the project site or surrounding areas that could provide habitat for endangered, rare, or threatened species. Thus, the proposed project would meet Criterion (c) requirements.

CRITERION (d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

A. TRAFFIC

The following analysis is based on the *Transportation Impact Analysis Report For I-10 & Santa Anita Chick-fil-A Project, El Monte, California* (TIA), prepared by Linscott, Law & Greenspan, Engineers (LLG), dated September 13, 2022; refer to Appendix A, *TIA Report*.

VEHICLE MILES TRAVELED

Consistent with CEQA Guidelines Section 15064.3, the City adopted the *City of El Monte Transportation Assessment Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (TAG), dated October 2020. The TAG conforms to the requirements of Senate Bill 743 (SB 743) and is consistent with CEQA, which requires the use of Vehicle Miles Traveled (VMT) as the primary metric for evaluating a project's transportation impacts. The CEQA Guidelines were revised in December 2018 in response to SB 743, which was adopted in 2013 to change the way transportation impacts were considered. These revisions mandated the transition from Level-of-Service (LOS) to VMT as the primary metric for evaluating a project's transportation impacts. The TAG also requires the TIA to examine whether the proposed Project conflicts with the City's plans, programs, ordinances, and policies.

The adopted thresholds analyze a project's potential to result in significant transportation impacts utilizing a vehicle miles traveled (VMT) methodology. Certain projects may be screened out of VMT analysis based on the City's TAG thresholds. As such, the City's TAG threshold, *Project Screening – Step 3: Project Type Screening*, was applied to the proposed project. *Project Screening – Step 3: Project Type Screening* states that for local serving retail uses (including restaurants) less than 25,000 square feet, a less than significant determination can be assumed.

The proposed project would consist of a 4,851 square foot Chick-fil-A restaurant with a dual lane drive-thru. Based on the City's TAG threshold (*Project Screening – Step 3: Project Type Screening*) the project would be screen out of further VMT analysis and, therefore, the proposed project would result in less than significant impacts in this regard.

SITE ACCESS, SAFETY, AND CIRCULATION EVALUATION

Pedestrian access to the building would be provided via a main entrance from the surface parking lot, or two rear entrances; one along Santa Anita Avenue and one along Brockway Street. Vehicular access to the proposed surface parking lot/drive-thru lanes would be provided via two ingress/egress driveways; an eastern-most driveway on Brockway Street (ingress and egress right-turn only); and a northern-most driveway on Santa Anita Avenue (providing left-turn in/right-turn in and right-turn out movements). All ingress/egress points would be subject to the City's Design Review approval process, established in Municipal Code Chapter 17.122, *Design Review*. Specifically, pursuant to Municipal Code Section 17.122.040, *Necessary Findings*, the project would be subject to City review regarding circulation and parking for inclusion of safe and convenient pedestrian and vehicle access, along with consistency with the City's adopted comprehensive design guidelines. Following conformance with Design Review established in Municipal Code Chapter 17.122, impacts regarding site access would be less than significant.

B. NOISE

The following analysis is based on the *Acoustical Analysis Report for Chick-fil-A – I-10 and Santa Anita* (Noise Report), prepared by Eilar Associates, Inc., dated September 22, 2022 and updated on November 22, 2022; refer to Appendix B, *Noise Report*.

ENVIRONMENTAL SETTING

Sound, Noise, and Groundborne Vibration

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound ten dBA higher than another is perceived to be twice as loud and 20 dBA higher is perceived to be four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per

doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between six dBA and about 7.5 dBA per doubling of distance.

Sources of earth-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The nearest sensitive receptors to the project site are residences located approximately 18 feet to the north and east of the project site.

Existing Stationary Noise Levels

The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Existing Mobile Noise Levels

The primary noise source in the vicinity of the project site is roadway traffic from Santa Anita Avenue, Brockway Street, I-10, and associated I-10 ramps.

Existing Ambient Noise Levels

On-site inspection and long-term noise measurements were conducted by Eilar Associates, Inc. on July 7, 2022 through July 8, 2022. The noise measurements were taken in the project site vicinity, approximately 55 feet east of the Santa Anita Avenue centerline and approximately 120 feet south of the Amador Street centerline. The noise measurements are expected to be representative of the typical noise exposure at off-site receivers and encompasses the primary source of noise, which is traffic noise. Measured noise levels were observed to range from 69.1 dBA to 79.6 dBA. The minimum average noise level during proposed hours of operation was measured to be 74.3 dBA; refer to Appendix B.

NOISE IMPACTS

Short-Term Construction Noise Impacts

Temporary increases in ambient noise levels as a result of the project would predominantly be associated with construction activities. Construction activities would occur over approximately six months and would include the following phases: demolition, grading, utilities, paving, and building construction. Project construction would require backhoes, skid steers, dump trucks, and mini-excavators during demolition, grading, and utilities; and concrete mixers, air compressors, pavers, and rollers during paving and building construction. Typical noise levels generated by construction equipment are shown in Table 2, *Maximum Noise Levels Generated by Construction Equipment*.

Table 2
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Duty Cycle[1]	L_{max} at 50 Feet (dBA)[2]	Activity Stage(s)
Backhoe	40	64	Demolition, Grading, Utilities
Skid Steer	40	64	Demolition, Grading, Utilities
Dump Truck	40	72	Demolition, Grading, Utilities
Mini-Excavator	40	61	Demolition, Grading, Utilities
Concrete Mixer	40	71	Paving, Building Construction
Air Compressor	40	61	Paving, Building Construction
Paver	50	71	Paving, Building Construction
Roller	20	71	Paving, Building Construction

Note:
1. Duty Cycle information was provided by the Federal Highway Administration.
2. Noise level information was provided by UK Department of Environment, Food and Rural Affairs.

Source: Eilar Associates, Inc., *Acoustical Analysis Report for Chick-fil-A – I-10 and Santa Anita*, September 22, 2022; refer to Appendix B.

As shown in Table 2, construction-generated noise levels would range from 61 to 72 dBA L_{max} at the nearest sensitive receptor approximately 18 feet from the project boundary. It should be noted that the noise levels identified in Table 2 are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of

construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Construction noise would derive from the following scenarios; demolition, grading, utilities, paving, and building construction. It should be noted that the City does not have a noise limit with which construction noise must comply; however, 75 dBA is a commonly used construction noise threshold and is applied to the proposed project.[2] As shown in Table 2, construction noise levels would not exceed the commonly used construction noise threshold of 75 dBA. Further, additional sensitive receptors are located at a greater distance from proposed construction activity and would be exposed to lesser noise impacts due to additional distance attenuation and shielding provided by intervening structures. Paving associated with site grading would take place closest to the nearest sensitive receptor and may consist of a vibratory roller; however, levels of vibration associated with the roller would fall well below Caltrans' *Transportation and Construction Vibrational Guidance Manual* building damage peak particle velocity criteria of 0.5 inches/second. Further, the vibration period would be brief, temporary and would not damage off-site buildings or residences.

"Good practice" noise control techniques would be implemented to further decrease noise impacts. Noise control measures may include, but would not be limited to, turning off equipment when not in use, avoiding simultaneous construction activities, when possible, and utilizing equipment with effective mufflers.

Noise generated from construction activities would only occur during the hours of 6:00 a.m. and 7:00 p.m. on weekdays and during the hours of 8:00 a.m. and 7:00 p.m. on Saturdays and Sundays, in compliance with Municipal Code Section 8.36.050(A), *Special noise sources*. As mentioned above, the City does not have a noise limit with which construction noise must comply; however, 75 dBA is a commonly used construction noise threshold and is applied to the proposed project.

Thus, compliance with applicable Municipal Code regulations and implementation of good practice noise control techniques would result in a less than significant noise impact regarding construction activities.

Long-Term Operational Noise Impacts

Off-Site Mobile Noise

The proposed project would result in some additional traffic on adjacent roadways, thereby potentially increasing vehicular noise in the vicinity of existing and proposed land uses. Calculations were performed to determine the approximate change in daily noise exposure at noise-sensitive (residential) receivers immediately surrounding the project site in terms of

[2] 75 dBA is a commonly used construction noise threshold as indicated in several Municipal Code/County Code regulations, including Los Angeles County Code Section 12.08.440, *Construction Noise.*

Community Noise Equivalent Level (CNEL); refer to Appendix B for receiver locations. A significant direct impact occurs when project traffic combines with existing traffic and causes a doubling of sound energy, which is an increase of 3 dB.

According to the TIA Report, the proposed project would generate 1,696 daily trips. The "Future With Project" scenarios are outlined in Table 3, *Future Traffic Noise Levels*. As depicted in Table 3, under the "Future With Project" scenario, noise levels would range from approximately 43.7 dBA to 48.1 dBA, with the highest noise levels also occurring along the northwestern property line. As such, the noise level increase from project-generated traffic is expected to be less than 3 dB at all noise-sensitive receivers directly surrounding the project site. Thus, project-generated traffic noise levels would be less than significant.

Table 3
Future Traffic Noise Levels

Receiver[1]	Location		Traffic Noise Level (CNEL)		
		Ambient	Project Operations	Cumulative	Ambient Increase
R1	North Property Line (East)	69.1	46.8	69.1	0.0
R2	West Property Line	69.1	44.3	69.1	0.0
R3	West Property Line	69.1	43.7	69.1	0.0
R4	Northwest Property Line (West)	69.1	48.1	69.1	0.0
Note: 1. Refer to Appendix B for receiver locations.					
Source: Eilar Associates, Inc., *Acoustical Analysis Report for Chick-fil-A – I-10 and Santa Anita*, September 22, 2022; refer to Appendix B.					

Stationary Noise

Stationary noise sources associated with the project would include the operation of mechanical equipment and delivery trucks. Specifically, mechanical equipment would include the drive-through intercom and rooftop HVAC equipment. Stationary noise sources (i.e., drive-thru intercom, HVAC equipment, and delivery trucks) were modeled at the nearest surrounding residential property lines. All other noise-sensitive receivers are located at a further distance from the equipment, and therefore are expected to have lower noise levels, due to distance attenuation and shielding from intervening structures.

Pursuant to Municipal Code Section 8.36.040(B), *Ambient noise standards*, sound amplifying devices and air conditioning equipment must not cause the ambient hourly average noise level to be exceeded by more than five decibels. As depicted in Table 4, *Project-Generated Noise Levels at Surrounding Property Lines*, the minimum measured ambient hourly average noise level was approximately 43.7 dBA during proposed hours of operation. Therefore, hourly average noise levels from the drive-through intercom and rooftop HVAC equipment should not exceed an hourly average noise level of 55 dBA at adjacent residential property lines in order to meet the Municipal Code noise threshold. Although the Municipal Code noise threshold would only be

applicable to stationary equipment operation at the project site, truck deliveries have been included for a worst-case assessment of noise impacts at off-site receivers.

Table 4
Project-Generated Noise Levels at Surrounding Property Lines

Receiver[1]	Location	Nighttime Noise Limit (dBA L_{eq})	Equipment/Activity Noise Level (dBA L_{eq})
R1	North Property Line (East)	55	46.8
R2	East Property Line	55	44.3
R3	East Property Line	55	43.7
R4	North Property Line (West)	55	48.1
Note: 1. Refer to Appendix B for receiver locations.			
Source: Eilar Associates, Inc., *Acoustical Analysis Report for Chick-fil-A – I-10 and Santa Anita*, September 22, 2022; refer to Appendix B.			

Table 4, depicts the combined stationary (i.e., drive-thru intercom, HVAC equipment, and delivery trucks) hourly average noise levels as a result of project operations. As shown in Table 4, project operations would not exceed the Municipal Code noise threshold (i.e. 55) at all surrounding off-site receivers. Impacts would be less than significant in this regard.

GROUNDBORNE VIBRATION IMPACTS

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of some heavy-duty construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The paving stage of construction has the potential to generate the highest vibration levels of any phase of construction, as paving activities would take place closest to residential receivers and may consist of the use of a vibratory roller. According to the Federal Transit Administration's *Transit Noise and Vibration Assessment Manual*, a vibratory roller generates a peak particle velocity (PPV) of approximately 0.210 inches per second at a distance of 25 feet. The evaluation of an impact's significance can be determined by reviewing both the likelihood of annoyance to individuals as well as the potential for damage to existing structures. According to the Caltrans *Transportation and Construction Vibration Guidance Manual*, the threshold for damage to modern residential structures is a PPV of 0.5 inches per second. Annoyance is assessed based on levels of perception, with a PPV of 0.01 inches per second being considered "barely perceptible," 0.04 inches per second as

"distinctly perceptible," 0.1 inches per second as "strongly perceptible," and 0.4 inches per second as "severe."

It is estimated that the nearest location to sensitive receptors would be approximately 18 feet from the nearest residential structure when the vibratory roller is used at the north boundary of the site. At this distance, groundborne vibration would be approximately 0.344 inches per second PPV. Therefore, groundborne vibration generated from vibratory roller operations at the project site would fall well below the building damage criteria of 0.5 inches per second PPV. Additionally, human annoyance would be considered "strongly perceptible" at the nearest sensitive receiver; however, vibration would be reduced to "distinctly perceptible" levels when the roller is located 75 feet from sensitive receivers, and "barely perceptible" at 195 feet from sensitive receivers. As such, "strongly perceptible" vibration would only be experienced for a very short period of time during temporary construction activities and would not be "excessive." Impacts would be less than significant in this regard.

AIRPORT NOISE IMPACTS

The nearest public use airport to the project site is the San Gabriel Valley Airport (formerly El Monte Airport) which lies approximately 0.78 mile to the southwest of the project site. This airport is open to the public and is owned and operated by the County of Los Angeles. According to the *Noise Contours – Year 1993* and *Noise Contours – Year 2013* of the County of Los Angeles' *El Monte Airport Master Plan Report*, the project site is not located within the San Gabriel Valley Airport CNEL contours.[3] In addition, the project site is not in the vicinity of a private airstrip. Therefore, no impact related to airport land use compatibility would occur.

C. AIR QUALITY

The following analysis is based on the *Air Quality and Greenhouse Gas Analysis for Chick-fil-A Restaurant – El Monte* (Air Quality Analysis), prepared by Eilar Associates, Inc. on November 11, 2022; refer to Appendix C, *Air Quality Analysis*.

ENVIRONMENTAL SETTING

South Coast Air Quality Management District Air Quality Thresholds

Under CEQA, the South Coast Air Quality Management District (SCAQMD) is an expert commenting agency on air quality within its jurisdiction or impacting its jurisdiction. Under the Federal Clean Air Act (FCAA), the SCAQMD has adopted Federal attainment plans for ozone (O_3) and particulate matter 10 microns in diameter or less (PM_{10}). The SCAQMD reviews projects

[3] County of Los Angeles, *El Monte Airport Master Plan Report El Monte, California*, https://dpw.lacounty.gov/avi/airports/documents/SGV_MP.pdf, June 1995.

to ensure that they would not: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any Federal attainment plan.

The *CEQA Air Quality Handbook* also provides significance thresholds for both construction and operation of projects within the SCAQMD jurisdictional boundaries. If the SCAQMD thresholds are exceeded, a potentially significant impact could result. However, ultimately the lead agency determines the thresholds of significance for impacts. If a project proposes development in excess of the established thresholds, as outlined in Table 5, *South Coast Air Quality Management District Regional Significant Emissions Thresholds*, a significant air quality impact may occur, and additional analysis is warranted to fully assess the significance of impacts.

Table 5
South Coast Air Quality Management District Regional Significant Emissions Thresholds

Phase	Pollutant (pounds/day)					
	ROG/VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	75	100	550	150	150	55
Operational	55	55	550	150	150	55
ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter up to 10 microns; $PM_{2.5}$ = particulate matter up to 2.5 microns						
Source: Eilar Associates, Inc., *Air Quality and Greenhouse Gas Analysis for Chick-fil-A Restaurant – El Monte*, November 11, 2022; refer to Appendix C.						

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated July 2008) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting carbon monoxide (CO), nitrogen oxides (NO_X), PM_{10}, or particulate matter up to 2.5 microns ($PM_{2.5}$). The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. If a project's associated construction and operation activities are in excess of the established thresholds, as outlined in Table 6, *South Coast Air Quality Management District Localized Significant Emissions Thresholds*, a significant air quality impact may occur, and additional analysis is warranted to fully assess the significance of impacts.

Table 6
South Coast Air Quality Management District Localized Significant Emissions Thresholds

Phase	Pollutant (pounds/day)[1]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction	128	953	7	5
Operational	128	953	2	2

Notes: NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter up to 10 microns; $PM_{2.5}$ = particulate matter up to 2.5 microns
1. LSTs for 2-acre project site in Source Receptor Area 9 (East San Gabriel Valley) at receptor distance of 25 meters.

Source: Eilar Associates, Inc., *Air Quality and Greenhouse Gas Analysis for Chick-fil-A Restaurant – El Monte*, November 11, 2022; refer to Appendix C.

Cumulative Emissions Thresholds

The SCAQMD's *2016 Air Quality Management Plan* (2016 AQMP) was prepared to accommodate growth, meet State and Federal air quality standards, and minimize the fiscal impact that pollution control measures have on the local economy. According to the SCAQMD *CEQA Air Quality Handbook*, project-related emissions that fall below the established construction and operational thresholds should be considered less than significant unless there is pertinent information to the contrary. If a project exceeds these emission thresholds, the SCAQMD *CEQA Air Quality Handbook* states that the significance of a project's contribution to cumulative impacts should be determined based on whether the rate of growth in ADT exceeds the rate of growth in population.

AIR QUALITY PLAN CONSISTENCY

The City is located within the South Coast Air Basin (Basin) and falls under the jurisdiction of the SCAQMD. Historically, the Basin has several recorded air quality violations and is an area where both State and Federal ambient air quality standards are exceeded. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The air quality in the Riverside County portion of the Basin does not meet the ambient air quality standards for O_3, PM_{10}, and $PM_{2.5}$ and is therefore classified as a nonattainment area for these pollutants. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of the air pollutants for which the Basin is in nonattainment.

In order to reduce emissions, the SCAQMD adopted the 2016 AQMP which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and Federal air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, California Air Resources Board (CARB), Southern California Association of Governments (SCAG), and U.S. Environmental Protection Agency (EPA).

The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the *2016-2040 Regional Transportation*

Plan/Sustainable Communities Strategy (RTP/SCS)[4], 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. The SCAQMD considers projects that are consistent with the 2016 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to have less than significant cumulative impacts along with the proposed project.

Criteria for determining consistency with the 2016 AQMP are defined by the following indicators:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As detailed below, localized concentrations of CO, NO_X, and particulate matter (PM_{10} and $PM_{2.5}$) would be less than significant; refer to Table 9, *Localized Significance of Construction Emissions*, and Table 10, *Localized Significance of Operational Emissions*. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. As reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROGs play in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) *Would the project cause or contribute to new air quality violations?*

As analyzed below under 'Construction Emissions Impacts', 'Operational Emissions Impacts', and 'Localized Significance Thresholds', the proposed project would generate emissions below the SCAQMD's thresholds for regional and localized emissions. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

[4] While SCAG has recently adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), SCAQMD has not released an updated AQMP. As such, this consistency analysis is based on the 2016 AQMP and the RTP/SCS that was adopted at the time, the 2016-2040 RTP/SCS.

The proposed project would result in less than significant impacts with regard to regional and localized concentrations during project construction and operations. As such, the proposed project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

A project is consistent with the 2016 AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the 2016 AQMP. In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the General Plan, SCAG's regional growth forecast, and the RTP/SCS. The RTP/SCS also provides socioeconomic forecast projections of regional population growth.

As discussed in Criterion (a), the proposed project would be consistent with the site's current land use designation and zoning. Therefore, the project is consistent with the General Plan and with the types, intensity, and patterns of land use envisioned for the site vicinity. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. As the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would also be consistent with the projections.

b) *Would the project implement all feasible air quality mitigation measures?*

As analyzed below under 'Construction Emissions Impacts' and 'Operational Emissions Impacts', the proposed project would not require mitigation and would result in less than significant air quality impacts. In addition, the project would comply with all applicable SCAQMD rules and regulations, including Rule 403 that requires excessive fugitive dust emissions controlled by regular watering or other dust prevention measures and Rule 1113 that regulates the ROG content of paint. As such, the proposed project meets this 2016 AQMP consistency criterion.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

As discussed, the proposed project would result in less than significant impacts with regard to localized concentrations during project construction and operations; refer to Table 9 and Table 10. As such, the proposed project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

EMISSIONS IMPACTS

Construction Emissions Impacts

The project involves construction activities associated with demolition, site preparation, grading, building construction, paving, and architectural coating applications. The project would be constructed over approximately six months, beginning in September 2023 and ending in February 2024. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2020.4.0 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of maximum daily construction emissions has been prepared using CalEEMod. Refer to Appendix C for the CalEEMod outputs and results. Table 7, *Estimated Project Construction Emissions,* presents the anticipated daily short-term construction emissions.

Table 7
Estimated Project Construction Emissions

Emissions Source	Pollutant (maximum daily emissions in pounds/day)					
	ROG/VOC	NO_X	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer 2023						
Construction Related Emissions	3.64	28.2	21.2	0.050	4.75	2.52
Winter 2023/2024						
Construction Related Emissions	3.64	28.3	21.2	0.050	4.75	2.52
Peak Day Emissions	**3.64**	**28.3**	**21.2**	**0.050**	**4.75**	**2.52**
SCAQMD Thresholds	***75***	***100***	***550***	***150***	***150***	***55***
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Notes: Emissions were calculated using CalEEMod, version 2020.4.0.						
Source: Eilar Associates, Inc., *Air Quality and Greenhouse Gas Analysis for Chick-fil-A Restaurant – El Monte*, November 11, 2022; refer to Appendix C.						

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground

excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from demolition, site preparation, and construction is expected to be short-term and would cease upon project completion. It should be noted that most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} (particulate matter smaller than 10 microns) generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and sulfur oxides (SO_X) combining with ammonia. $PM_{2.5}$ components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Construction activities would comply with SCAQMD Rule 403, which requires that excessive fugitive dust emissions be controlled by regular watering or other dust prevention measures. Adherence to SCAQMD Rule 403 would greatly reduce PM_{10} and $PM_{2.5}$ concentrations. It should be noted that these reductions were applied in CalEEMod. As depicted in Table 7, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Thus, construction air quality impacts would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions (e.g., NO_x and CO) from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 7, construction equipment and worker vehicle exhaust emissions would be below the established SCAQMD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emissions would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. As required, all architectural coatings for the proposed project structures would comply with SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*. Rule 1113 provides specifications on painting practices as well as regulates the ROG

content of paint. ROG emissions associated with the proposed project would be less than significant; refer to Table 7.

Total Daily Construction Emissions

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. As indicated in Table 7, criteria pollutant emissions during construction of the proposed project would not exceed the SCAQMD significance thresholds. Thus, total construction related air emissions would be less than significant.

Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. Based on the Department of Conservation Division of Mines and Geology's *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

Operational Emissions Impacts

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, 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_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$); however, CO tends to be a localized pollutant, dispersing rapidly at the source. Table 8, *Estimated Project Operational Air Emissions*, presents the project's anticipated operational emissions, including mobile source emissions from daily trips

generated by the project. As shown in Table 8, emissions generated by vehicle traffic associated with the project would not exceed established SCAQMD thresholds. Impacts from mobile source air emissions would be less than significant.

Table 8
Estimated Project Operational Air Emissions

Emissions Source	Pollutant (maximum daily emissions in pounds/day)					
	ROG/VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer 2024						
Operational Related Emissions	3.40	2.68	21.2	0.04	3.81	1.05
Winter 2024						
Operational Related Emissions	3.21	2.86	21.6	0.04	3.81	1.05
Peak Day Emissions	**3.40**	**2.86**	**21.6**	**0.04**	**3.81**	**1.05**
SCAQMD Thresholds	***55***	***55***	***550***	***150***	***150***	***55***
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
Emissions were calculated using CalEEMod, version 2020.4.0.

Source: Eilar Associates, Inc., *Air Quality and Greenhouse Gas Analysis for Chick-fil-A Restaurant – El Monte*, November 11, 2022; refer to Appendix C.

Area Source Emissions

Area source emissions would be generated from consumer products, architectural coating, and landscaping. As shown in Table 8, the project's operational emissions, including area source emissions, would not exceed SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Impacts in this regard would be less than significant.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in Table 8, the project's operational emissions, including energy source emissions, would not exceed SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Impacts in this regard would be less than significant.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors volatile organic compounds (VOCs) and NOx affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes

in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD in *Sierra Club et al. v. County of Fresno* (2018) 6 Cal.5th 502, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling both limitations and where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the same case, SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 Air Quality Management Plan, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. As such, for the purpose of this analysis, since the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts as well.

Cumulative Impacts

As discussed previously, the proposed project would not result in air quality impacts, as emissions would not exceed the SCAQMD adopted construction or operational regional thresholds; refer to Table 7 and Table 8. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, the project's incremental operational impacts would be less than cumulatively considerable. Impacts in this regard are less than significant.

SENSITIVE RECEPTORS

As previously mentioned, Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as

children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive receptors to the project site are residences located approximately 18 feet to the north and east of the project site. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction and operations impacts. The CO hotspot analysis, following the LST analysis, addresses localized mobile source impacts.

Localized Significance Thresholds

As stated above, the SCAQMD provides the LST screening lookup tables for one, two, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project is in Source Receptor Area (SRA) 9 (East San Gabriel Valley).

Construction

The project is anticipated to disturb up to 1.89 acres during the grading phase. The grading phase would take approximately nine days in total to complete. As such, the project would actively disturb an average of approximately 0.21 acres per day. Therefore, the LST thresholds for two acres were conservatively utilized for the construction LST analysis.

As discussed, the closest sensitive receptors are residences located approximately 18 feet to the north and east of the project site. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive receptor is located approximately 18 feet from the planned construction area, the LST values for 25 meters (82 feet) were used. It should be noted that the LST Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such a 25-meter receptor distance will be used for evaluation of localized NO_X, CO, PM_{10} and $PM_{2.5}$ impacts.

Table 9 shows the localized construction-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the LSTs for SRA 9. It is noted that the localized emissions presented in Table 9 are less than those in Table 7 because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from worker, vendor, and hauling trips). As seen in Table 9, emissions would not exceed the SCAQMD LST screening thresholds for SRA 9. Therefore, construction LST impacts would be less than significant in this regard.

Table 9
Localized Significance of Construction Emissions

Emissions Source	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Summer 2023				
Construction Related Emissions	26.7	20.1	4.30	2.39
Winter 2023/2024				
Construction Related Emissions	26.7	15.9	4.30	2.39
Peak Day Emissions	**26.7**	**20.1**	**4.30**	**2.39**
SCAQMD Thresholds	***128***	***953***	***7***	***5***
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
Emissions were calculated using CalEEMod, version 2020.4.0.

Source: Eilar Associates, Inc., *Air Quality and Greenhouse Gas Analysis for Chick-fil-A Restaurant – El Monte*, November 11, 2022; refer to Appendix C.

Operations

As shown in Table 10, the project's operational emissions would not exceed the LST screening thresholds for the nearest sensitive receptors in the project vicinity. It should be noted the localized operational CalEEMod results do not include off-site mobile emissions per SCAQMD guidance. As detailed in Table 10, daily operational emissions for NO_X, CO, PM_{10} and $PM_{2.5}$ would not exceed the SCAQMD LST screening thresholds. Thus, impacts would be less than significant in this regard.

Table 10
Localized Significance of Operational Emissions

Emissions Source	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	6.00E-05	0.007	2.00E-05	2.00E-05
Energy Source Emissions	0.30	0.25	0.02	0.02
Total	**0.30**	**0.26**	**0.02**	**0.02**
SCAQMD Thresholds	***128***	***953***	***2***	***2***
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
Emissions were calculated using CalEEMod, version 2020.4.0.
Emissions in this table are the higher of the Summer and Winter emissions.

Source: Eilar Associates, Inc., *Air Quality and Greenhouse Gas Analysis for Chick-fil-A Restaurant – El Monte*, November 11, 2022; refer to Appendix C.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway

or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The 1992 Federal Attainment Plan for Carbon Monoxide established that intersections which have a daily traffic volume of approximately 100,000 vehicles per day would not violate CO standards. The project would result in a net change in traffic, from the current vacant lot use to the operation of a Chick-Fil-A restaurant. According to the Air Quality Analysis, the project's peak net traffic change is estimated to be about 108 vehicles/hour. This peak net traffic value does not exceed the 100,000 vehicles/hour used as the significance threshold. Therefore, no further review of CO hotspots would be necessary and the impacts from traffic on CO impacts would not be considered significant.

OBJECTIONABLE ODORS

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activity associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coating. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also comply with the SCAQMD Regulation XI Rule 1113, which would minimize odor impacts from ROG emissions during architectural coating. As such, impacts to existing adjacent land uses would be short-term and less than significant.

D. WATER QUALITY

The following analysis is based on the *Hydrology and Hydraulics Analysis for Chick-fil-A Restaurant # 4098 NEC of Santa Anita & Brockway City of El Monte, County of Los Angeles, CA* (Hydrology Report) and *Low Impact Development Plan for Chick-fil-A Store # 4098 NEC of Santa Anita & Brockway St El Monte* (LID Report) prepared by Joseph C. Truxaw & Associates, Inc., dated January 27, 2023; refer to Appendix D, *Hydrology-LID*.

As part of Section 402 of the Clean Water Act (CWA), the U.S. Environmental Protection Agency has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges,

including those generated during construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB addresses the obligation to implement the CWA by periodically issuing permits for the County and its incorporated cities, including El Monte.

In July 2021, the Los Angeles RWQCB reissued the Los Angeles County Municipal Separate Storm Sewer System Permit (Los Angeles County MS4 Permit) as Order R4-2021-0105 (NPDES Permit No. CAS004004), *Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties.*[5] The City is a co-permittee on the Los Angeles County MS4 Permit and is required to adhere to the CWA requirements.

The project site is developed with a formerly paved surface parking lot with limited pervious surfaces (i.e., landscaping). Existing impervious areas consist of 87.1 percent, while 12.9 percent accounts for pervious areas.[6] Stormwater runoff currently drains to the existing public storm drainage facilities at Brockway Street. Development of the proposed project would change the permeability or hydrology of the site. As discussed in Criterion (A) above, the proposed project would install ornamental landscaping on-site, including a mixture of evergreen trees, shrubs, and ground cover. The proposed landscaping would increase the amount of pervious surfaces on-site, when compared to the existing condition. Infiltration is feasible for the site; therefore, the proposed project would allow for stormwater runoff management via an on-site infiltration system. Stormwater runoff would be collected into the proposed catch basins on-site, treated through an on-site biofiltration system, then routed to an underground infiltration system. As such, the proposed project would improve the existing storm water flow and water quality conditions at the project site.

Compliance with the City's Low Impact Development Ordinance would be required as a condition of approval and would ensure water quality standards are met during project construction and operations. Additionally, the project would utilize infiltration, increase pervious surfaces, and overall improve water quality conditions when compared to existing conditions. As such, the project would not result in any significant effects relating to water quality.

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[5] California Regional Water Quality Control Board Los Angeles Region, *Order No. R4-2021-0105, NPDES Permit No. CAS004004, July 23, 2021*, https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/regional_permit.html, accessed November 23, 2022.

[6] Truxaw, Joseph C. "*Low Impact Development Plan for Chick-fil-A Store # 4098 NEC of Santa Anita & Brockway St El Monte*" Joseph C. Truxaw & Associates, Inc., January 27, 2023; refer to Appendix D, *Hydrology-LID*.

CRITERION (e) *The site can be adequately served by all required utilities and public services.*

The proposed project would involve clearing the existing vacant site and the constructing a 4,851-square foot Chick-fil-A restaurant building with a dual drive-thru. Thus, the proposed project would increase demand for public services and utilities on-site. However, the project is consistent with the site's existing land use designation and zoning. Nevertheless, the project would result in the construction of new private on-site dry utilities associated with electricity, natural gas and telecommunications; however, payment of standard utilities connection fees and ongoing user fees would ensure impacts to these utility services are adequately offset. As such, existing off-site utilities would include sufficient capacity to support the proposed on-site utilities connection.

Additionally, the proposed project is consistent with land uses in the area and would not require the expansion of the El Monte Police Department or Los Angeles County Fire Department service area or increase calls for service. Although the proposed project would result in nominal indirect population growth (from potential project-generated employees moving into the City), the proposed commercial uses would not induce substantial unplanned population growth beyond the site's anticipated growth, consistent with the land uses for the site. Thus, the project would not substantially increase demand for police and fire protection services. Overall, the site would be adequately served by all required utilities and public services and the project would meet Criterion (e) requirements.

V. EXCEPTIONS TO CATEGORICAL EXEMPTIONS ANALYSIS

CRITERION (a) **LOCATION** *State CEQA Guidelines Sections 15300.2 states that categorical exemption "Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies."*

The project is proposing a categorical exemption under Class 32. Therefore, Exception Criterion (a) would not apply to the project.

CRITERION (b) **CUMULATIVE IMPACT** *State CEQA Guidelines Sections 15300.2 states that all categorical exemptions "are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant."*

The project proposes clearing the existing site and constructing a new 4,851 square foot restaurant building with a dual drive-thru. No successive projects of the same type in the same place are anticipated to occur. The project is consistent with applicable General Plan land use policies and, with approval of Conditional Use Permit No. 15-21 for drive-thru operations, Conditional Use Permit No. 16-21 to maintain an existing pylon sign that is greater than 25 feet in height, Tentative Parcel Map No. 83565 for the proposed consolidation of APNs 8579-005-003 and -024 through -028, and Design Review No. 18-21 for design review of the site plan layout, building design and landscape design, is

permitted under the City's Zoning Code. Therefore, potential cumulative effects are not anticipated and Exception Criterion (b) would not apply to the project.

CRITERION (c) SIGNIFICANT EFFECT *State CEQA Guidelines Sections 15300.2 states that a categorical exemption "shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances."*

The project would not result in any significant effects on the environment due to unusual circumstances. Historically, the project site has always been utilized for commercial uses; therefore, the proposed project would not result in a change of use. The site is not located within a sensitive resource area and no site-specific environmental constraints, such as biological resources, geology and soils, and historical resources exist on-site. The project is a permitted use under the site's Downtown Core designation and would meet all development standards under the C-3 zoning district with approval of Conditional Use Permit No. 15-21 for drive-thru operations, Conditional Use Permit No. 16-21 to maintain an existing pylon sign that is greater than 25 feet in height, Tentative Parcel Map No. 83565 for the proposed consolidation of APNs 8579-005-003 and -024 through -028, and Design Review No. 18-21 for design review of the site plan layout, building design and landscape design, is permitted under the City's Zoning Code. As such, Exception Criterion (c) would not apply to the project.

CRITERION (d) SCENIC HIGHWAYS *State CEQA Guidelines Sections 15300.2 states that a categorical exemption "shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR."*

Based on the California Department of Transportation's *California Scenic Highway Mapping System*, there are no scenic highways near the project site.[7] The closest officially designated, eligible State scenic highway, or Federal byway is State Route (SR)-110 located approximately 6.9 miles to the northwest. Given the distance of the project site to SR-110, the project would not be visible from SR-110. As such, the proposed project would have no impact on scenic resources within an eligible or designated State scenic highway and Exception Criterion (d) would not apply.

[7] California Department of Transportation, *California Scenic Highway Mapping System*, https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed October 26, 2022.

CRITERION (e) HAZARDOUS WASTE SITES *State CEQA Guidelines Sections 15300.2 states that a categorical exemption "shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code."*

Government Code Section 65962.5 requires the Department of Toxic Substance Control and State Water Resources Control Board to compile and update a regulatory sites listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations (CCR), to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not currently listed pursuant to Government Code Section 65962.5 (Cortese List).[8] It is acknowledged that a portion of the site, 3334 Santa Anita Avenue (former Shell Service Station/Texaco Service Station), has reported past storage, handling, and/or transport of hazardous materials. The site (Texaco Service Station) had reported a leaking underground storage tank (LUST) leaked gasoline to soil on June 30, 1989; however, remedial action was conducted for the LUST on-site and a no further action letter/case closure status was received on September 5, 1996.[9] On October 31, 2002, the site (Shell Service Station) had reported a LUST leaked solvent or non-petroleum hydrocarbons to an aquifer used for drinking water supply; however, based on soil excavation of the site and groundwater testing conducted on August 25, 2004, the regulatory site received a no further action letter/case closure status on December 15, 2004.[10] Therefore, the site has been addressed to the satisfaction of the Los Angeles RWQCB (i.e., as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by the regulatory authority).[11] As such, Exception Criterion (e) no longer applies to the project.

CRITERION (f) HISTORICAL RESOURCES *State CEQA Guidelines Sections 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource."*

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[8] California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed October 14, 2022.

[9] State Water Resources Control Board, *GeoTracker – Texaco Service Station (T0603703373)*, https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703373, accessed October 25, 2022.

[10] State Water Resources Control Board, *GeoTracker – Shell Service Station (former) (T0603757087)*, https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703373, accessed October 25, 2022.

[11] Recognized environmental condition is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

The project site consists of a disturbed, formerly paved surface parking lot. No buildings are located on-site. As such, the proposed project would not result in a substantial adverse change in the significance of a historic resource and Exception Criterion (f) would not apply to the project.

VI. CONCLUSION

Based on this analysis, the proposed Chick-fil-A I-10 & Santa Anita Project meets all criteria for the Class 32 CE pursuant to CEQA Guidelines Section 15332. Further, none of the exceptions, listed pursuant to CEQA Guidelines Section 15300.2, apply to the proposed project.

VII. REFERENCES

California Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Of Asbestos Report*, August 2000.

California Department of Transportation, *California Scenic Highway Mapping System*, https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed October 26, 2022.

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