August 2023 | Initial Study/Mitigated Negative Declaration

DRIVE-THROUGH COFFEE SHOP PROJECT

City of San Gabriel

Prepared for:

City of San Gabriel
Contact: Samantha Tewasart, Planning Manager
425 South Mission Drive
San Gabriel, California 91776
626.308.2800

Prepared by:

PlaceWorks
Contact: Addie Farrell, Principal
700 S. Flower Street, Suite 600
Santa Ana, California 90017
213.623.1443
info@placeworks.com
www.placeworks.com

PLACEWORKS

Table of Contents

Table of Contents

APPENDICES

Table of Contents

List of Figures

List of Tables

Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
AQMP	air quality management district
AQMP	air quality management plan
BMP	best management practices
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CH_4	methane
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CSD	County Sanitation Districts
dB	decibel
dBA	A-weighted decibel
EAP	Energy Action Plan
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment
FHSZ	fire hazard severity zone
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
HVAC	heating, ventilating, and air conditioning system
IS	Initial Study
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LID	low-impact development
LST	localized significance thresholds
MBTA	Migratory Bird Treaty Act

Abbreviations and Acronyms

Metro	Los Angeles County Metropolitan Transportation Authority
mg/kg	milligrams per kilogram
MND	Mitigated Negative Declaration
MT	metric ton
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O_3	ozone
PM	particulate matter
ppm	parts per million
PPV	peak particle velocity
RCNM	Roadway Construction Noise Model (FHWA)
REC	recognized environmental condition
RPS	renewable portfolio standard
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SGCWD	San Gabriel County Water District
SGMC	San Gabriel Municipal Code
SGVCOG	San Gabriel Valley Council of Governments
SMP	Soil Management Plan
SO_2	sulfur dioxide
SoCAB	South Coast Air Basin
SoCalGas	Southern California Gas
SO_X	sulfur oxides
SRA	source receptor area (air quality section)
SRA	state responsibility area (wildfire section)

Abbreviations and Acronyms

TSG	*Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (City of San Gabriel)
VdB	velocity decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
WOD	Wastewater Operations Division

1. Introduction

GreenbergFarrow, the project applicant, proposed the construction and operation of a drive-through coffee shop at 109 S. Del Mar Avenue, at the southwest corner of the intersection of W. Las Tunas Drive and S. Del Mar Avenue in the City of San Gabriel (Proposed Project). The Project Site consists of one 0.34-acre vacant parcel. The Proposed Project includes the development of a drive-through and walk-up coffee shop with no indoor dining.

In compliance with the California Environmental Quality Act (CEQA), the City of San Gabriel, as lead agency, is preparing the environmental documentation for the Proposed Project to determine whether approval of the requested discretionary actions and subsequent development would have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an Initial Study is prepared primarily to provide the lead agency with the information to use as the basis for determining whether and environmental impact report, negative declaration, or mitigated negative declaration (MND) would provide the necessary environmental documentation and clearance for the Proposed Project. This Initial Study has been prepared to support the adoption of an Initial Study (IS)/MND.

1.1 PROJECT LOCATION

The Project Site is in an urbanized area in the city of San Gabriel, Los Angeles County. San Gabriel is surrounded by the city of San Marino to the north; unincorporated East San Gabriel and the city of Temple City to the east; the city of Rosemead to the south and southeast; and the city of Alhambra to the west. The nearest freeways providing regional access to the project area are State Route (SR) 164, approximately 1.5 miles to the east of the Project Site; Interstate (I) 10, approximately 2 miles to the south; and I-210, approximately 3.4 miles to the north.

The Project Site consists of approximately 0.34 acre (14,600 square feet) in one parcel with Assessor's Parcel Number (APN) 5362-022-001. The future address of the Project Site would be 109 S. Del Mar Avenue. The Project Site is bordered by W. Las Tunas Drive to the north, S. Del Mar Avenue to the east, surface parking lots to the south, and commercial uses and surface parking to the west. Local access to the Project Site is provided from W. Las Tunas Drive and S. Del Mar Avenue. An existing bus stop is to the north of the Project Site near the intersection of W. Las Tunas Drive and S. Del Mar Avenue; this bus stop is served by Los Angeles County Metropolitan Transportation Authority (Metro) lines 78 and 487 (see Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*).

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The Project Site is currently vacant and unpaved, though previously disturbed. It is completely surrounded with chain-link fencing and screening—no public access is permitted. There are 10 jacaranda trees (*Jacaranda mimosifolia*) on-site, and one pad-mounted electrical transformer is in the southwest corner. One ingress-egress driveway is on the north side of the Project Site from W. Las Tunas Drive; however, this driveway is currently closed with secured-access fencing. See Figure 3, *Aerial Photograph*, for a view of the Project Site.

The Project Site is zoned Retail Commercial (C-1) and has a General Plan land use designation of General Commercial (San Gabriel 2004a).

1.2.2 Former Uses of the Project Site

The Project Site has been developed with various uses since the late 1920s that have since been demolished. It was developed with a single-family residence as early as 1928 and redeveloped with two small structures by 1938. By at least 1950, it was redeveloped with a gasoline service station that operated until 1966. By 1981, buildings on the Project Site were demolished, and it remained vacant until 1989, when it was redeveloped with a small commercial structure. This commercial structure was demolished in 2016, and the Project Site has remained vacant and unpaved ever since. Because of the former gasoline service station, underground storage tanks and other underground equipment are suspected on-site, such as hydraulic lifts and oil/water separators. There are no records documenting the removal of underground equipment (Salem 2021a).

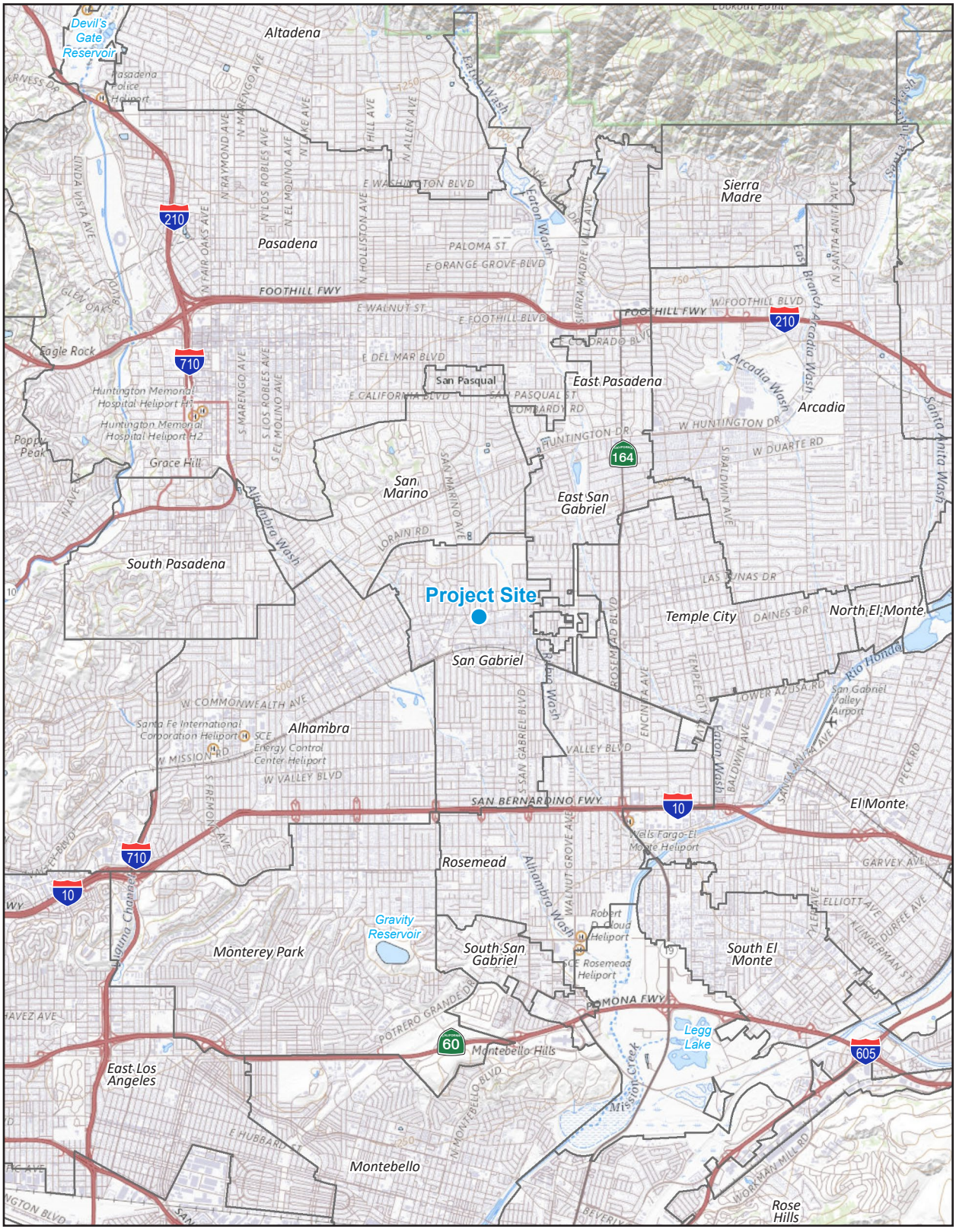
1.2.3 Surrounding Land Use

The Project Site is surrounded by commercial uses to the north (across W. Las Tunas Drive), east (across S. Del Mar Avenue), south, and west. A United States Post Office is to the east across S. Del Mar Avenue. Residential uses are farther south, past the surface parking lot and a vacant parcel, and farther north, past the commercial uses along W. Las Tunas Drive.

1.3 PROJECT DESCRIPTION

The Proposed Project consists of the construction and operation of a 999-square-foot drive-through coffee shop that would serve drive-through (vehicular) customers and have a walk-up window. No indoor seating would be provided. The proposed building would be one story with a maximum height of 21 feet, 4 inches to the top of the parapet. "Starbucks" signs would be on each side of the parapet, for a total of four signs. No subterranean levels are proposed. A parking lot would be on the west side of the Project Site, with 10 parking spaces and a trash enclosure.

Figure 1 - Regional Location

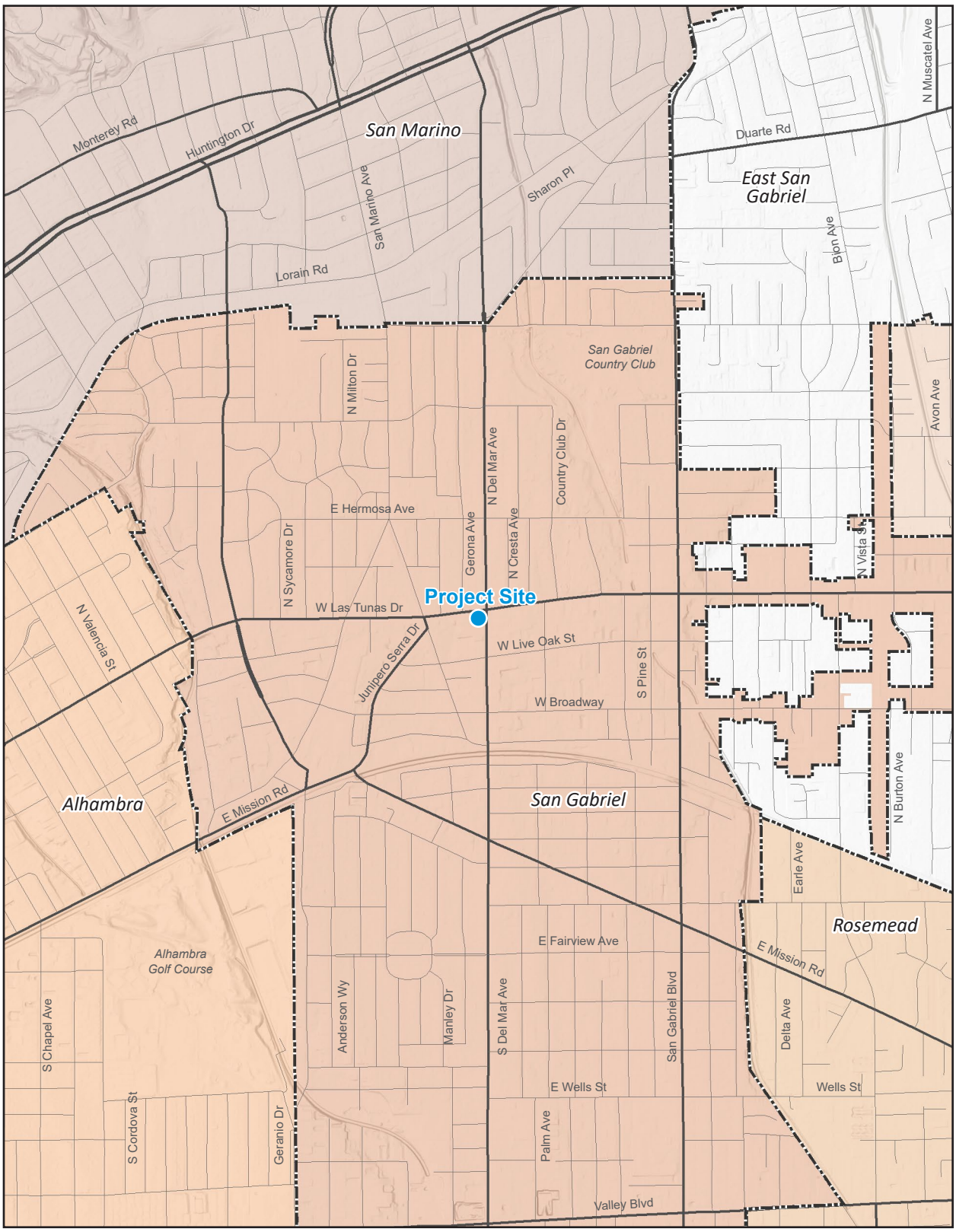


Source: Generated using ArcMap, Inc. 2023.

1. Introduction

This page intentionally left blank.

Figure 2 - Local Vicinity



City Boundary

Note: Unincorporated county areas are shown in white.

Source: Generated using ArcMap, Inc. 2023.

0 2,000
Scale (Feet)

1. Introduction

This page intentionally left blank.

Figure 3 - Aerial Photograph

Project Boundary

0 165
Scale (Feet)

Source: Nearmap, Inc. 2023.

1. Introduction

This page intentionally left blank.

The drive-through entrance would have two ordering points and menu boards on the south side of the Project Site and proposed building. The drive-through lane would loop around the east and north sides of the building, and vehicles would exit the drive-through lane near the driveway (see Figure 4, *Site Plan*). The drive-through lane would have a capacity for 13 vehicles. The parking lot leading to the drive-through entrance could accommodate an additional 7 vehicles (although this would block access to most of the parking spots). A pedestrian walk-up window would be on the west side of the proposed building. The Proposed Project would also install four 12-foot-long, 3-foot-tall screens between the drive-through lane and the sidewalk—two screens along W. Las Tunas Drive, and two along S. Del Mar Avenue. A new pole sign and utility enclosure would be provided on the northeast corner of the Project Site. The existing electrical transformer would remain in place. See Figures 4, *Site Plan*, and 5, *Elevations*.

Access to the Project Site would be provided by one ingress-egress driveway on the north side of the Project Site from W. Las Tunas Drive. The Proposed Project would close the existing driveway and create a new driveway approximately 15 feet farther east; this would require the relocation of an existing street light fixture within the City's sidewalk right-of-way. The new driveway would provide eastbound right-in/right-out access only. Left turns into and out of the Project Site would not be allowed to avoid conflicts with the eastbound left-turn lane from W. Las Tunas Drive to S. Del Mar Avenue (see Figure 4, *Site Plan*).

Proposed improvements to the driveway would include sidewalk, curb, and gutter improvements. The Proposed Project would retain 5 of the 10 jacaranda trees and plant a variety of new vegetation/landscaping, including new trees, shrubs, and a vine.

1.3.1 Construction

Construction of the Proposed Project would occur over approximately eight months. Construction activities associated with the development of the drive-through coffee shop would result in ground disturbance over the entire 0.34-acre Project Site and involve site preparation, rough grading, building construction, paving, and architectural coatings. Construction is anticipated to begin in Winter 2023 and finish in Fall 2024. The Proposed Project would retain five of the jacaranda trees on-site, and the other five would be removed (see Figure 6, *Jacaranda Tree Removals*).

1.4 CITY ACTION REQUESTED

To implement the Proposed Project, the following discretionary approvals from the City of San Gabriel would be required:

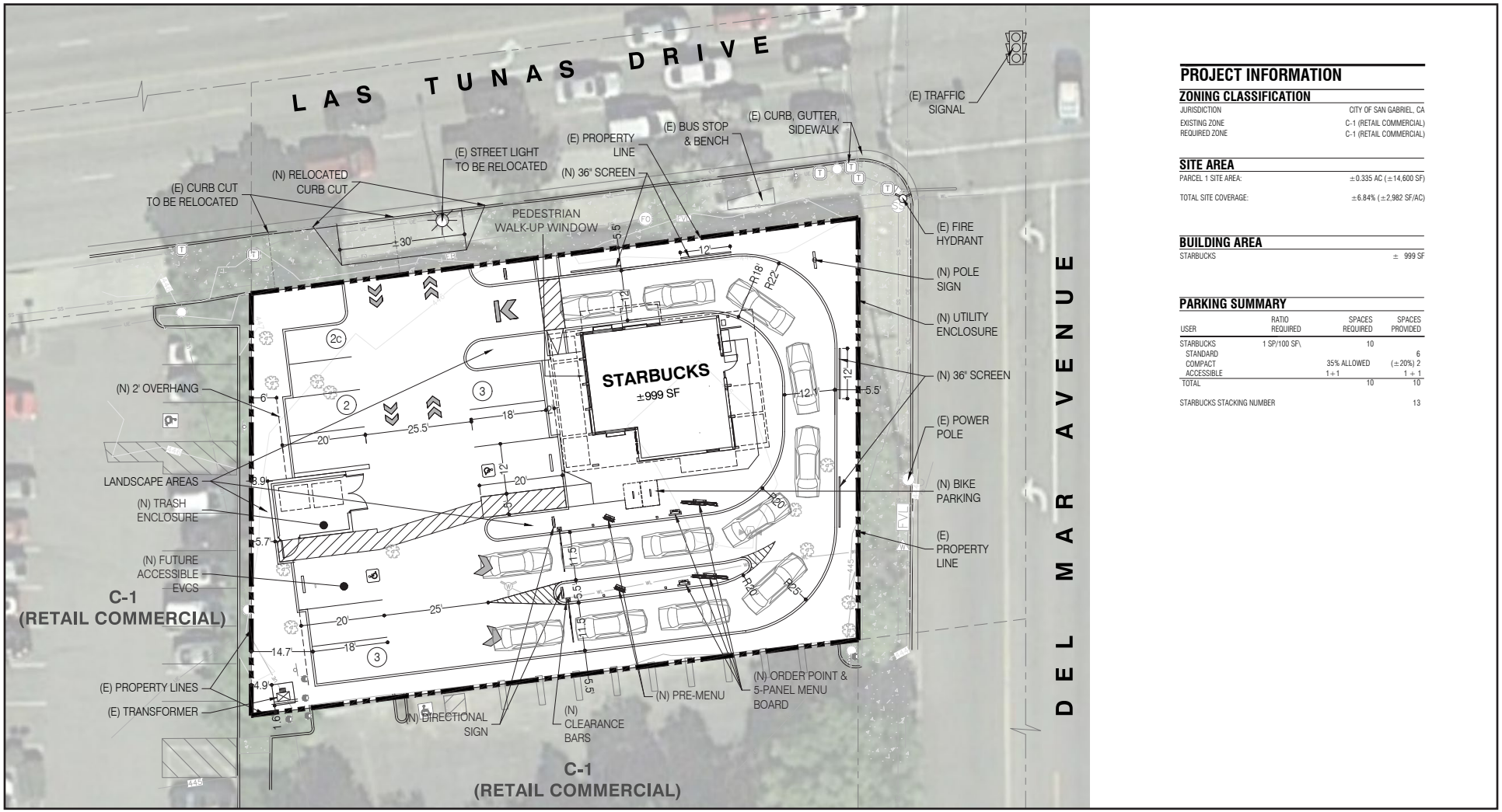
- Precise Plan of Design (architectural design of the building)
- Tree Removal Permit (SGMC Section 95.35)
- Adoption of the IS/MND
- Adoption of the MMRP
- Approval of the Proposed Project

The Proposed Project would also require applicable grading and building permits.

1. Introduction

This page intentionally left blank.

Figure 4 - Site Plan



PROJECT INFORMATION

ZONING CLASSIFICATION

JURISDICTION	CITY OF SAN GABRIEL, CA
EXISTING ZONE	C-1 (RETAIL COMMERCIAL)
REQUIRED ZONE	C-1 (RETAIL COMMERCIAL)

SITE AREA

PARCEL 1 SITE AREA:	±0.335 AC (±14,600 SF)
TOTAL SITE COVERAGE:	±6.84% (±2,982 SF/AC)

BUILDING AREA

STARBUCKS	± 999 SF

PARKING SUMMARY

USER	RATIO REQUIRED	SPACES REQUIRED	SPACES PROVIDED
STARBUCKS	1 SP/100 SF\	10	
STANDARD			6
COMPACT		35% ALLOWED	(±20%) 2
ACCESSIBLE		1+1	1 + 1
TOTAL		10	10
STARBUCKS STACKING NUMBER			13

0 35
Scale (Feet)

Source: GreenbergFarrow 2022.

1. Introduction

This page intentionally left blank.

Figure 5 - External Elevations

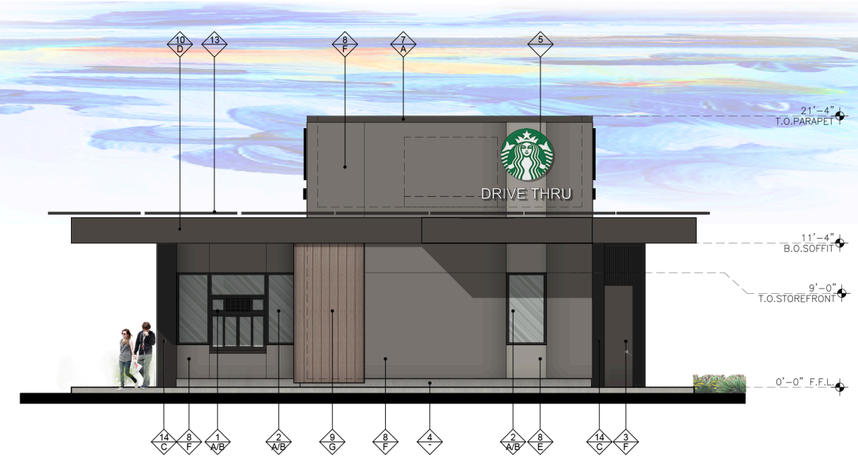
1 East Elevation

2 North Elevation

FINISH SCHEDULE	
	FINISH MATERIAL
1	DRIVE-THRU / WALK-UP WINDOW (with SHELF & AIR CURTAIN)
2	ALUMINUM STOREFRONT SYSTEM
3	ELECTRICAL SWITCHGEAR CABINET
4	CONCRETE CURB (CLEAR SEALED)
5	BUILDING SIGNAGE (UNDER SEPARATE PERMIT)
6	MENU BOARDS
7	PREFINISHED METAL COPING
8	CEMENT PLASTER with INTEGRAL COLOR (TEXTURE - SAND)
9	VERTICAL COMPOSITE CLADDING PANELS
10	WOOD CANOPY STRUCTURE - PAINTED
11	METAL BOLLARD
12	METAL SCREEN
13	SOLAR PANELS
14	METAL COLUMN
	FINISH COLOR
A	ANODIZED - DARK BRONZE
B	CLEAR GLASS (with APPLIED DECORATIVE FILM)
C	POWDER COAT - COLOR TO MATCH DARK BRONZE
D	PAINT TO MATCH - SW 7020: BLACK FOX
E	PAINT TO MATCH - SW 9170: ACIER
F	PAINT TO MATCH - SW 7019: GAUNTLET GRAY
G	TRESPA PURA: PU24 - MYSTIC CEDAR

Note:
Colors shown on these elevations are for illustration purposes only.
For actual colors, refer to manufacturer's samples.

3 West Elevation



4 South Elevation

0 12
Scale (Feet)

Source: GreenbergFarrow 2022.

1. Introduction

This page intentionally left blank.

Figure 6 - Jacaranda Tree Removals

Project Boundary

Cir Circumference

Trees Maintained: 2 4 5 9 10

Trees Removed: 1 3 6 7 8

1	32” Cir	5	67.25” Cir	9	28.13” Cir
2	48.5” Cir	6	42.50” Cir	10	21.75” Cir
3	50.25” Cir	7	29.13” Cir		
4	43.38” Cir	8	35.75” Cir		

0 65
Scale (Feet)

Source: David Gomez 2023.

1. Introduction

This page intentionally left blank.

2. Environmental Checklist

2.1 PROJECT INFORMATION

1. **Project Title:** Drive-through Coffee Shop Project

2. **Lead Agency Name and Address:**
   The City of San Gabriel
   425 South Mission Drive
   San Gabriel, CA 91776

3. **Contact Person and Phone Number:**
   Samantha Tewasart, Planning Manager
   626.308.2806

4. **Project Location:**
   The Project Site is in an urbanized area of the city of San Gabriel, Los Angeles County. San Gabriel is surrounded by the city of San Marino to the north; unincorporated East San Gabriel and the city of Temple City to the east; the city of Rosemead to the south and southeast; and the city of Alhambra to the west. The Project Site consists of one parcel, approximately 0.34 acre (14,600 square feet), with Assessor's Parcel Number (APN) 5362-022-001. The future address of the Project Site would be 109 S. Del Mar Avenue. The Project Site is bordered by W. Las Tunas Drive to the north, S. Del Mar Avenue to the east, surface parking lots to the south, and commercial uses and surface parking to the west. The nearest freeways that provide regional access to the project area are SR-164, approximately 1.5 miles to the east of the Project Site; I-10, approximately 2 miles south; and I-210, approximately 3.4 miles north.

5. **Project Sponsor's Name and Address:**
   Matthew Clemente, Development Manager
   4695 MacArthur Court, Suite 1450
   Newport Beach, CA 92660

6. **General Plan Designation:** General Commercial

7. **Zoning:** Retail Commercial (C-1)

8. **Description of Project:**
   The Proposed Project consists of the construction and operation of a 999-square-foot drive-through coffee shop. The coffee shop would serve drive-through customers and have a walk-up window; no indoor seating would be provided. The proposed building would be one story with a maximum height of 21 feet,

2. Environmental Checklist

4 inches to the top of the parapet. Starbucks signs would be on each side of the parapet, for a total of four signs. A parking lot with 10 spaces would be provided on the west side of the Project Site.

Access to the Project Site and drive-through/parking spaces would be provided via one ingress-egress driveway on the north side of the Project Site from W. Las Tunas Drive. The drive-through entrance would have two ordering points and menu boards on the south side of the Project Site and proposed building. The 13-vehicle capacity drive-through lane would loop around the east and north sides of the building, and vehicles would exit the drive-through lane near the driveway to W. Las Tunas Drive.

9. Surrounding Land Uses and Setting:
The Project Site is surrounded by commercial uses. To the south of the Project Site, beyond surface parking lot and a vacant parcel, are residential uses near the intersection of S. Del Mar Avenue and W. Live Oak Street.

10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement):
Los Angeles Regional Water Quality Control Board (NPDES permit; construction stormwater run-off permits)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

> Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and surroundings reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

In compliance with Assembly Bill 52 (AB 52), the City of San Gabriel contacted three tribes from the City's AB 52 contact list. These tribes include: the Gabrieleño Band of Mission Indians-Kizh Nation, the Gabrieleño/Tongva San Gabriel Band of Mission Indians, and the Gabrieleño-Tongva Tribe. The Gabrieleño Band of Mission Indian-Kizh Nation responded on May 23, 2023, requesting consultation. Consultation with the Gabrieleño Band of Mission Indian-Kizh Nation was held via email in late June 2023 and mutually closed on June 23, 2023. The Gabrieleño/Tongva San Gabriel Band of Mission Indians contacted the City on July 6, 2023, requesting consultation. Consultation with Gabrieleño/Tongva San Gabriel Band of Mission Indians was held on July 6, 2023 and concluded on the same day. No other tribes requested consultation.

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

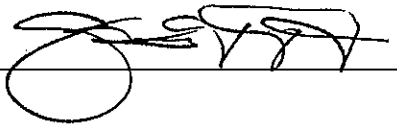
☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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



Signature *Date* 8/1/23

Samantha Tewasart, Planning Manager

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

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

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

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

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

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

9. The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		X		
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XIII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
XV. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?				X
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	
XVIII. TRIBAL CULTURAL RESOURCES.				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	
XX. WILDFIRE.	**If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.					
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

2. Environmental Checklist

This page intentionally left blank.

3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This chapter provides an evaluation of the impact categories and questions in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

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

a) Have a substantial adverse effect on a scenic vista?

No Impact. A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape feature (e.g., a mountain range, lake, or coastline) or of a significant historic or architectural feature (e.g., views of historic structures). The Project Site is in an urbanized area. Views of the San Gabriel Mountains can be seen in the background looking northbound along S. Del Mar Avenue. Because of the urban context and buildings and structures in the foreground, views of the San Gabriel Mountains are restricted to looking along S. Del Mar Avenue. The San Gabriel General Plan does not specify any scenic vistas near or within the Project Site (San Gabriel 2004b). The Proposed Project would develop a one-story coffee shop on the southwest corner of the intersection of W. Las Tunas Drive and S. Del Mar Avenue. The Proposed Project does not include features that would block views of the San Gabriel Mountains from S. Del Mar Avenue. There are no protected or designated scenic vistas or views within the project vicinity (San Gabriel 2004b). Therefore, the Proposed Project would not have a substantial adverse effect on scenic vistas, and no impact would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Department of Transportation (Caltrans), there are no officially designated scenic routes or highways near the Project Site. The nearest eligible scenic byway is the Arroyo Seco Historic Parkway Scenic byway (State Route 110), approximately three miles west of the Project Site, and the nearest eligible scenic highway is State Route 210 (SR-210), approximately 4.6 miles northwest of the Project Site (Caltrans 2023). Based on the distance and intervening development between the Project Site and the officially and eligible scenic highways, the Proposed Project would not affect views from these highways. Therefore, no impact would occur.

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

Less Than Significant Impact. The Project Site is in an urbanized area and is surrounded by residential and commercial uses. It is zoned Retail Commercial (C-1) and has a General Plan land use designation of General

Commercial (San Gabriel 2004a, 2016a). The San Gabriel Municipal Code (SGMC), Section 153.150, defines a C-1 zone as low-scale, local-community-oriented retail sales and service uses. Buildings in the C-1 zone are permitted to be 70 feet in height, allowing 10 feet to enclose any elevator towers or fire stairways. At 21 feet 4 inches, the Proposed Project would be less than 70 feet in height, making it compatible with the surrounding commercial buildings and land uses. The Proposed Project, which would be developed on a commercial thoroughfare, would be consistent with relevant goals and policies in the Land Use Element of the City's General Plan, such as Goal 1.1, to preserve neighborhoods by preserving the qualities that give them character, cohesion, and quality of life; and Policy 1.6, to ensure that new developments are appropriately buffered from their neighbors. There are no specific plans or overlays applicable to the Project Site, and the Proposed Project would not conflict with the zoning or General Plan land use designations on-site or regulations governing scenic quality. Impacts to scenic quality would be less than significant.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant Impact. The two major causes of light pollution in any urban setting are spill light and glare. Spill light is misdirected light that illuminates areas outside the area intended to be lit. The surrounding commercial areas generate nighttime light from security and parking lot lights, building lights, streetlights, and vehicle lights. Lighting from residential uses that are farther from the Project Site include streetlights, lighting from windows, outdoor residential lighting, and vehicles traveling. Glare can occur when a bright object or light source reflects off a reflective/light-colored surface. Existing sources of glare in the area include light-colored building materials and parked and traveling vehicles.

The Project Site is currently vacant and undeveloped and does not have any sources of light or glare. The Proposed Project is in an urbanized area and would include light sources that are typical of an urbanized area, and it would not introduce any high-intensity lighting such as is used for athletic fields or nighttime sports activity. The Proposed Project would require lighting features inside and outside of the building and parking lot, such as security lighting, pedestrian lighting, accent lighting, and illuminated menus, and vehicles accessing the Project Site would also generate lighting and glare. The Proposed Project's design would include nonreflective surfaces such as cement plaster and wood panels that would reduce the amount of glare from the proposed development. The Proposed Project would not significantly impact daytime or nighttime views compared to existing conditions. Though the Proposed Project would introduce new light and glare sources to the Project Site, these sources would be typical of a coffee shop and similar to existing light and glare sources surrounding the Project Site. Therefore, the Proposed Project would not create a new source of substantial light or glare that would result in adverse impacts, and impacts would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection

regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project is in commercial and residential areas in the city of San Gabriel. The Project Site is zoned Retail Commercial (C-1) and has a General Plan land use designation of General Commercial (San Gabriel 2004a, 2016a).

The Department of Conservation Farmland Mapping and Monitoring Program maps identify the Project Site as urban and built-up land. (DOC 2022). The Project Site is not zoned or used for agriculture. Therefore, development on the Project Site would not convert prime farmland, unique farmland, or farmland of statewide importance to a nonagricultural use, and no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is currently vacant and unpaved. It is currently zoned Retail Commercial (C-1) and has a General Plan land use designation of General Commercial (San Gabriel 2004a, 2016a). Therefore, the Proposed Project would not conflict with an existing zone for agricultural use or conflict with a Williamson Act contract. No impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The City of San Gabriel is an urban, developed city, and there are no forest lands or timberland in the city limits. The Project Site is zoned Retail Commercial (C-1) and is not zoned for or used as forest land or timberland. The Proposed Project would not result in the loss of forest land or the conversion of forest land to nonforest use. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is in a commercial and residential area of San Gabriel. It is currently vacant and does not contain forest land. Development of the Proposed Project would not result in the loss of forest land or conversion of forest land to nonforest use. No impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Proposed Project would develop a drive-through coffee shop in an urban area. Though the Project Site is currently vacant, it is in an area developed for commercial and residential uses, and there is no

farmland or forest land in and around the site. The Project Site is characterized as urban and built-up land. The development of the Proposed Project would not result in the conversion of farmland to nonagricultural uses or the conversion of forest land to nonforest uses. No impact would occur.

3.3 AIR QUALITY

This section is based in part on the following technical studies:

- *San Gabriel Drive-Through Coffee Shop: Air Quality Impact Study*, May 2023, prepared by PlaceWorks (Appendix A)

The Air Quality section addresses the impacts of the Proposed Project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the Project Site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD), is designated nonattainment for O_3, and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2023).

Furthermore, the South Coast AQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including volatile organic compounds (VOC), CO, nitrogen oxides (NO_X), sulfur oxides (SO_X), PM_{10}, and $PM_{2.5}$. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Where available, the significance criteria established by the South Coast AQMD may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The South Coast AQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022. Regional growth projections are used by South Coast AQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations in city/county general plans. Typically, only large, regionally significant projects have the potential to affect regional growth projections. In addition, the consistency analysis with the 2022 AQMP is generally only required in connection with the adoption of general plans, specific plans, and significant projects. Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and

therefore the assumptions in South Coast AQMD's AQMP. These demographic trends are incorporated into SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to determine priority transportation projects and vehicle miles traveled in the SCAG region.

The 999-square-foot Starbucks building would generate substantially fewer than the 1,000 jobs needed to affect regional growth projections. Additionally, the proposed drive-through coffee shop would be consistent with the General Plan land use designation of General Commercial. Thus, it would not meet the criteria for a project of statewide, regional, or area-wide significance established under CEQA Guidelines Section 15206(b)(2).

Additionally, as demonstrated in Section 3.3(b), the regional emissions that would be generated by the operational phase of the Proposed Project would be less than the South Coast AQMD emissions thresholds, and therefore South Coast AQMD would not consider the Project a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the Proposed Project would not affect the regional emissions inventory or conflict with strategies in the 2022 AQMP. Impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. This section analyzes project-related regional impacts from short-term construction activities and long-term operation of the Proposed Project.

Regional Short-Term Construction Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of VOCs from paints and asphalt.

Construction activities associated with the development of the drive-through coffee shop are anticipated to disturb the entire 0.34-acre Project Site. The Proposed Project would involve site preparation, rough grading, building construction, paving, and architectural coating. Construction is anticipated to start in Winter 2023 and finish in Fall 2024. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.13, and are based on the preliminary construction duration and equipment mix provided by the applicant.

Results of the construction emissions modeling are shown in Table 1, which shows that maximum daily emissions for VOC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values. Therefore, air quality impacts from project-related construction activities would be less than significant.

3. Environmental Analysis

Table 1 Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lb/day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2023						
Site Preparation	1	5	6	<1	1	<1
Rough Grading	1	12	11	<1	3	2
Year 2024						
Building Construction	1	6	7	<1	<1	<1
Building Construction, Paving, and Architectural Coating	3	11	15	<1	1	1
Maximum Daily Construction Emissions						
Maximum Daily Emissions	3	12	15	<1	3	2
South Coast AQMD Regional Construction Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1.1.13

[1] Based on the preliminary information provided by the applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

[2] Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

Long-Term Operation-Related Air Quality Impacts

Typical long-term air pollutant emissions are generated by area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas), and mobile sources (i.e., on-road vehicles). Implementation of the Proposed Project would result in a new drive-through coffee shop, and the primary source of long-term criteria air pollutant emissions generated by the Proposed Project would be mobile emissions from project-generated vehicle trips.

As shown in Table 2, *Maximum Daily Regional Operational Phase Emissions*, air pollutant emissions generated from operational activities would be substantially below their respective South Coast AQMD regional significance threshold values.

Table 2 Maximum Daily Regional Operational Phase Emissions

Source	Maximum Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile[1]	1	1	6	<1	<1	<1
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Total Emissions	**1**	**1**	**6**	**<1**	**<1**	**<1**
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1.1.13. Highest winter or summer emissions are reported.
Notes: Totals may not add up to 100 percent due to rounding. lbs = pounds
[1] Based on trip generation data provided by Fehr & Peers (see Appendix G).

Projects that do not exceed the South Coast AQMD regional significance thresholds would not result in an incremental increase in health impacts in the SoCAB from project-related increases in criteria air pollutants. In addition, emissions from building energy use would be minimized because the building would be required to meet the current California Building and Energy Efficiency Standards. Therefore, impacts to the regional air quality associated with operation of the project would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The Proposed Project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction

Construction Phase LSTs

Localized significance thresholds (LST) are based on the California AAQS, which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the size of the Project Site, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). The nearest existing off-site residential sensitive receptors are the single-family residences approximately 197 feet south of the Project Site. Other nearby sensitive receptors include the single-family residences to the southeast along S. Del Mar Avenue and to the north along Gerona Avenue.

Air pollutant emissions generated by construction activities would cause temporary increases in air pollutant concentrations. Table 3, *Localized Construction Emissions*, shows the maximum daily construction emissions

3. Environmental Analysis

(pounds per day) generated during on-site construction activities compared with the South Coast AQMD's screening-level LSTs for sensitive receptors within 82 feet (25 meters) for NO_X and CO and 197 feet (60 meters) for PM_{10} and $PM_{2.5}$. As shown in Table 3, the construction of the Proposed Project would not generate construction-related onsite emissions that would exceed the screening-level LSTs. Therefore, project-related construction activities would not expose sensitive receptors to substantial criteria air pollutant concentrations, and impacts would be less than significant.

Table 3 Localized Construction Emissions

Construction Activity	Pollutants(lbs/day)[1]			
	NO_X	CO	PM_{10}[2]	$PM_{2.5}$[2]
South Coast AQMD ≤1.00 Acre LST	69	535	14.21	4.60
Site Preparation	5	6	0.74	0.27
Rough Grading	11	11	2.95	1.52
Building Construction	6	7	0.26	0.23
Building Construction, Paving, and Architectural Coating	11	13	0.50	0.45
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2022.1.1.13. South Coast AQMD 2008 and 2011.
Notes: In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment are included in the analysis. Screening-level LSTs are based on receptors within 82 feet (25 meters) for NO_X and CO and 197 feet (60 meters) for PM_{10} and $PM_{2.5}$ of the Project Site in SRA 3.
[1] Where specific information for project-related construction activities or processes was not available modeling was based on CalEEMod defaults. These defaults are based on construction surveys conducted by the South Coast AQMD.
[2] Includes fugitive dust control measures required by South Coast AQMD under Rule 403, such as watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

Construction Health Risk

Emissions from construction equipment primarily consist of diesel particulate matter. In 2015, the State Office of Environmental Health Hazards Assessment adopted guidance for preparation of health risk assessments, which included the development of a cancer risk factor and noncancer chronic reference exposure level for diesel particulate matter over a 30-year time frame (OEHHA 2015). Currently, South Coast AQMD does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. The Proposed Project is anticipated to be completed in approximately eight months, which would limit the exposure to on-site and off-site receptors. Furthermore, the closest sensitive receptors are the residences approximately 197 feet south of the Project Site, and construction activities would not generate on-site exhaust emissions that would exceed the screening-level construction LSTs. Thus, construction emissions would not pose a health risk to on-site and off-site receptors, and project-related construction health impacts would be less than significant.

Operation

Operational Phase LSTs

Operation of the Proposed Project would not generate substantial emissions from onsite stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions include industrial land uses, such as chemical processing and warehousing operations where truck idling would occur on-site and would

require a permit from South Coast AQMD. The Proposed Project does not fall within these categories of uses. Operation of the drive-through coffee shop would use standard on-site mechanical equipment such as heating, ventilation, and air conditioning, but air pollutant emissions would be nominal. Localized air quality impacts related to operation-related emissions would be less than significant.

Carbon Monoxide Hotspots

Vehicle congestion has the potential to create pockets of CO called hotspots. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles are backed up and idle for long periods and are subject to reduced speeds. These pockets could exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations.

The SoCAB has been designated attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—to generate a significant CO impact (BAAQMD 2023).

Fehr and Peers observed drive-through queuing from three similar Starbucks locations in the San Gabriel Valley and West Los Angeles area (Fehr and Peers 2023). According to the queuing analysis, operation of the Proposed Project would generate up to a total of 40 AM peak hour and 14 PM peak hour vehicle trips (see Appendix G). Additionally, Fehr and Peers observed maximum queue of five or six vehicles waiting to enter the ordering position, with average service times of 3.5 to 4.5 minutes. The Proposed Project would provide space for seven vehicles to queue after ordering and a total drive-through area capacity of thirteen vehicles, more than the observed locations. Though the drive-through area provides four spaces for vehicles waiting to order, seven additional spaces are available on-site, which exceeds the maximum queues observed at the three other sites. Therefore, the Proposed Project is expected to accommodate its projected service demand during a typical weekday AM peak period. Thus, operation of the Proposed Project would not produce the volume of traffic required (i.e., 24,000 to 44,000 peak hour vehicle trips) to generate a CO hotspot. Operational impacts would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The Proposed Project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The Proposed Project does not involve a coffee roaster but retail sales only. The Proposed Project involves the development of a drive-through coffee shop and would not fall within the objectionable odors land uses or generate odors. Emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors. However, these odors would be low in concentration, temporary, and would not affect a substantial number of people. Odor impacts would be less than significant.

3.4 BIOLOGICAL RESOURCES

Would the project:

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

Less than Significant Impact. Special-status species include those listed as endangered or threatened under the federal Endangered Species Act or California Endangered Species Act, species otherwise given certain designations by the California Department of Fish and Wildlife, and plant species listed as rare by the California Native Plant Society. The Project Site is in a highly urbanized area of San Gabriel and surrounded by urban uses, including various commercial and residential uses. The Project Site is currently vacant and fenced off, with no public access. As discussed in Section 1.2.2, the Project Site has been previously developed with various uses and is in an entirely disturbed condition. It does not contain any natural habitat that could contain sensitive species or other sensitive natural communities.

There are currently 10 jacaranda trees (*Jacaranda mimosifolia*) on-site, 5 of which would be removed during construction (see Figure 6). Jacaranda trees are not candidate, sensitive, or special status species (CNDDB 2023). Considering the prior development on-site, the surrounding urbanized context, and current conditions on-site, the Project Site does not have capacity to support candidate, sensitive, or special-status species. Therefore, a less than significant impact related to special-status species would occur.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project Site is a vacant lot that was formerly developed with commercial uses. The Project Site does not contain any riparian habitat or other sensitive natural community, and no watercourse runs through or adjacent to the Project Site. No riparian habitat exists on-site (USFWS 2023a). Therefore, no impacts to riparian or other sensitive natural communities would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As discussed previously, the Project Site is a vacant surface lot with no above-grade structures. No watercourse runs through or adjacent to the Project Site. No wetland habitat exists on site (USFWS 2023a). Therefore, no impact would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant With Mitigation Incorporated. The Project Site is in an urbanized area of San Gabriel and is surrounded by commercial and residential uses. The Project Site is in a highly disturbed area and has been previously developed. No critical habitat that could support native or migratory species exists on or in the vicinity of the Project Site (USFWS 2023b).

The Project Site contains 10 jacaranda trees that could be used for nesting by common bird species. The Proposed Project would remove 5 of the 10 existing jacaranda trees, which could potentially impact nesting birds (see Figure 6). However, nesting birds are protected by the Migratory Bird Treaty Act (MBTA) which governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests (US Code, Title 16, Sections 703–712). The MBTA prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. The United States Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA.

Compliance with the existing California Department of Fish and Wildlife regulations and implementation of Mitigation Measure BIO-1 below would ensure that impacts remain less than significant to nesting and migratory birds.

Mitigation Measure

BIO-1 If possible, ground-disturbing activities and vegetation removal (including tree trimming) should be timed to occur outside the bird nesting season (September 1 to January 31). If ground-disturbing activities or vegetation removal (including tree trimming) are scheduled during the bird nesting season (February 1 to August 31), a preconstruction survey for nesting birds shall be conducted within 72 hours prior to initiation of construction activities. The survey shall be conducted by a qualified biologist with prior experience conducting nesting bird surveys for construction projects. The survey area shall include the Project Site and suitable habitat within a 100-foot buffer, or a buffer size determined by the qualified biologist based on level of proposed disturbance and access. If no active nests are found, no additional measures are required.

3. Environmental Analysis

If active nests are found, the biologist will map the location and document the species and nesting stage. A no-work buffer will be established around the active nest as determined by the qualified biologist and based on the species' sensitivity to disturbance and the type and duration of the disturbance. No construction activities shall occur within the no-work buffer until the biologist has determined the nest is no longer active.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. SGMC Section 95.35 outlines tree protection and preservation regulations for multiple family, commercial, and industrial zones ("Tree Protection and Preservation Regulations"). Any variety of tree (except fruit trees) that is larger than 12.5 inches in circumference when measured at a point four feet above natural grade is considered a mature tree. Any tree or stand of trees (except palm trees) that (1) "have taken on an aura of historical value by virtue of age or location" or (2) "A tree which has a trunk with a 40-inch circumference (12.75-inch diameter) if located in the front yard or 60 inches in circumference (19-inch diameter) if located in the rear and side yards" is considered a landmark or historically significant tree (SGMC Section 95.36). The City's tree protection and preservation regulations require a permit to trim, cut, transplant, and/or remove trees that are defined as mature. The Community Development Director must prepare an application to show that the standards to remove the trees have been met. The Community Development Director may require the replacement of removed mature trees (SGMC Section 95.39). Normal and routine trimming or pruning that does not result in damage or death to a tree or does not result in the loss of more than one-third of the live foliage and limbs of any mature tree is allowed without a permit (SGMC Section 95.38).

As shown on Figure 6, the Project Site contains 10 jacaranda trees. All 10 jacaranda trees exceed 12.5 inches in circumference and are considered mature trees. One jacaranda tree (tree #5 in Figure 6) exceeds 60 inches in circumference and meets the definition of a landmark/historically significant tree. This tree would remain as part of the Proposed Project. All other trees are in the side yards and do not exceed 60 inches in circumference. As part of the Proposed Project, 5 of the 10 mature jacaranda trees would be removed.

Therefore, the Project applicant would be required to obtain tree removal permits in accordance with SGMC Section 95.35. The Proposed Project would comply with the local tree preservation policy, and a less than significant impact would occur.

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

No Impact. The Project Site is within an urban and highly developed area. It is not in the area of an adopted conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plan (CDFW 2023). It would not conflict with any conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plan, and therefore no impact would occur.

3.5 CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Less Than Significant Impact. Public Resources Code Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

ii) Is associated with the lives of persons important in our past.

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The Project Site is vacant and does not contain any buildings. According to the Office of Historic Preservation, the City of San Gabriel has three state historical resources—Mission San Gabriel Archangel and San Gabriel Mission, approximately 0.8 mile south of the Project Site, and Ortega-Vigare Adobe, approximately 0.9 mile south of the Project Site (OHP 2023). Additionally, the City's General Plan identifies several historical resources within a mile of the Project Site, including the Former San Gabriel Women's Club, Smith Park, the San Gabriel Parks and Recreation Department, the Historical Association Museum/Hayes House and Old Jail, the San Gabriel Civic Auditorium, Old Grapevine and Grapevine Room, and Lopez de Lother Adobe (San Gabriel 2004b). However, none of these historical resources are on-site, and the closest is Smith Park, 0.5 mile from the Project Site. The construction and operation of the Proposed Project would not directly or indirectly affect these historical resources.

As discussed in Section 3.4(e) of *Biological Resources*, above, SGMC Section 95.36 defines a landmark or historically significant tree as (1) a tree or stand of trees which have taken on an aura of historical value by virtue of age or location or (2) a tree which has a trunk with a 40-inch circumference if located in the front yard or 60 inches in circumference if located in the rear and side yards. There are currently 10 jacaranda mature trees documented on-site. As discussed in Section 3.4(e), Tree #5 on the Project Site meets the definition of a landmark/historically significant tree. This tree would remain as part of the Proposed Project. All other trees are in the side yards and do not exceed 60 inches in circumference. Therefore, the Proposed Project would not remove any landmark/historically significant trees.

The Proposed Project would not cause a substantial adverse change in the significance of a historical resource, and impacts would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant With Mitigation Incorporated. The Phase I Environmental Site Assessment shows that the site has been previously disturbed by construction since 1928 (see Appendix C). The Geotechnical Investigation determined that artificial fill material underlies the Project Site (see Appendix B). The Geotechnical Study found that, within the depth of exploration, the soils consisted of up to nine feet of fill soils underlain by medium dense to very dense silty sand with various amounts of gravel, poorly graded sand with silt and various amounts of gravel, and well-graded sand (Salem 2021b). Given the development history of the Project Site and the depth of fill soils, it is unlikely that construction activities would encounter unknown archaeological resources. Nevertheless, new ground-disturbing activities have the potential to uncover previously unknown archeological resources. Implementation of Mitigation Measure CUL-1 would ensure that, if archaeological resources are discovered during ground-disturbing activities, such resources would be recovered in accordance with State and federal requirements. In the event that archaeological resources are discovered, a halt-work condition would be implemented and a qualified archaeologist would be retained to assess the finding. Implementation of Mitigation Measure CUL-1 would reduce impacts to archaeological resources to a less than significant level. See also Mitigation Measures TCR-1 through TCR-3 regarding treatment should encountered archaeological resources be determined to be tribal cultural resources.

Mitigation Measures

CUL-1 Prior to issuance of grading permits, a qualified archaeological monitor shall be identified to be on call during ground-disturbing activities. If archeological resources are discovered during excavation and/or construction activities, construction shall stop within 25 feet of the find, and the qualified archaeologist shall be consulted to determine whether the resource requires further study. The archaeologist shall make recommendations to the applicant to protect the discovered resources. Archaeological resources recovered shall be provided to an appropriate local museum, tribe, or other repository willing and able to accept and house the resource to preserve for future scientific study.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant With Mitigation Incorporated. There are no known remains or cemeteries on the Project Site or adjoining properties, though there are known tribal cemeteries in San Gabriel (San Gabriel Mission, approximately 0.8 miles south of the Project Site). The Project Site has been developed since 1928 with various uses. Therefore, the Project Site had been previously disturbed, and soils underlying the Project Site are documented imported fill. The likelihood that construction activities would discover human remains is low.

In the unlikely event that the human remains are discovered during ground-disturbing activities, California Health and Safety Code Section 7050.5 requires that disturbance of the site shall remain halted until the county coroner investigates the circumstances, manner, and cause of any death. Implementation of Mitigation Measure TCR-3 (see Section 3.18, *Tribal Cultural Resources*) and Public Resource Code 5097.98 ensure that in the unlikely event that Native American human remains are discovered, the most likely descendant from the deceased be

notified immediately. The most likely descendant shall receive access to the discovery and will provide recommendations or preferences for treatment of the remains within 48 hours of accessing the discovery site. Disposition of human remains and any associated grave goods, if encountered, shall be treated in accordance with procedures and requirements in Sections 5097.94 and 5097.98 of the Public Resources Code; Section 7050.5 of the California Health and Safety Code; and CEQA Guidelines Section 15064.5. Compliance with existing laws and Mitigation Measure TCR-3 regarding the discovery of human remains would ensure that potential impacts would be less than significant level.

3.6 ENERGY

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. Construction of the Proposed Project would temporarily increase demands for electricity and vehicle fuels compared to existing conditions and result in short-term, transportation-related energy use. The Proposed Project would be required to meet the current California Building and Energy Efficiency Standards to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings (Title 24). The City of San Gabriel also implemented an Energy Action Plan (EAP) to reduce the City's energy use and encourage more energy efficiency.

Short-Term Construction

Construction of the Proposed Project would temporarily increase demands for electricity and vehicle fuels. The temporary increase in energy demand during construction would be typical of construction activities of coffee shop development. Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. While electric-powered construction equipment could be used, it is anticipated that the equipment would be limited to hand tools (e.g., power drills) and lighting, which would result in minimal electricity demands. Upon completion of Project construction, all operation of construction equipment would cease.. It is not anticipated that construction activities would require the use of natural gas–powered equipment. Energy use during construction of the Proposed Project would not be considered inefficient, wasteful, or unnecessary. Therefore, a less than significant impact would occur.

Long-Term Operation

Operation of the Proposed Project would generate demand for electricity, natural gas, and transportation energy on the Project Site. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and indoor, outdoor, and other lighting. Electrical service would be provided by Southern California Edison (SCE) through connections to existing off-site electrical lines and new on-site infrastructure. The Proposed Project would

result in a higher electricity demand than existing conditions, because the Project Site is vacant and undeveloped, but it would be consistent with the requirements of the Building Energy Efficiency Standards and would not result in wasteful or unnecessary electricity or natural gas demands. The Proposed Project would consume transportation energy during operation from motor vehicles that access the project site and drive-through lanes. Most trips would be considered pass-by trips from the surrounding residential and commercial uses and would be typical of a drive-through coffee shop. The efficiency of these motor vehicles is unknown. Based on the proposed building size, type of use, and compliance with current building codes and standards, it is expected that operation-related energy usage would be typical of a drive through coffee shop and would not be inefficient, wasteful, or unnecessary. Therefore, the impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The Proposed Project would not conflict or obstruct a State or local plan for renewable energy or energy efficiency. The City of San Gabriel implemented an EAP to reduce the city's energy use and encourage more efficient uses.

The State's electricity grid is transitioning to renewable energy by 2045 under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar. Geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolio standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill (SB) 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for publicly owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 established a new RPS requirement of 50 percent by 2026. The bill also established a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon free electricity target.

The Statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as Southern California Edison, which would provide all of electricity needs for the Proposed Project. Compliance of Southern California Edison in meeting the RPS goals would help ensure the State meets its objective in transitioning to renewable energy. Implementation of the Proposed Project would not conflict or obstruct plans for renewable energy and energy efficiency, such as the EAP. Therefore, no impact would occur.

3.7 GEOLOGY AND SOILS

This section is based in part on the following technical studies:

- *Geotechnical Engineering Investigation*, Salem Engineering Group, October 26, 2021 (Appendix B)

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. According to the Department of Conservation, the Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California. An active fault, for the purposes of the Alquist-Priolo Fault Zoning Act, is one that has erupted in the last 11,000 years. Wherever an active fault exists, if it has the potential for surface rupture, a structure for human occupancy cannot be placed over the fault and must be a minimum distance from the fault (generally 50 feet) (DOC 2023). According to the Geotechnical Investigation prepared for the Proposed Project, the Project Site is not in an Alquist-Priolo earthquake fault zone. No active fault with the potential for surface fault rupture is known to pass directly beneath the Project Site. The likelihood of surface fault rupture at the site is low (Salem 2021b). Therefore, a less than significant impact would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Southern California is a seismically active region. Impacts from ground shaking could occur many miles from an earthquake epicenter. The potential severity of ground shaking depends on many factors, including the distance from the originating fault, the earthquake magnitude, and the nature of the earth materials beneath a given site. The closest active fault is the Raymond Fault, which is approximately 1.6 miles from the Project Site (Salem 2021b). Movement along this fault or other regional faults could result in seismic ground shaking on the Project Site. The Proposed Project would be designed to meet the specifications of the Geotechnical Investigation and California Building Code, as amended by the City in SGMC, Title XV, Chapter 150, Building Regulations, which would ensure that the building is constructed to withstand seismic ground shaking. Therefore, a less than significant impact would occur.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand, where the strength is purely frictional. Primary factors that trigger liquefaction are moderate to strong ground shaking (seismic source), relatively clean, loose granular soils

(primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). The soils on the Project Site consist predominantly of alluvium that consists of medium dense to very dense silty sand with various amounts of gravel, poorly graded sand with silt and various amounts of gravel, and well-graded sand. According to the Geotechnical Investigation, the Project Site is not in a liquefication zone. Therefore, the impact would be less than significant.

iv) Landslides?

No Impact. A landslide is the movement of a mass of rock, debris, or earth down a slope. Slope movement occurs when forces acting down-slope (mainly due to gravity) exceed the strength of the earth materials that compose the slope. Causes include factors that increase the effects of down-slope forces and factors that contribute to low or reduced strength. Landslides can be initiated in slopes already on the verge of movement by rainfall, snowmelt, changes in water level, stream erosion, changes in groundwater, earthquakes, volcanic activity, disturbance by human activities, or any combination of these factors (USGS 2023). The Project Site and the surrounding area are generally flat and not located near a slope. There are no known landslides at the Project Site, nor is the Project Site in the path of any known or potential landslides (Salem 2021b). Thus, the Proposed Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death related to landslides. Therefore, no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Earth-moving activities would occur during construction of the project. The Project Site is made mostly of fill soils consisting of medium dense to very dense silty sand with various amounts of gravel. Earthwork during construction has the potential to cause soil erosion due to wind and water. Implementation of erosion control and adherence to all requirements would result in a less than significant impact.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. The Project Site is not in a landslide or liquefication zone. Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefication. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, among other factors. Due to the low potential for liquefaction and generally flat site topography, the likelihood of lateral spreading would be low (Salem 2021b). The Proposed Project would be designed to meet the specifications of the Geotechnical Investigation and California Building Code as amended by the City in the

SGMC, which would ensure that the building is constructed to withstand unstable soils. Therefore, a less than significant impact would occur.

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

Less Than Significant Impact. Expansive soils are fine-grained soils with variable amounts of clay minerals that can undergo significant volumetric changes as a result of changes in moisture content. Soils within the Project Site consist of alluvium deposits of medium dense to very dense sandy silt with varying amounts of clay and gravel. Given the presence of clay soils, the Project Site soils have the potential to expand. The Proposed Project would require grading and excavation and comply with standard construction regulations. The Proposed Project would be designed to meet the specifications of the Geotechnical Investigation and the California Building Code as amended by the City in the SGMC, which would ensure that the building is constructed to withstand expansive soils. Therefore, a less than significant impact would occur.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Proposed Project does not propose the use of septic tanks or alternative wastewater disposal systems. The Project Site is in an urbanized area of San Gabriel, and the Proposed Project would connect to the City's wastewater system. No impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. The Project Site has been previously developed and includes up to nine feet of fill soils (Salem 2021b). Therefore, it is unlikely that the construction of the Proposed Project would encounter unique paleontological resources. In the unlikely event that the construction activities encounter paleontological resources, the Proposed Project would be required to comply with Public Resources Code, Chapter 1.7, Section 5097.5, which prohibits persons from knowingly and willfully excavating upon, or removing, destroying, injuring, or defacing any vertebrate paleontological site, including fossilized footprints or other paleontological features. Therefore, compliance with regulations that are in place to protect paleontological resources would ensure that a less than significant impact would occur.

Further, the Proposed Project is flat and has been previously graded and disturbed. No unique geologic features exist on-site. Therefore, the Proposed Project would not directly or indirectly destroy a unique geologic feature, and no impact would occur.

3.8 GREENHOUSE GAS EMISSIONS

This section is based in part on the following technical study:

- *San Gabriel Drive-Through Coffee Shot: Greenhouse Gas Emissions Impact Study*, PlaceWorks, May 2023 (Appendix A)

3. Environmental Analysis

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[1]

Information on manufacture of cement, steel, and other "life cycle" emissions as a result of the project are not applicable and are not included in the analysis.[2] Black carbon emissions are not included in the GHG analysis because the California Air Resources Board (CARB) does not include this short-lived climate pollutant in the state's inventory under Senate Bill 32 (SB 32) / Assembly Bill (AB) 1279 but treats it separately.[3] A background discussion on the GHG regulatory setting and GHG modeling is in Appendix A to this Initial Study.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Project-related construction GHG emissions are shown in Table 4, *Project-Related Construction GHG Emissions*. Implementation of the Proposed Project would result in the development of a drive-through coffee shop, and construction associated with the Proposed Project would generate GHG emissions. The annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the Project.

[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

[2] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (CNRA 2018). Because the amount of materials consumed during the operation or construction of the Proposed Project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

[3] Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, Air Quality. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The state's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017.).

Table 4 Project-Related Construction GHG Emissions

Source	GHG ($MTCO_2e$/Year)
Mobile (Vehicle Trips)[1]	212
Area	<1
Energy	12
Water	1
Solid Waste	4
Refrigerants	<1
30-Year Amortized Construction Emissions[2]	4
Total	**232**
South Coast AQMD Bright-Line Threshold	3,000 $MTCO_2e$/Yr
Exceeds Bright-Line Threshold?	**No**

Source: CalEEMod, Version 2022.1.1.13
Notes: MTons = metric tons; $MTCO_2e$ = metric ton of carbon dioxide equivalent
[1] Vehicle trips based on trip generation from Fehr and Peers (2023).
[2] Total construction emission are amortized over 30 years per South Coast AQMD Working Group methodology.

After buildout of the Proposed Project, operation of the drive-through coffee shop is anticipated to result in an increase in trips, water demand, wastewater generation, and solid waste generation. However, GHG emissions from building energy use would be minimized because the new building would meet modern building energy codes, including the current California Building and Energy Efficiency Standards. Overall, construction and operation of the Proposed Project would not generate annual emissions that exceed the South Coast AQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year (South Coast AQMD 2010). Therefore, the Proposed Project's cumulative contribution to GHG emissions would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan, SCAG's RTP/SCS, and the City's EAP. A consistency analysis with these plans is presented below.

CARB 2022 Scoping Plan

CARB's latest Climate Change Scoping Plan (2022) outlines the State's strategies to reduce GHG emissions in accordance with the targets established under AB 32, SB 32, and AB 1279. The Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning.

3. Environmental Analysis

Statewide strategies to reduce GHG emissions in the 2022 Climate Change Scoping Plan include: implementing SB 100, which expands the RPS to 60 percent by 2030; expanding the Low Carbon Fuel Standards to 18 percent by 2030; implementing the Mobile Source Strategy to deploy zero-electric vehicle buses and trucks; implementing the Sustainable Freight Action Plan; implementing the Short-Lived Climate Pollutant Reduction Strategy, which reduces methane and hydrofluorocarbons to 40 percent below 2013 levels by 2030 and black carbon emissions to 50 percent below 2013 levels by 2030; continuing to implement SB 375; creating a post-2020 Cap-and-Trade Program; and developing an Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Statewide strategies to reduce GHG emissions include the low carbon fuel standards, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the corporate average fuel economy standards, and other early action measures as necessary to ensure the State is on target to achieve the GHG emissions reduction goals of AB 32, SB 32, and AB 1279. In addition, new developments are required to comply with the current Building Energy Efficiency Standards and the California Green Building Standards Codes. The Proposed Project would comply with these GHG emissions reduction measures since they are statewide strategies. The Proposed Project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32, SB 32, and AB 1279 were adopted. Therefore, impacts would be less than significant.

SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SCAG adopted the 2020-2045 RTP/SCS, Connect SoCal, in September 2020. Connect SoCal finds that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2020). Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

Connect SoCal does not require that local general plans, specific plans, or zoning be consistent with its sustainable communities strategy, but provides incentives for consistency to governments and developers. Project implementation would result in an increase of vehicle trips to the Project Site. However, the Proposed Project is considered an infill development project and would be in a currently developed commercial area. Furthermore, the proposed drive-through coffee shop would reduce vehicle miles traveled (VMT) by providing a closer option for a coffee shop to local area residents. Therefore, the Proposed Project would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal, and impacts would be less than significant.

City's Energy Action Plan

The City of San Gabriel adopted the EAP in 2012, with reduction targets for electricity use and GHG emissions (San Gabriel 2012). These targets focus on both community-wide activities and municipal operations. The energy efficiency and GHG reduction strategies include a diverse mix of incentives, outreach, and regulatory programs for new and existing development.

Compliance with the current Building Energy Efficiency Standards and California Green Building Standards would ensure the Proposed Project would not result in wasteful or unnecessary electricity or natural gas demands. Additionally, per the RPS, the Proposed Project would utilize electricity provided by SCE that is required to achieve 60 percent renewable energy by 2030. The Proposed Project would be consistent with the EAP goals to reduce energy consumption and GHG emissions. Therefore, impacts would be less than significant.

3.9 HAZARDS AND HAZARDOUS MATERIALS

This section is based in part on the following technical studies:

- *AAI Phase I Environmental Site Assessment Report, Proposed Starbucks Coffee Shop* (Phase I ESA), Salem Engineering Group, September 21, 2021 (Appendix C)
- *Geotechnical Engineering Investigation*, Salem Engineering Group, October 26, 2021 (Appendix B)
- *Phase II Environmental Site Assessment Proposed Starbucks* (Phase II ESA), Salem Engineering Group, November 9, 2021 (Appendix D)

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Less Than Significant Impact.

Construction

Project construction would require small amounts of hazardous materials, including fuels, grease, and other lubricants as well as coatings such as paint. The handling, use, transport, and disposal of hazardous materials during the construction phase of the Proposed Project would comply with existing regulations of several agencies—the United States Environmental Protection Agency (EPA), Los Angeles County Environmental Health Division, California Division of Occupational Safety and Health, United States Occupational Safety and Health Administration, and United States Department of Transportation.

Construction of the Proposed Project would maintain equipment and construction supplies on-site, including equipment to contain and clean small spills of hazardous materials used during construction. However, construction activities would not involve a significant amount of hazardous material, and the use of these

hazardous materials would be temporary. Furthermore, under the Occupational Safety and Health Act of 1970, employers are responsible for providing a safe and healthy workplace. Pursuant to Title 29 of the Code of Federal Regulations, Part 1910.1200 of the Occupational Safety and Health Act, the project applicant would ensure training for construction workers on the proper use, storage, and disposal of hazardous materials. Title 29 states that "[e]mployers shall provide employees with effective information and training on hazardous chemicals in their work area at the time of their initial assignment…. Information and training may be designed to cover categories of hazards (e.g., flammability, carcinogenicity) or specific chemicals." All on-site activities during construction would be required to adhere to federal, state, and local regulations for the management and disposal of hazardous materials. Therefore, the construction of the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. A less than significant impact would occur.

Operation

The operation of the Proposed Project as a drive-through coffee shop may require the use of potentially hazardous cleaners, solvents, paints, other common maintenance products, and gasoline/diesel. These custodial products and paints would be used in relatively small quantities, be clearly labeled, and stored and transported in compliance with federal, state, and local requirements. In small quantities, these common commercial items are not considered hazardous materials that could result in a significant hazard to the public or the environment. With the exercise of normal safety practices and compliance with regulatory compliance measures (such as Title 29 above), the operation of the Proposed Project would not create substantial hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, a less than significant impact would occur.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant With Mitigation Incorporated.

Construction

Underground Equipment from Former Uses

The American Society of Testing and Materials International standard defines a recognized environmental condition (REC) 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" (see Phase I ESA in Appendix C). As discussed in Section 1.2, *Environmental Setting*, the Project Site was developed with a gasoline service station from at least 1950 to 1966. The Phase I ESA identifies this historical use as a REC since underground storage tanks and other underground gasoline station–related structures are suspected on-site (Salem 2021a). A Phase II ESA was prepared to evaluate the potential presence of constituents of concern (i.e., pollutants) that are typically associated with gasoline stations.

The Phase II ESA found that lead was detected at concentrations between 10 and 18 milligrams per kilogram (mg/kg), which is below the tier 1 environmental screen level of 32 mg/kg. Volatile organic compounds and

total petroleum hydrocarbons in the gasoline and diesel range were not identified above laboratory method detection limits in any of the soil samples. Oil range total petroleum hydrocarbons were identified in one boring at a depth of five feet below grade surface at a concentration of 260 mg/kg, which is below the tier 1 environmental screen level of 1,600 mg/kg. Based on the soil investigation, the Phase II ESA determined that the Project Site is suitable for commercial use and no additional assessments are required. However, due to the potential to encounter areas of petroleum hydrocarbon-affected soil or buried structures (such as underground storage tanks) during grading and construction activities, the preparation of a soil management plan was recommended in the Phase II ESA and is incorporated as Mitigation Measure HAZ-1. The soil management plan would establish protocols for handling, sampling, storage, and disposal of any suspected hydrocarbon-affected soils or underground storage tanks identified during construction activities (Salem 2021c).

Further, the geotechnical investigation prepared for the Proposed Project provides construction procedures for the handling of subsurface anomalies that may be on-site, such as underground storage tanks. The geotechnical investigation requires underground structures to be removed and resulting evacuations to be backfilled with engineered fill. Existing soil on-site that would be disturbed by the removal activities would be removed or recompacted (Salem 2021b).

The removal of subsurface equipment and soils potentially affected by hydrocarbons would be handled in accordance with applicable local, state, and federal standards. For example, the Los Angeles County Public Works Department regulates installation, operation, and removal of underground storage tanks, including in the City of San Gabriel. Los Angeles County Code Title 11, Division 4, Underground Storage of Hazardous Materials, regulates the underground storage tanks. Pursuant to Los Angeles County Code Section 11.74.050, Out of Service Facilities, "whenever an abandoned facility [underground storage tank] is located, a plan for the closing or removing or the upgrading and permitting of such facility shall be filed within ninety (90) days of its discovery." A closure plan would be required to conform with County Code Section 11.80.070. The closure plan would describe procedures to terminate the storage of hazardous substances in each underground storage tank in a manner that "minimizes the need for further maintenance; minimizes or eliminates any threat to public health or safety or to the environment from residual hazardous substances in the facility; and demonstrates that hazardous substances that were stored in the facility and/or contaminated soils or groundwater caused by any unauthorized release, will be removed, disposed of, neutralized, or reused in an appropriate manner" (County Code Section 11.80.070).

Therefore, with the implementation of Mitigation Measure HAZ-1 and compliance with regulatory requirements, potential impacts related to release of hazardous materials during construction would be less than significant.

Construction Activities

The use, handling, storage, and disposal of hazardous materials used during construction would not cause substantial hazards to the public or the environment from accidental release of hazardous materials. Compliance with regulations described above in Threshold 3.9(a) would include training construction workers on containing and cleaning up hazardous materials spills that such personnel could safely contain and clean. Therefore, construction activities would result in a less than significant impact.

3. Environmental Analysis

Operation

As discussed in Threshold 3.9(a), the operation of the Proposed Project may require the use of cleaners, solvents, paints, other common maintenance products, and gasoline/diesel that could be hazardous. These custodial products and paints would be used in relatively small quantities, be clearly labeled, and stored and transported in compliance with federal, state, and local requirements. In small quantities, these common commercial items are not considered hazardous materials that could result in a significant hazard to the public or the environment. The operation of the Proposed Project would not create substantial hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, a less than significant impact would occur.

Mitigation Measure

HAZ-1 Prior to the issuance of grading permits, the project applicant shall prepare and submit a Soil Management Plan (SMP) to the City of San Gabriel Department of Public Works. The SMP shall establish protocols for handling, sampling, storage, and disposal of any suspected hydrocarbon-affected soils or underground storage tanks identified during construction activities. The City of San Gabriel Department of Public Works shall approve the SMP. Once approved, the project applicant and project construction manager shall distribute the SMP to construction personnel to implement.

If hydrocarbon-affected soils or underground storage tanks are encountered during grading or construction activities, work at the subject construction activity area shall be halted, and the suspect site conditions shall be evaluated by a qualified environmental professional until the appropriate evaluation and follow-up remedial measures are implemented in accordance with the SMP so that the area is suitable for grading activities to resume. The results of the evaluation shall be submitted to the Department of Toxic Substances Control (DTSC), or the Los Angeles Regional Water Quality Control Board (RWQCB), or Los Angeles County Public Works Department, or other applicable oversight agency, as appropriate, and the necessary response/remedial measures shall be implemented—as directed by DTSC, RWQCB, Los Angeles County Public Works Department, or other applicable oversight agency—until all specified requirements of the oversight agencies are satisfied and a no further action status is attained. The no further action status shall be submitted to the City of San Gabriel.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant With Mitigation Incorporated. The closest school to the Project Site is Del Mar High School, which is approximately 0.25 mile south of Project Site at 312 S. Del Mar Avenue in San Gabriel. As discussed in Thresholds 3.9(a) and (b), the Proposed Project would comply with regulatory requirements during construction and operation and incorporate Mitigation Measure HAZ-1. Therefore, with adherence to local, state, and federal regulations and implementation of Mitigation Measure HAZ-1, the construction and operation of the Proposed Project would not emit hazardous emissions or handle hazardous or acutely

hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. With the incorporation of Mitigation Measure HAZ-1, a less than significant impact would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. The Cortese List provides information about the location of hazardous materials release sites in compliance with Government Code Section 65962.5. The California Environmental Protection Agency must update the Cortese List at least on an annual basis (DTSC 2023).

The Project Site is not listed on the Hazardous Waste and Substances Sites (Cortese) List (Salem 2021a). The Phase I ESA determined that the Project Site is listed on the SWEEPS UST List, Hazardous Waste Tracking System (HWTS), Industrial Waste and Underground Storage Tank System (HMS), and Facility and Manifest Data. These listings do not represent a listing pursuant to Government Code Section 65962.5. They also do not represent a REC, except SWEEPS UST List (Salem 2021a). The Project Site's potential to contain an underground storage tank is discussed under Thresholds 3.9(a) and (b). Therefore, the Project Site is not listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. A less than significant impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest airport to the Project Site is San Gabriel Valley Airport, approximately 3.9 miles to the southeast. There are no public airports within 2 miles of the Project Site, and the Project Site is not part of the Los Angeles County Airport Land Use Commission's land use plan for any airports. The Proposed Project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. According to the City's General Plan, the City's Multi-Hazard Functional Plan establishes tactics to address local regional hazards, and an emergency operation center operates as the central command post in the event of a major disaster. The Project Site is at the southwest corner of the intersection S. Del Mar Avenue and W. Las Tunas Drive; both roadways are identified as access routes in the City's General Plan Safety Element (San Gabriel 2004b). The Proposed Project would not significantly impact the adequacy of existing and future emergency services. The Proposed Project drive-through would have the capacity to accommodate 13 vehicles, and the parking aisle could accommodate an additional 7 drive-through patrons on the Project Site (for a total of 20 drive-through vehicles). The average number of maximum queuing vehicles waiting to enter the drive-through portion of similar coffee shops is 5 or 6 vehicles. The Proposed Project's drive-through queuing would be accommodated on the Project Site during typical service and operations (Fehr and Peers 2023). However, internal factors such as staffing levels, initial popularity, unforeseen events, and

startup learning could generate longer queues that may extend onto W. Las Tunas Drive. In the isolated occurrences when queues extend onto the street, the queue would be within the parking aisle and would not block vehicle flow along W. Las Tunas Drive. Because of the driveway to the neighboring commercial use to the west of the Project Site, queues would not be more than two vehicles. Since the Proposed Project queues would be adequately accommodated on the Project Site, there would be no interference with emergency evacuation routes, and a less than significant impact would occur.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Proposed Project is entirely within a heavily urbanized area. The nearest very high fire hazard area is approximately 6.5 miles west of the Project Site, west of the cities of South Pasadena and Alhambra. Therefore, the Proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

3.10 HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant The Project Site is currently vacant and undeveloped, And would be developed with a drive-through coffee shop with adjacent parking. The Proposed Project would be required to comply with all applicable federal, state, and local regulations concerning water quality. The San Gabriel County Water District (SGCWD) produces Water Quality Reports annually; these reports ensures that the district is meeting State and federal regulations. The Proposed Project would be required to comply with the Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Permit. The MS4 NPDES permit requires implementation of a stormwater management program to control the quality of stormwater discharged into the storm drains. The Proposed Project would also implement best management practices under its low impact development (LID) plan during operation to ensure that proper drainage is being maintained in order to not exceed capacity for public stormwater drainage systems (see Appendix E). Adherence to regulatory standards would reduce project impacts to a less than significant level.

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

Less Than Significant. The Project Site is currently vacant and undeveloped. The Proposed Project would convert undeveloped land to commercial uses, increasing impervious surfaces but not substantially impacting groundwater supplies. Groundwater was encountered at a depths between 253.54 and 257.30 feet below ground surface (Salem 2021c). Groundwater may fluctuate with time, depending on seasonal precipitation. The Proposed Project does not include subterranean levels and would not be expected to extend into the groundwater table. While the Proposed Project would develop the Project Site with impervious surfaces, thus increasing impervious surfaces on the Project Site, the Project Site is not used as a groundwater recharge site

and would not substantially interfere with groundwater recharge. The Proposed Project would be landscaped and would be required to comply with the City's LID requirements. The Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, implementation of the Proposed Project would result in a less than significant impact.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant. The Project Site is currently vacant. As discussed above, the Proposed Project would be required to comply with the NPDES standards during construction. Compliance with these regulations would ensure that substantial erosion or siltation would not occur during the construction and operation of the Proposed Project. The Proposed Project would increase the impervious surfaces on the Project Site. During operation, the Proposed Project would implement best management practices (BMP) consistent with LID requirements (see Appendix E). Therefore, with implementation of regulatory code, the Proposed Project would result in a less than significant impact related to erosion and siltation.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant. Operation of the Project would increase impervious surfaces on the Project Site, which would increase water runoff on-site compared to existing conditions. The Proposed Project would incorporate BMPs consistent with LID (see Appendix E). Therefore, the Proposed Project would not substantially increase the rate or amount of surface runoff which would result in flooding on- or off-site, and impacts would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The Proposed Project would not degrade water quality. Stormwater would be removed from the Project Site, primarily by sheet flow action across the paved surface to the water drains throughout the property and in the public right-of-way, and into the municipal sewer system. Implementation of BMPs for LID would ensure that proper drainage would be maintained at all times (see Appendix E). This would ensure that stormwater leaving the Proposed Project would not exceed the capacity of public stormwater drainage systems. As such, the development of the Proposed Project would not substantially increase impervious surfaces at the Project Site. The construction and operation of the Proposed Project would implement and adhere to BMPs, which would collect and/or treat stormwater on-site prior to its being discharged to the public storm drain system. Thus, the project would not alter the existing drainage pattern in a manner that would create or contribute runoff water that would exceed existing stormwater drainage capacity. Therefore, the impacts would be less than significant.

iv) Impede or redirect flood flows?

No Impact. The Project Site is in a highly urbanized area with no close access to water bodies. The Project Site is located within a Zone X, which are areas with lower flood risk and are outside of the 100-year and 500-year flood plains (FEMA 2023). The Proposed Project would not impede or redirect flood flows. The Proposed Project would introduce pervious landscaping on-site and would include a storm drain system to collect, treat, and convey stormwater into the existing drain system. Any off-site surface flows that enter the site would bypass through the storm drain system or would sheet flow to existing cross-gutters. Therefore, no impact would occur.

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

No Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no large water tanks in the area and the Project Site is not near any dams that could potentially result in an adverse flooding impact. No other water-retaining structures are immediately up-gradient from the Project Site. Flooding from seismically induced seiche is considered unlikely.

The Project Site is not located within a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the site. Therefore, no impact would occur.

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

No Impact. The Proposed Project would not affect groundwater and therefore would not obstruct implementation of a sustainable groundwater management plan. The Proposed Project would comply with existing local, regional, and state regulations and would not construct implementation of a water quality control plan. The Proposed Project would be required to comply with the MS4 NPDES Permit. The Proposed Project incorporates LID BMPs to treat stormwater on-site. Therefore, no impact would occur.

3.11 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The Project Site is in an urbanized area, and the surrounding area is fully developed with urban land uses, including residential and commercial uses. Development of the Proposed Project includes the construction of a drive-through coffee shop on a vacant parcel along with improvements to support access to the Project Site. The Proposed Project would not include the construction of new roadways or highways that could physically divide an established community. Therefore, no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. A significant impact could occur if the project is inconsistent with the City's General Plan, zoning, or other plans that apply to the Project Site and were adopted for the purpose of avoiding or mitigating environmental efforts. A city's general plan and zoning code guide development and allowable uses over a long-term horizon to meet population and demographic shifts and city goals and needs. Additionally, the Project Site is not in a historic district or a specific plan area.

The Proposed Project includes the construction of a one-story drive-through coffee shop with an adjacent parking lot. The Proposed Project would be required to adhere to the City's design standards and guidelines. These standards include eight design principles: balance, rhythm, integrity, detail, substance transition, character, and sustainability. The Proposed Project would also align with the General Plan Goal 1.1, which ensures neighborhood preservation of character, cohesion, and quality of life and overall neighborhood improvement, and Policy 1.6, which ensures appropriate buffering of new developments and neighborhoods (San Gabriel 2004a).

The Proposed Project includes the construction of a one-story drive-through coffee shop. The Project Site is currently zoned Commercial C-1 with a General Plan land use designation of General Commercial (San Gabriel 2004a). The Proposed Project is consistent with the current zone and land use designation since it is designed for commercial uses and would be developed on a site designated for commercial uses and in a commercial corridor.

SCAG's recently adopted 2020-2045 RTP/SCS, known as Connect SoCal, outlines strategies to help communities thrive in regard to mobility, housing, economy and the environment. Connect SoCal outlines regional goals to align transportation/circulation with land use needs. The Proposed Project is a drive-through coffee shop along a commercial corridor. The Proposed Project would not interfere or hinder the implementation of Connect SoCal.

The Proposed Project would not conflict with a land use plan, policy, or regulation, and would be in compliance with the City's General Plan. Therefore, a less than significant impact would occur.

3.12 MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. There are no known mineral resources located on the Project Site that would be of value to the region and the residents of the state. The Project Site is zoned Retail Commercial (C-1) and has a General Plan land use designation of General Commercial (San Gabriel 2004a, 2016a). The Project Site has been previously developed, is in a highly disturbed area, and is not currently used for mineral extraction. No impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. There are no known mineral resources found within the Project Site. The Project Site is in an urbanized area of San Gabriel, and no mineral extraction operations currently occur within the vicinity of the Project Site. The Proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur.

3.13 NOISE

This section is based in part on the following technical study:

- *San Gabriel Drive-Through Coffee Shop: Noise Assessment,* PlaceWorks, May 2023 (Appendix F)

Noise Fundamentals

Noise is defined as unwanted sound and, when overexposed, is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, federal, state, and local governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. Additional information on noise and vibration fundamentals and applicable regulations are contained in Appendix F.

Environmental Setting

Ambient Noise Monitoring

Short Term

Two short-term (15-minute) measurement locations were selected and conducted for the Proposed Project. All measurements were conducted Monday, May 1, 2023. All short-term measurements were conducted during the regular school hours.

The short-term sound level meter used (Larson Davis LxT) for noise monitoring satisfies the American National Standards Institute (ANSI) standard for Type 1 instrumentation.[4] The short-term sound level meter was set to "slow" response and "A" weighting (dBA). The meter was calibrated prior to and after each monitoring period. All measurements were at least 5 feet above the ground and away from reflective surfaces. Short-term measurement locations are described below and shown in Figure 7, *Approximate Noise Monitoring Locations,* and results are summarized in Table 5, *Short-Term Noise Measurements Summary in A-weighted South Levels*.

Short-Term Location 1 (ST-1) was along the perimeter wall for residences to the south of the Project Site at 113 Live Oak Street. A 15-minute noise measurement began at 12:15 PM on Monday, May 1, 2023. The noise environment is characterized primarily by cars passing by along Del Mar Avenue as well as pedestrians talking

[4] Monitoring of ambient noise was performed using Larson-Davis model LxT sound level meters.

and vehicles idling, vehicle doors opening and closing, and driving within the Chase Bank parking lot. Noise levels generally ranged from 50 dBA to 55 dBA.

Short-Term Location 2 (ST-2) was in front of 124 S San Marino Avenue (residence) to the west of the Project Site. A 15-minute noise measurement began at 12:45 PM on Monday, May 1, 2023. The noise environment is characterized primarily by cars passing by on S San Marino Avenue as well as residential activity (birds chirping, residences talking, dogs barking) and background traffic noise from Junipero Serra Drive and Las Tunas Drive. Noise levels generally ranged from 55 dBA to 60 dBA.

Table 5 Short-Term Noise Measurements Summary in A-weighted Sound Levels

Monitoring Location	Description	15-minute Noise Level, dBA						
		L_{eq}	L_{max}	L_{min}	L50	L25	L8	L2
ST-1	Behind the backyard of 112 Live Oak St (residence) 5/01/2023, 12:15 PM	54.3	64.7	45.8	59.9	57.5	55.1	52.9
ST-2	In front of 124 San Marino Ave (residence) 5/01/2023, 12:45 PM	59.5	73.6	46.3	67.7	64.6	58.6	54.9

Source: PlaceWorks, May 2023.

Sensitive Receptors

The closest sensitive receptor is the single-family residence approximately 200 feet south from the Project Site boundary at 113 Live Oak Street. The San Gabriel Presbyterian Church is located approximately 310 feet west of the Project Site at 200 Las Tunas Drive. Additional single-family residences are located approximately 270 feet northwest of the Project Site across Las Tunas Drive at 111 Gerona Avenue. Additionally, the San Gabriel Fire Department (Station 52) is located approximately 300 feet to the north of the Project Site boundary at 115 Del Mar Avenue.

Applicable Standards

California Building Code

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a general plan that includes a noise element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the noise element is to "limit the exposure of the community to excessive noise levels."

The California Green Building Standards Code (CALGreen) has requirements for insulation that affects exterior-interior noise transmission for nonresidential structures. Pursuant to CALGreen Section 5.507.4.1, Exterior Noise Transmission, an architectural acoustics study may be required when a project site is within a 65 dBA CNEL or L_{dn} noise contour of an airport, freeway or expressway, railroad, industrial sources or fixed-guideway sources. Where noise contours are not readily available, if buildings are exposed to a noise level of 65 dBA L_{eq} during any hour of operation, specific wall and ceiling assembly and sound-rated windows may be necessary to reduce interior noise to acceptable levels.

3. Environmental Analysis

San Gabriel General Plan Noise Standards

Within the San Gabriel General Plan under Chapter 9, *A Sound Plan for Noise,* provides noise standards for various land uses. Table 6, *City of San Gabriel Exterior Noise Standards*, summarizes allowable exterior noise levels at the receiving property lines of those land uses.

Table 6 City of San Gabriel Exterior Noise Standards

Noise Zone	Designated Noise Zone Land Use (Receptor property)	Time Interval	Exterior Noise Level, dB	Standard 1	Standard 2	Standard 3	Standard 4	Standard 5
I	Noise Sensitive Area	Anytime	45	45	50	55	60	65
II	Residential Properties	10:00 PM to 7:00 AM	45	45	50	55	60	65
		7:00 AM to 10:00 PM	50	50	55	60	65	70
III	Commercial Properties	10:00 PM to 7:00 AM	55	55	60	65	70	75
		7:00 AM to 10:00 PM	60	60	65	70	75	80
IV	Industrial Properties	Anytime	70	70	75	80	85	90

Source: City of San Gabriel General Plan, Chapter 9, A Sound Plan for Noise
Notes:
Standard No. 1 is the exterior noise level that may not be exceeded for more than a total of 30 minutes in any hour.
Standard No. 2 is the exterior noise level that may not be exceeded for more than a total of 15 minutes in any hour.
Standard No. 3 is the exterior noise level that may not be exceeded for more than a total of five minutes in any hour.
Standard No. 4 is the exterior noise level that may not be exceeded for more than a total of one minute in any hour.
Standard No. 5 is the exterior noise level that may not be exceeded for any period of time.

Figure 7 - Approximate Noise Monitoring Locations

Project Boundary

ST-X Short-Term Noise Measurement Locations (2)

0 165
Scale (Feet)

Source: Nearmap, Inc. 2023.

3. Environmental Analysis

This page intentionally left blank.

Federal Transit Administration

The City of San Gabriel does not have a quantified threshold for temporary construction noise and vibration. Therefore, to determine impact significance, the following FTA criteria are used in this analysis.

A construction vibration or noise impact would occur if:

- Vibration levels would exceed 0.20 inches/second (in/sec) peak particle velocity (PPV) at the façade of a non-engineered structure (e.g., wood-frame residential) will be used to assess vibration damage to residences at the nearby sensitive receptors.

- Project construction activities would generate noise levels greater than 80 dBA L_{eq} at the sensitive receptor property line. Furthermore, a significant threshold from construction activity would also occur if construction noise would result in a 5 dB increase over the ambient environment based on King & Gardiner Farms v. Kern County 2020.

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant with Mitigation Incorporated.

Construction Noise

Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul on off-site roadways leading to the Project Site, and (2) stationary-source noise from use of construction equipment on the Project Site. The nearest sensitive receptor is a single-family residence 195 feet south of the Project Site boundary at 113 W Live Oak Street.

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along site access roadways. Individual construction vehicle pass-by trips including haul trucks may create momentary noise levels of up to approximately 85 dBA L_{max} at 50 feet. However, these occurrences would generally be infrequent and last less than a few minutes.

Worker and vendor trips would total a maximum of 18 trips during overlapping construction activity. Site access is assumed to be from both W. Las Tunas Drive and S. Del Mar Drive. Given that both are major roadways, an additional 18 trips would result in less than a 0.1 dBA CNEL increase. Therefore, construction-related trip noise would result in a less-than-significant impact.

3. Environmental Analysis

Construction Equipment

Noise generated by on-site construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each stage of construction involves different kinds of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each activity phase is determined by combining the L_{eq} contributions from each piece of equipment used at a given time period, while accounting for the ongoing time variations of noise emissions. Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA (Lmax) at 50 feet. However, overall noise emissions vary considerably, depending on the specific activity performed at any given moment and the acoustical usage factor for each type of equipment. Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (from a point source, conservatively ignoring other attenuation effects from air absorption, ground effects, and shielding effects), the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the site with different loads and power requirements.

Average noise levels from project-related construction activities are calculated by modeling the three loudest pieces of equipment per activity phase. Equipment for grading and site preparation is modeled at spatially averaged distances (i.e., from the acoustical center of the general construction site to the property line of the nearest receptors) because the area around the center of construction activities best represents the potential average construction-related noise levels at the various sensitive receptors for mobile equipment. Similarly, construction noise from paving activities is modeled from the center of proposed parking areas. Construction equipment for building construction and architectural coating is modeled from the edge of the proposed building to the nearest sensitive receptors. The expected construction equipment mix was categorized by construction activity using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). The associated, aggregate sound levels—grouped by construction activity—are summarized in Table 7. RCNM modeling input and output worksheets are included in Appendix F.

Table 7 Project-Related Construction Noise, dBA Leq

Construction Activity Phase	RCNM Reference Noise Level	Nearest Off-Site Sensitive Receptors			
		Single-Family Residence, 116 Gerona Ave (North)	Single-Family Residence, 130 S. Del Mar Ave (Southeast)	Single-Family Residence, 113 W Live Oak St (South)	San Gabriel Presbyterian Church, 200 W. Las Tunas Dr (West)
Distance in feet	50	320	320	270	390
Demolition	83	67	67	68	65
Site Prep	84	68	68	69	66
Rough Grading	85	68	68	70	67
Distance in feet	50	290	300	270	400
Building Construction	82	67	66	67	64
Architectural Coating	74	59	58	59	56
Distance in feet	50	320	330	250	350
Paving	82	66	66	68	65
Ambient Noise Level	--	--	--	54.3	--
Maximum dBA L_{eq}		**68**	**68**	**70**	**67**
Exceeds 80 dBA L_{eq} Threshold?		**No**	**No**	**No**	**No**

Notes: Calculations performed with the FHWA RCNM software are included in Appendix F.

The city's allowable hours for construction are limited to 7:00 am to 7:00 pm Monday through Friday and 8:00 am to 4:00 pm on Saturdays. Construction is not allowed at any time on Sundays and federal holidays. As shown in Table 7, on average, noise levels would not exceed the FTA threshold of 80 dBA L_{eq} at the nearest sensitive receptors. However, construction activities would cause noise levels to increase by 16 dBA, exceeding the allowed 5 dBA increase over the existing ambient at the exterior of the residence to the south. Therefore, construction noise would result in a potentially significant impact. However, with implementation of Mitigation Measure N-1, this impact would be reduced to less than significant.

Implementation of Mitigation Measure N-1 would reduce noise levels by at least 6 dBA with the use of the best available noise control techniques, specifically the use of proper engine mufflers. A study prepared for the US Department of Transportation found that in cases where a particular piece of equipment either does not have or has a very poor muffler, the application of a good muffler will reduce the overall noise by 6 to 12 dBA (Toth 1979). The construction equipment modeled is assumed to not have any mufflers or sound attenuating devices installed. Therefore, with the use of proper engine mufflers noise levels would be reduced from the highest noise level shown in Table 7 above from70 dBA to 64 dBA L_{eq}. With the use of a sound blanket between the line of sight of the construction area and the nearest residential exteriors not impacted by local roadway traffic, there could be an additional reduction in noise of 5 to 10 dBA (Second Skin Audio 2023). Assuming the least amount of reduction possible is provided by the sound blanket, noise levels would decrease from the already attenuated 64 dBA L_{eq} to 59 dBA L_{eq}. After implementation of mitigation measures, noise levels at the exterior of the residences to the south would not result in a 5 dB increase over ambient (59 – 54.3 = 4.7 dBA increase). Therefore, impacts would be reduced to less than significant with the incorporation of Mitigation Measure N-1.

3. Environmental Analysis

Mitigation Measure

N-1 The applicant shall adopt a Construction Noise Control Plan, including, but not be limited to the following:

- At least 90 days prior to the start of construction activities, all sensitive receptors within 350 feet of the Project Site shall be notified of the planned construction activities. The notification shall include a brief description of the project, the activities that would occur, the hours when construction would occur, and the construction period's overall duration. The notification shall include the telephone numbers of the applicant's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint.
- During the active construction period, equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., mufflers; usage of quieter equipment alternatives; use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).
- Require the contractor to use impact tools (e.g., jack hammers and hoe rams) that are hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- During the active construction period, stationary noise sources shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds or insulation barriers or other measures.
- During the active construction period, noisy operations shall be combined so that they occur in the same time period because the total noise level produced would not be significantly greater than the level produced if the operations were performed separately (and the noise would be of shorter duration).
- Throughout the duration of the Project's construction activity, a 6-foot sound blanket/fence shall be set up along the southwest corner of the Project Site. The sound blanket/fence shall extend at least 60 feet to the north and east, measured from the southwest corner of the Project Site to provide noise insulation from construction activities to the exterior for the nearest sensitive receptors to the south.

Operational Noise

Traffic Noise

A project will normally have a significant effect on the environment related to noise if it substantially increases the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an

outdoor environment. Noise levels above 65 dBA CNEL are normally unacceptable at sensitive receptor locations such as residences, and noise environments in these areas would be considered degraded. Based on this, a significant impact would occur if the following traffic noise increases occurred in the existing noise environment:

- For project-related traffic noise, the project causes the ambient noise levels measured at the property line of affected uses to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories; or

- The project causes the ambient noise levels measured at the property line of affected uses to increase by 5 dBA CNEL or more within the "normally acceptable" or "conditionally acceptable" categories.

The Proposed Project would result in an increase in vehicles on roadway segments in the project vicinity throughout the day that could potentially cause a discernable increase over existing ambient noise level. Four roadway segments that surround the Project Site were analyzed by Fehr & Peers (2023). The current existing 2023 traffic volumes along these roadway segments and 2024 traffic volumes when the Proposed Project is open were analyzed. As shown in Table 8, *Traffic Noise Increase, dBA CNEL*, the increase in noise along the selected roadway segments was less than 1 dBA CNEL, which would be hardly discernible to sensitive receptors along these roadway segments. In all cases, projected traffic noise increases would be less than the 3.0 dBA significance threshold (lowest threshold). Therefore, traffic-related noise would result in a less than significant impact.

Table 8 Traffic Noise Increase, dBA CNEL

Roadway Segment	ADT Traffic Volumes		Project Increase (dBA)
	Existing 2023 No Project	Future 2024 Plus Project	
W. Las Tunas Dr - Between San Marino and Del Mar	25,892	26,159	0.04
S. Del Mar Ave - Between Las Tunas and Live Oak	13,383	13,521	0.04
San Marino Ave - Between Las Tunas and Live Oak	2,046	2,067	0.04
W. Live Oak St - Between San Marino and Del Mar	699	706	0.04

Sources: Fehr & Peers 2023.

Mechanical Equipment Noise

Heating, ventilation, and air conditioning (HVAC) systems would be installed on the roof of the proposed building. The nearest sensitive receptor property line to the proposed building is approximately 270 feet south. Typical HVAC equipment generates noise levels ranging up to 52 dBA L_{eq} at distance of 50 feet (Berger 2015). At 270 feet from the proposed building to the nearest sensitive receptor boundary to the south, noise levels would attenuate to 37 dBA L_{eq} or less. Therefore, noise from the new HVAC equipment on the proposed building to the nearest sensitive receptors would not exceed the lowest exterior threshold of 45 dBA L_{50} for

nighttime exterior noise at residential uses and would not be audible at the residences. Therefore, mechanical equipment noise would be less than significant.

Coffee Shop Operations

The Proposed Project can operate from as early as 5:00 am to as late as 11:00 pm throughout the week to serve early and late commuters. Therefore, operation of the Proposed Project would need to operate under nighttime (10 p.m. to 7 a.m.) noise thresholds at the nearby land uses, as presented in Figure 4. Noise associated with operations would be predominantly from drive-through operations and truck deliveries. Field measurements conducted by PlaceWorks staff found that typical drive-through speaker box noise is 76 dBA Lmax at 4 feet (see Appendix F). The nearest residences to the drive-through speaker box are approximately 245 feet southwest of the proposed speaker box. Sound dissipates with increased distance from the noise source. This phenomenon is known as "spreading loss." For a point source, such as the speaker box, sound levels decrease by approximately 6 dBA for each doubling of distance from the source (not including additional ground attenuation effects and shielding factors) (FHWA 2006). At 250 feet, noise levels would attenuate to approximately 40 dBA L_{max} or less, which would not exceed the lowest exterior threshold of 45 dBA L_{50} for nighttime exterior noise at residential uses, as stated within the noise chapter of the City's General Plan (San Gabriel 2004b) and would not be audible.

Noise from car idling could occur in the drive-thru lane during busy hours. Data shows that car idling generates noise levels of 45 dBA at 7 feet. Based on Figure 4, *Site Plan*, the edge of the drive-through lane would be approximately 210 feet north from the exterior of the nearest residence. Car idling noise would attenuate to less than 16 dBA, which would not exceed the lowest exterior threshold of 45 dBA L_{50} for nighttime at residential uses, as stated in the noise chapter of the City's General Plan (San Gabriel 2004b) and would not be audible.

As described previously, deliveries would be made by small delivery vehicles and could occur throughout the day, as necessary. PlaceWorks measured noise from truck unloading and loading activities, and the results indicate that truck unloading produces noise levels of 40 dBA L_{50} at a distance of 50 feet (see Appendix F). Assuming that truck deliveries would occur from the on-site parking lot, at least 200 feet from the residences to the south (measured from the Project Site boundary as a conservative approach), truck delivery noise would attenuate to 28 dBA L_{50}. Therefore, truck delivery operations would not exceed the lowest exterior threshold of 45 dBA L_{50} for nighttime at residential uses, as stated within the noise chapter of the City's General Plan (San Gabriel 2004b) and would not be audible. Therefore, the Proposed Project's operational noise would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Operational Vibration

The operation of the Proposed Project would not include any substantial long-term vibration sources. Thus, no significant vibration effects from operations sources would occur.

Construction Vibration

Vibration Annoyance

Groundborne vibration is rarely annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers. For annoyance, vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. Since construction activities would typically be distributed throughout the Project Site, vibration annoyance impacts are typically based on average vibration levels (levels that would be experienced by sensitive receptors most of the time). Therefore, to represent the worst-case scenario of vibration levels, distances to the nearest sensitive receptor buildings are measured from the closest distances the equipment in Table 9 might be to the sensitive receptor. As a result, the north, east, south, and west calculations were measured from the edge of the Project Site boundary. For vibration annoyance, the Federal Transit Administration (FTA) vibration level limit of 72 VdB applies to the surrounding residential receptors. For institutional land uses, such as the San Gabriel Presbyterian Church 315 feet west of the Project Site, the FTA sets the vibration level limit of such land uses to 75 VdB.

Table 9, *Worst-Case Annoyance Vibration Levels from Construction Equipment*, shows the vibration levels from typical earth-moving construction equipment at the nearest receptors. As shown in Table 9, construction-generated vibration levels would not exceed 72 VdB or 75 VdB at any nearby sensitive receptors. Therefore, impacts related to construction vibration annoyance would be less than significant.

Table 9 Worst-Case Annoyance Vibration Levels from Construction Equipment

	Vibration Levels (VdB)				
Equipment	Reference Levels at 25 feet	Residence 270 feet Northwest at 111 Gerona Ave	Residence 230 feet Southeast at 130 S. Del Mar Ave	Residence 260 feet South at 119 W. Live Oak St	San Gabriel Presbyterian Church 315 feet West at 200 W. Las Tunas Dr
Vibratory Roller	94.0	63.0	65.1	63.5	61.0
Large Bulldozer	87.0	56.0	58.1	56.5	54.0
Caisson Drilling	87.0	56.0	58.1	56.5	54.0
Loaded Trucks	86.0	55.0	57.1	55.5	53.0
Jackhammer	79.0	48.0	50.1	48.5	46.0
Small Bulldozer	58.0	27.0	29.1	27.5	25.0
FTA Threshold	-	72	72	72	75
Exceeds Threshold?	-	No	No	No	No

Source: FTA 2018.
Note: Distances are from the nearest distance from where these equipment pieces may be used to the nearest receptor building within each land use type.

Vibration Damage

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible

vibrations at moderate levels, to slight architectural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

For reference, a vibration level of 0.2 in/sec PPV is used as the limit for nonengineered timber and masonry buildings (which would apply to the surrounding residential structures) (FTA 2018). Vibration damage is measured from the edge of the Project Site to the nearest structure façade because vibration damage, unlike human vibration perception or annoyance, is determined by measuring instantaneous peak particle velocity generated by equipment. Table 10 summarizes vibration levels for typical construction equipment at a reference distance of 25 feet and at the nearest buildings. The nearest structure to proposed construction activities is the Chase Bank 60 feet or less to the west of the Project Site. If paving, demolition, grading, and earthwork equipment operates within approximately 25 feet or less of the residences, the 0.2 in/sec PPV threshold would be exceeded.

Table 10 Vibration Damage Levels for Typical Construction Equipment

	PPV (in/sec)				
Equipment	FTA Reference at 25 feet	Commercial Buildings 100 feet North at 105 W. Las Tunas Dr	USPS 110 feet Southeast at 120 S. Del Mar Ave	Residence 260 feet South at 119 W Live Oak St	Chase Bank 60 feet West at 120 W. Las Tunas Dr
Vibratory Roller	0.21	0.026	0.023	0.006	0.056
Large Bulldozer	0.089	0.011	0.010	0.003	0.024
Caisson Drilling	0.089	0.011	0.010	0.003	0.024
Loaded Trucks	0.076	0.010	0.008	0.002	0.020
Jackhammer	0.035	0.004	0.004	0.001	0.009
Small Bulldozer	0.003	0.000	0.000	0.000	0.001

Sources: FTA 2018.

As shown in Table 10, vibration levels would not result in an exceedance of 0.2 in/sec PPV at nearby buildings from the proposed café, resulting in a less than significant impact.

Operation

Operation of the Proposed Project would not generate substantial levels of vibration because there are no known sources of vibrational energy associated with the Proposed Project, such as industrial machinery or railroad operations. Therefore, vibration impacts related to the operation of the site would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The nearest airport to the Project Site is San Gabriel Valley Airport, approximately 3.9 miles to the southeast of the Project Site. There are no public airports nor helipads within 2 miles of the Project Site, and the Project Site is not part of the Los Angeles County Airport Land Use Commission's land use plan for

any airports. The Proposed Project would not expose people residing or working in the project area to excessive noise levels. Therefore, no impact would occur.

3.14 POPULATION AND HOUSING

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. Construction of the Proposed Project would provide short-term jobs. Many of the construction jobs would be temporary and would be specific to the Proposed Project; therefore, workers are not expected to relocate their places of residence as a consequence of working on the Proposed Project. Temporary construction of the project would not be expected to induce substantial population growth or demand for housing, and a less than significant impact would occur. Operation of the Proposed Project would not require road extension nor extension of other infrastructure. The Proposed Project would not generate indirect population growth because the proposed drive-through coffee shop would cater largely to the surrounding neighborhood. The Proposed Project is being developed in an urbanized area with surrounding commercial and residential uses. Since the Proposed Project would not generate unplanned population growth and would not generate indirect population growth, the operation of the Proposed Project would result in a less than significant impact.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project Site is undeveloped, vacant land. The Project Site is currently unoccupied. No existing persons or housing currently reside at the Project Site. Thus, the Proposed Project would not displace persons or housing. Therefore, no impact would occur.

3.15 PUBLIC SERVICES

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

a) Fire protection?

Less Than Significant Impact. The San Gabriel Fire Department provides fire protection and emergency services to more than 40,000 residents in 4.1 square miles in the city. There are currently three fire stations within a two-mile radius of the Project Site. The nearest is Station 52 at 115 N Del Mar Avenue, approximately 300 feet north of the Project Site. Construction and operation of the Proposed Project would marginally increase demand for fire protection services because the Project Site is currently vacant and undeveloped.

3. Environmental Analysis

However, the Project Site would be adequately served by existing fire stations, and the Project would be constructed pursuant to existing California Fire Code regulations, which would significantly reduce the risk of fire-related incidences during construction and operation of the Proposed Project. Therefore, the Proposed Project would not result in the need for new or physically altered fire department facilities that could cause significant environmental impacts. The City adopted Ordinance No. 533-C.S, which requires fire facilities to pay development impact fees based on square feet (San Gabriel 2023a). Therefore, the Proposed Project would be required to pay development impact fees, which would ensure that the Proposed Project's impact on fire protection services would be less than significant.

b) Police protection?

Less Than Significant Impact. The San Gabriel Police Department provides police services to the city, and the nearest police station is at 625 S. Del Mar Avenue, approximately 0.6 mile south of the Project Site. Construction and operation of the Proposed Project would marginally increase demand for police protection services because the Project Site is currently vacant and undeveloped. The Project would be adequately served by the existing police department, and development of the Proposed Project would not result in the need for construction associated with an expansion of existing or development of a new police station. The City adopted Ordinance No. 533-C.S, which requires development projects to pay impact fees based on square feet (San Gabriel 2023a). The Proposed Project would be required to pay development impact fees, which would ensure that the proposed project's impact on police protection would be less than significant.

c) Schools?

No Impact. The Project Site is within the San Gabriel Unified School District. However, the Proposed Project would not generate school-aged children since no residential units are being developed. Therefore, no impact to schools would occur.

d) Parks?

No Impact. The nearest public park to the Project Site is Smith Park at 232 West Broadway, 0.4 mile southwest of the Project Site. The Proposed Project does not include residential uses or commercial uses that would generate population growth. Thus, the Proposed Project would not result in the need for a new or expanded park. Therefore, no impact to parks would occur.

e) Other public facilities?

No Impact. The Proposed Project would not result in impacts associated with the provision of other new or physically altered public facilities (e.g., libraries, childcare, teen, or senior centers). Physical impacts to public services are generally associated with population growth, which increases the demand for public services and facilities; however, the Proposed Project would not result in population growth. Therefore, no impact would occur.

3.16 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The nearest public park to the Project Site is Smith Park at 232 West Broadway, 0.4 mile southwest of the Project Site. The increase in the use of existing parks and recreational facilities and the need for new recreational facilities is tied to population growth. The Proposed Project would be developed for commercial uses. No residential development is proposed as a part of the Proposed Project. The Proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, no impact would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The Proposed Project would develop a drive-through coffee shop in a highly urbanized area that has been previously developed. The Proposed Project would not require the expansion of existing recreational facilities that would have an adverse effect on the environment. Therefore, no impact would occur.

3.17 TRANSPORTATION

This section is based in part on the following technical studies:

- *Transportation Impact Assessment*, Fehr and Peers, July 31, 2023 (Appendix G).

Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. A significant impact may occur if the Proposed Project conflicts with the City's adopted policies, plans, or programs regarding public transit and active transportation. The Project would not conflict with existing public transit, bicycle, and pedestrian facilities. The Project Site is not located within a 0.5-mile radius of a current major transit stop. Sidewalks are present on W. Las Tunas Drive and S. Del Mar Avenue surrounding the Project Site. The Proposed Project is not near schools, freeway ramps, or other major traffic generators. The Proposed Project would support the City's Mobility Element Goal 3.5, which promotes the use of bicycles for transportation, by providing bicycle parking spaces on-site, and Goal 3.6, which would enhance pedestrian access and circulation in new developments by providing dedicated pedestrian access to the coffee-shop walk-up services, bicycle parking spaces on-site, and landscaping along W. Las Tunas Drive and S. Del Mar Avenue. The Proposed Project would not conflict with active transportation or circulation. Therefore, the Project would not conflict with transportation policies, and impacts would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant Impact. The City's Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (TSG) identifies three screening criteria to determine what type of vehicle miles traveled analysis, if any, is needed. If a project meets any of the three screening criteria, it would be presumed to have a less than significant impact on VMT, provided that the project is consistent with the 2020-2045 SCAG RTP/SCS with respect to transportation and does not negatively impact transit systems and bicycle and pedestrian networks. The TSG refers to the San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool to assist with the VMT screening analysis. The three screening criteria are detailed below and applied to determine if the Project has the potential to result in a VMT impact.

Screening Criteria 1: Transit Proximity Screening

Projects located in proximity to high quality transit may be exempt from VMT analysis because they are presumed to have a less than significant impact absent substantial evidence to the contrary. Transit Priority Areas, or TPAs, are defined as a 0.5-mile radius around an existing or planned major transit stop or an existing stop along a high-quality transit corridor (HQTC). A HQTC is defined as a corridor with fixed route bus service frequencies of no longer than 15 minutes during peak commute hours. The city's High-Quality Transit Areas can be found within the SGVCOG VMT Evaluation Tool. The Project is not within a 0.5-mile radius of a current major transit stop. Therefore, the Project is not screened out from VMT analysis under this criterion.

Screening Criteria 2: Low VMT Area Screening

Residential and office projects within a low-VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. Based on the VMT impact threshold identified by the City of San Gabriel, low VMT for projects is defined as an area that generates daily VMT per service population that is 1 percent or more lower than the SGCVOG baseline VMT per service population. The traffic analysis zones (TAZ) that are identified as low VMT areas in San Gabriel can be found within the SGVCOG VMT Evaluation Tool. The Project Site is not in an area with low VMT. Therefore, the Project is not screened out from VMT analysis under this criterion.

Screening Criteria 3: Project Type/Size

Projects that generate less than 110 net new daily trips, local-serving retail projects, local-serving public facilities, and 100 percent affordable housing projects are presumed to have less than significant VMT impacts absent substantial evidence to the contrary. Local-serving retail is defined as commercial projects with local-serving retail uses less than 50,000 square feet, and local-serving public facilities are transit centers, public schools, libraries, parks, post offices, park-and-ride lots, police and fire facilities, and government offices. These projects are screened out from needing to do a VMT analysis based on project type or size. The Project, a drive-through coffee shop of 999 square feet, proposes a local-serving retail use under 50,000 square feet. Therefore, the Project is screened out from further VMT analysis under this criterion.

The Project meets one of the City's screening criteria based on the TSG and is presumed to result in a less than significant VMT impact. The Project is also consistent with the 2020-2045 SCAG RTP/SCS by providing infill

development that would reduce VMT. Currently, there are no other Starbucks locations within 1.5 miles of W. Las Tunas Drive and S. Del Mar Avenue. By providing a new Starbucks location at this intersection, local area residents would not need to drive as far to access Starbucks, which would reduce VMT. The Project would also not conflict with existing public transit, bicycle, and pedestrian facilities, nor would it conflict with City-adopted policies, plans, or programs regarding public transit and active transportation. Therefore, the Project is presumed to cause a less than significant impact with regards to transportation and is screened out from preparing a full CEQA transportation assessment.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. As discussed in the transportation impact analysis (Appendix G), the Proposed Project would not create any hazards due to design features or incompatible uses. Access to the Project Site would be required to comply with all City design standards; project design and siting, including relocation of the driveway, would be reviewed and approved by the City of San Gabriel. This would ensure that the Proposed Project would not create sharp curves or dangerous intersections. Further, the Proposed Project includes the development of a coffee shop in an urbanized area. It would not introduce an incompatible use, such as farming equipment. Therefore, the Proposed Project would not substantially increase hazards due to geometric design features or incompatible uses. A less than significant impact would occur.

d) Result in inadequate emergency access?

Less Than Significant Impact. W. Las Tunas Drive and S. Del Mar Avenue are identified as emergency access routes to the Project Site (San Gabriel 2004b). The Proposed Project would not result in inadequate emergency access. Emergency vehicle access would be provided from the relocated project driveway on W. Las Tunas Drive, similar to existing conditions. The project driveway and circulation aisles would be designed and maintained to provide adequate access for emergency vehicles to the Project Site. The Proposed Project is designed to maximize internal queuing areas to minimize the potential for queue spillover into the public right-of-way and impacts to emergency vehicle access. The Proposed Project drive-through would have the capacity to accommodate 13 vehicles and the parking aisle could accommodate an additional 7 drive-through patrons on the Project Site (for a total of 20 drive-through vehicles). The average number of maximum queuing vehicles waiting to enter the drive-through portion of similar coffee shops is 5 to 6 vehicles. The transportation memorandum finds that the Proposed Project's drive-through queuing would be accommodated on the Project Site during typical service and operations. However, internal factors such as staffing levels, initial popularity, unforeseen events, and startup learning could generate longer queues that may extend onto W. Las Tunas Drive. In the event that queues extend onto the street, such queue lines would be within the parking aisle and would not block vehicle flow along W. Las Tunas Drive. Because the proximity of the driveway to the neighboring commercial use to the west of the Project Site, queue lanes would not be more than two vehicles.

The Proposed Project would comply with the City of San Gabriel's access requirements and would be reviewed by the City's Public Works and Fire Department. Therefore, impacts to emergency access during operation of the Proposed Project would be less than significant.

3.18 TRIBAL CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Less Than Significant Impact. The Project Site is an undeveloped and previously disturbed parking lot that does not contain any identified known tribal cultural resources. The Project Site does not contain any features meeting the historic resource criteria and does not meet the definition of a historic resource pursuant to CEQA. Implementation of the Project would not result in any substantial adverse change in a tribal cultural resource defined pursuant to PRC Section 5024.1 or PRC Section 5020.1 (k). Less than significant impacts would occur.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact With Mitigation Incorporated. The Project Site is in a highly urbanized area and has been previously developed and disturbed. The Project Site does not meet the historical resources criteria outlined in PRC Section 5024.1. No known tribal cultural resources exist on-site. In considering the significance of the tribal cultural resources to California Native American tribes, the City contacted the tribes it has on its Assembly Bill 52 contract list on May 17, 2023. These tribes include: the Gabrieleño Band of Mission Indians-Kizh Nation, the Gabrieleño/Tongva San Gabriel Band of Mission Indians, and the Gabrieleño-Tongva Tribe. Two tribes requested consultation, and no other requests were received.

The Gabrieleño Band of Mission Indians-Kizh Nation requested consultation on May 23, 2023. Consultation was held over email during late June 2023. The Gabrieleño/Tongva San Gabriel Band of Mission Indians contacted the City on July 6, 2023 and requested consultation. Consultation with Gabrieleño/Tongva San Gabriel Band of Mission Indians was held on July 6, 2023, and concluded on the same day. Given the input provided by the tribes during consultation, the Proposed Project was determined to have a potential to impact previously unidentified tribal cultural resources. As requested by the Gabrieleño Band of Mission Indians – Kizh Nation and the Gabrieleño/Tongva San Gabriel Band of Mission Indians, the Proposed Project would implement mitigation measures TCR-1 through TCR-3.

Mitigation Measures

TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

- The Project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) and the Gabrieleño/Tongva San Gabriel Band of Mission Indians. The monitor(s) shall be retained prior to the commencement of any "ground-disturbing activity" for the subject Project at all locations (i.e., both on-site and any off-site locations that are included in the Project description/definition and/or required in connection with the Project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- The monitor(s) will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribes. Monitor logs will identify and describe any discovered Tribal Cultural Resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribes.
- On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh Nation and Gabrieleño/Tongva San Gabriel Band of Mission Indians from a designated point of contact for the Project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project Site or in connection with the project are complete; or (2) a determination and written notification by the Kizh Nation and Gabrieleño/Tongva San Gabriel Band of Mission Indians to the Project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the Project Site possesses the potential to impact Kizh Nation and Gabrieleño/Tongva San Gabriel Band of Mission Indians TCRs.

TCR-2 Unanticipated Discovery of Tribal Cultural Resource Objects (Non-funerary/Non-ceremonial)

- Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until

the discovered TCR has been fully assessed by the Kizh Nation monitor and/or Kizh Nation archaeologist and Gabrieleño/Tongva San Gabriel Band of Mission Indians monitor and/or Gabrieleño/Tongva San Gabriel Band of Mission Indians archaeologist. The Kizh Nation and/or Gabrieleño/Tongva San Gabriel Band of Mission Indians will recover and retain all discovered TCRs in the form and/or manner the Tribe(s) deems appropriate, in the appropriate Tribe's sole discretion, and for any purpose the Tribe(s) deems appropriate, including for educational, cultural and/or historic purposes.

TCR-3 Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

- Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- If Native American human remains and/or grave goods are discovered or recognized on the Project Site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
- Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
- Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. As discussed below, existing water and wastewater infrastructure and facilities would have adequate capacity to service the Proposed Project during construction and operation.

Water Supply Facilities

The Project Site's water services would be provided by the San Gabriel County Water District that owns and operates five active wells. The SGCWD is supplied by groundwater from the Main San Gabriel and Raymond Groundwater Basins, which provide reliable drinking water to approximately 45,000 people. SGCWD's Urban Water Management Plan includes a Water Shortage Contingency Plan that outlines steps that can be taken in the event of a water shortage, depending on the severity of the event.

Based on the CalEEMod model constructed for fast-food restaurants with a drive-through, indoor and outdoor water would be anticipated to be approximately 356,350 gallons per day, which is within the District's groundwater pumping capacity. Therefore, there would be adequate water supply to provide for the operation of the Proposed Project. A less than significant impact would occur.

Wastewater Treatment Facilities

The Wastewater Operations Division (WOD) provide sewer service to the Project Site. The WOD operates and maintains 72 miles of sewer lines and 1,300 sewer maintenance holes. Untreated wastewater is collected in the system and delivered to a truck line system of the County Sanitation Districts (CSD). The CSD treats and discharges the wastewater. The operation of sewer collection system is permitted and in compliance with federal and State water quality laws. Construction and operation of the Proposed Project would increase wastewater generation. However, this increase will be marginal, and project development would not require the construction of new or expanded wastewater treatment facilities. Impacts to wastewater treatment facilities would be less than significant.

Stormwater Drainage Facilities

As discussed in Section 3.10, *Hydrology*, the Proposed Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES). Stormwater would be removed from the Project Site, primarily by sheet flow action across the paved surface toward the water drains throughout the property and in the public right-of-way, into the municipal sewer system. Stormwater would be naturally filtered while infiltrating through bedding and base layers of permeable pavement and would infiltrate local soils. Any excess water that does not percolate would exit the site via an overflow catch basin (see Appendix E). The generated runoff from the site is mainly runoff from roof and parking lot drainage, and runoff would sheet flow on the asphalt-paved parking lot where it would then be routed to the proposed permeable pavement and underdrain. The construction and operation of the Proposed Project would implement and adhere to BMPs, which would collect and/or treat stormwater on-site prior to its being discharged to the public storm drain system. Therefore, impacts would be less than significant.

Electricity Facilities

Electricity services would be supplied by Southern California Edison (SCE). The development of the Proposed Project would not require new or expansion of electricity supplies, such as electrical power stations or new facilities infrastructures that would generate additional electric power. Construction of the Proposed Project would create temporary increase demand for electricity. As the Project Site is currently vacant and undeveloped, operation of the Proposed Project would result in an increase in electricity demand in the long term. However, the Proposed Project would be required to comply with energy efficiency standards set forth by Title 24, which ensures the reduction of wasteful and inefficient energy uses. Therefore, the impact to electricity facilities would be less than significant.

3. Environmental Analysis

Natural Gas Facilities

Southern California Gas Company (SoCalGas) provides natural gas services to the City of San Gabriel. As a public utility, SoCalGas is under the auspices of the California Public Utilities Commission and federal regulatory agencies. Should these agencies take any action that affects gas supply or the conditions under which service is available, gas service would be provided in accordance with revised conditions. Development of the Proposed Project would comply with regulations and standards pertaining to natural gas. Therefore, the Proposed Project would result in a less than significant impact.

Telecommunication Facilities

The Project Site is located in an urbanized area within the City of San Gabriel with adequate telecommunication services. The phone service provider in the City of San Gabriel is AT&T, and internet access is provided by Charter Communications. The Proposed Project would be adequately served by electricity, natural gas, and telecommunication facilities. Impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The water purveyor for the Project Site is the SGCWD. All of the water the SGCWD supplies is pumped from wells in the Main San Gabriel and Raymond groundwater basins. Based on the CalEEMod model constructed for fast-food restaurants with a drive-through, indoor and outdoor water would be anticipated to be approximately 356,350 gallons per day which is within the District's groundwater pumping capacity. SGCWD has numerous programs to ensure water supplies are not limited by drought or other disasters. SGCWD's Urban Water Management Plan's overall projection for commercial uses would ensure that the Proposed Project would have sufficient water supply available to serve the project and implements a Water Shortage Contingency Plan that outlines steps that can be taken in the event of a water shortage, depending on the severity of the event. The Proposed Project would not adversely affect the City's water supplies. Therefore, a less than significant impact would occur.

c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. There are 72 miles of existing sewer lines throughout the City. The WOD is the provider for the Project Site. The Project Site would provide sewer connection to the existing sewer line on W. Las Tunas Drive. Untreated wastewater is collected in the system and delivered to a trunk line system of the CSD. The CSD treats and discharges the wastewater. The Proposed Project must be in compliance with NPDES General Permit for Storm Water Discharges associated with construction activity which would prevent stormwater pollution from impacting receiving waters. The City of San Gabriel Department of Public Works ensures the City's sewer collection system is operated under a State-issued permit and kept in compliance with federal and State water quality laws. Therefore, a less than significant impact would occur.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The Proposed Project would not generate solid waste in excess of state or local standards. The City of San Gabriel is served by Athens Services. The company hauls nonrecyclable solid waste to a designated landfill in San Bernardino County. Based on outputs from CalEEMod on fast-food restaurants with drive-throughs, operation of the Proposed Project would produce 11.52 tons of solid waste per year. The City of San Gabriel partners with Athens Services to ensure compliance with State mandates to help divert the amount of solid waste generated. AB 341 ensures that all commercial entities that generate four or more cubic yards of waste each week have recycling services. AB 1826 and SB 1383 implement a recycling and organic waste program that targets a 50 percent reduction in the level of the statewide disposal of organic waste to aid in the reduction of methane emissions in landfills. Therefore, a less than significant impact would occur.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Construction and operation of the Proposed Project would comply with applicable federal, state, and local statues and regulations related to solid waste. The City of San Gabriel contracts with Athens Services, which complies with federal, State, and local mandates regarding solid waste. The state of California signed AB 341 requiring recycling services and signed SB 1383 to implement organic waste services in order to divert solid waste from landfills. Because the Proposed Project would comply with these regulations, a less than significant impact would occur.

3.20 WILDFIRE

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. Wildland fire protection in California is the responsibility of either the local, state, or the federal government. SRAs are the areas where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The City of San Gabriel does not contain moderate, high, nor very high FHSZs. The Project Site is not in or adjacent to lands classified as high FHSZs. The nearest SRA in a very high FHSZ is approximately 6.5 miles north of the Project Site (CAL FIRE 2023). Therefore, no impact would occur.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project Site is highly developed and in an urbanized area; it is not in or adjacent to a high FHSZ or an SRA. The Project Site and surrounding area are generally flat. There is no wildland susceptible to wildfire on or near the site. Therefore, no impact would occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project Site is not in or near an SRA or lands classifies as high FHSZs. The Proposed Project is in an urbanized area and would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. Therefore, no impact would occur.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project Site is not in or near a high FHSZ or an SRA. The Proposed Project would not expose people or structures to significant risk due to post-wildfire slope or drainage changes, and no impact would occur.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Less Than Significant Impact. The Proposed Project did not identify any potential impacts that would substantially degrade the quality of the environment, reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The Project Site is currently vacant in a highly urbanized area that does not contain any special-status or sensitive biological resources. The Proposed Project would not degrade the quality of the biological resources or eliminate important examples of a major period of California history or prehistory. Mitigation Measures CUL-1 and TCR-1 through TCR-3 would ensure impacts related to cultural resources and tribal cultural resources would be less than significant. Therefore, impacts would be less than significant and no additional mitigation measures are required.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable

when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. The Proposed Project would not result in significant cumulative impacts. The Proposed Project would construct a drive-through coffee shop in a highly urbanized area of the City of San Gabriel. The Proposed Project would have no impact, a less than significant impact, or a less than significant impact with mitigation measures to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire. Therefore, all impacts are individually limited and would not result in any cumulatively significant impact. Impacts would be less than significant, and no mitigation measures are required.

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

No Impact. As discussed in this IS/MND, the Proposed Project would not result in significant direct or indirect adverse impacts or result in substantial adverse effects on human beings. Impact would be less than significant, and no mitigation measures are required.

3. Environmental Analysis

This page intentionally left blank.

4. References

AirNav.com. 2023. Airports. https://www.airnav.com/airports/.

Bay Area Air Quality Management District (BAAQMD). 2023, April. California Environmental Quality Act Air Quality Guidelines. https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines.

Berger, Elliott H., Rick Neitzel, and Cynthia A. Kladden. 2015. Noise Navigator Sound Level Database with Over 1700 Measurement Values. https://multimedia.3m.com/mws/media/888553O/noise-navigator-sound-level-hearing-protection-database.pdf.

California Air Pollution Control Officers Association (CAPCOA). 2022. California Emissions Estimator Model (CalEEMod). Version 2022.1.1.13. Prepared by ICF in collaboration with the Sacramento Metropolitan Air Quality Management District.

California Air Resources Board. 2017, March 14. Final Proposed Short-Lived Climate Pollutant Reduction Strategy. https://www.arb.ca.gov/cc/shortlived/shortlived.htm.

———. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. Accessed January 24, 2023. https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf.

———. 2023. Area Designations Maps/State and National. Accessed January 24, 2023. https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

California Department of Conservation (DOC). 1994. "Los Angeles County." Part II of *Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California.* Open File Report 94-14. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc.

———. 2015. *Geologic Map of California.* https://maps.conservation.ca.gov/cgs/gmc/.

———. 2018. *California Important Farmland Map: 1984–2018*. https://maps.conservation.ca.gov/dlrp/ciftimeseries/.

———. 2019a. *Alquist-Priolo Earthquake Fault Zones.* https://www.conservation.ca.gov/cgs/alquist-priolo.

———. 2019b. *California Earthquake Hazards Zone Application.* https://www.conservation.ca.gov/cgs/geohazards/eq-zapp.

4. References

California Department of Fish and Wildlife (CDFW). 2023, April. State and Federally Listed Endangered and Threatened Animals of California. California Natural Diversity Database (CNDDB). Sacramento, CA. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109405&inline.

———. 2022, July 5 (accessed). BIOS: Conservation Plan Boundaries: HCP and NCCP. Database. https://apps.wildlife.ca.gov/bios/?al=ds760.

California Department of Forestry and Fire Protection (CAL FIRE). 2023, June 1 (accessed). *Fire Hazard Severity Zones Maps*. https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazardsbuilding-codes/fire-hazard-severity-zones-maps/.

California Department of Toxic Substances Control (DTSC). 2023, Jun3 26 (accessed). *EnviroStor*. Database. https://dtsc.ca.gov/dtscs-cortese-list/.

California Department of Transportation (Caltrans). 2023. *State Scenic Highway Map*. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

California Natural Resources Agency (CNRA). 2018, November. Final Statement of Reasons for Regulatory Action. http://resources.ca.gov/ceqa/docs/2018_CEQA_Final_Statement_of%20Reasons_111218.pdf.

Division of Safety of Dams (DSOD). 2023, June 6 (accessed). California Dam Breach Inundation Maps. Interactive Map. California Department of Water Resources. https://fmds.water.ca.gov/maps/damim/.

Federal Emergency Management Agency (FEMA). 2023, June 15 (accessed). FEMA Flood Map Service Center: Search By Address. Interactive Map.

Federal Highway Administration (FHWA). 2006, January. FHWA Roadway Construction Noise Model (RCNM) User's Guide.

———. 2006, August. *Construction Noise Handbook*.

Federal Transit Administration (FTA). 2018, September. *Transit Noise and Vibration Impact Assessment*.

Fehr and Peers. 2023, July 31. *Transportation Impact Assessment*.

Governor's Office of Planning and Research (OPR). 2008, June. CEQA and Climate Change: Addressing Climate Change through CEQA Review. Technical Advisory. http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf.

GreenbergFarrow. 2022, March 23. *Low Impact Development Plan* (LID). See Appendix E.

Office of Environmental Health Hazard Assessment (OEHHA). 2015, February. Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments. http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf.

4. References

PlaceWorks. 2023a, May. San Gabriel Drive-Through Coffee Shop: Air Quality Impact Study. See Appendix A.

———. 2023b, May. San Gabriel Drive-Through Coffee Shop: Greenhouse Gas Emissions Impact Study. See Appendix A.

———. 2023c, May, San Gabriel Drive-Through Coffee Shop: Noise Assessment. See Appendix F.

Salem Engineering Group, Inc. 2021a, September 21. AAI Phase I Environmental Site Assessment Report, Proposed Starbucks Coffee Shop. See Appendix C.

———. 2021b, October 26. *Geotechnical Engineering Investigation.* See Appendix B.

———. 2021c, November 9. *Phase II Environmental Site Assessment Proposed Starbucks.* See Appendix D.

San Gabriel, City of. 2004a, May 18. City of San Gabriel Land Use Plan. Map. https://sangabrielcity.com/DocumentCenter/View/813/Copy-of-2004-GP-Land-Use-Map-SIGNED?bidId=.

———. 2004b, May 18. Ingredients for Success: The Comprehensive General Plan for the City of San Gabriel, California. https://sangabrielcity.com/DocumentCenter/View/733/GENERALPLAN-FOR-WEB?bidId=.

———. 2004c, August. Building on a Proud Past: Mission District Specific Plan. https://sangabrielcity.com/DocumentCenter/View/365/MDSP?bidId=.

———. 2012, November. Energy Action Plan (EAP). https://www.sangabrielcity.com/DocumentCenter/View/1531/SanGabriel-EAP-November?bidId=.

———. 2016a, April 20. City of San Gabriel Zoning Map. https://sangabrielcity.com/DocumentCenter/View/812/Zoning-Map?bidId=.

———. 2016b. Environmental Checklist Form, Planning Case No. PL-15-093 ("Adopted MND").

———. 2023a. Development Impact Fees. https://www.sangabrielcity.com/850/Development-Impact-Fees.

———. 2023b. Fire Prevention and Emergency Preparedness. https://www.sangabrielcity.com/440/Fire-Prevention-and-Emergency-Preparedne.

———. 2023c, June 1 (accessed). Utilities. https://www.sangabrielcity.com/328/Utilities.

Second Skin Audio. n. d. "Do Soundproof Blankets Work?" *Interior or Exterior Acoustic and Soundproof Blankets*. https://www.secondskinaudio.com/soundproofing/soundproof-blanket/.

South Coast Air Quality Management District (SCAQMD). 2008, July. Final Localized Significance Threshold Methodology. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf.

4. References

———. 2010, September 28. Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf.

———. 2011. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2.

———. 2022, December. 2022 Air Quality Management Plan. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=10.

Southern California Association of Governments (SCAG). 2020, September 3. Connect SoCal: The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments. https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx.

United States Fish and Wildlife Service (USFWS). 2020, April 16. Migratory Bird Treaty Act. https://www.fws.gov/birds/policies-andregulations/laws-legislations/migratory-bird-treaty-act.php.

———. 2023, May 1 (accessed). *National Wetlands Inventory*. Database. https://www.fws.gov/wetlands/data/mapper.html.

United States Geological Survey (USGS). 2023, May 26 (accessed). What Is a Landslide and What Causes One? https://www.usgs.gov/faqs/what-a-landslide-and-what-causes-one?qtnews_science_products=0#qt-news_science_products.

5. List of Preparers

CITY OF SAN GABRIEL

Samantha Tewasart, Planning Manager

PLACEWORKS

Addie Farrell, Principal

Mariana Zimmermann, Project Manager

Jennifer Kelley, Senior Associate I

Itzeel Padilla, Planner

Tony Chung, Associate Principal, Noise and Vibration

Abdul Khan, Project Planner, Noise and Vibration

Nicole Vermilion, Principal, Air Quality/Greenhouse Gas Emissions

Emily Parks, Associate, Air Quality/Greenhouse Gas Emissions

Cary Nakama, Graphic Artist

FEHR & PEERS

John Muggridge, Principal

Ryan Liu, Senior Transportation Engineer

5. List of Preparers

This page intentionally left blank.