338-410 South Alhambra Avenue 64-Unit Condominium Project

Initial Study and Mitigated Negative Declaration

Lead Agency:

City of Monterey Park
Planning Division
320 West Newmark Avenue
Monterey Park, California 91754

Prepared For:

The Commons of MPK, LLC.
Management Company:
Longo Realty, Inc.
812 South Atlantic Boulevard, #A
Monterey Park, California 91754

Prepared by:

MIG, Inc.
1650 Spruce Street, Suite 106
Riverside, CA 92507

Public Review Draft
May 20, 2024

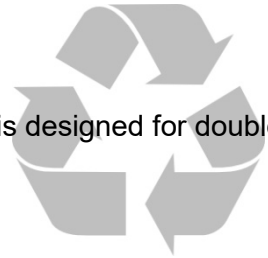

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Table of Contents

List of Tables

List of Exhibits

List of Appendices

1 Introduction

The City of Monterey Park ("Lead Agency" or "City") received an application from Longo Realty Inc. ("project proponent") to construct a 64-unit condominium development (the "project") on a site located at 338, 400, and 410 South Alhambra Avenue (Assessor's Parcel Numbers: 5259-004-036, -037, & -038) in the City of Monterey Park, California. The application for the project includes Development Agreement, Tentative Map No. 84188, and Density Bonus Concessions for demolition of the existing residential dwelling units at the project site and construction of the proposed condominium units. The project requires review under the California Environmental Quality Act ("CEQA") (Public Resources Code Sections 21000 et seq.) and the CEQA Guidelines (14 California Code of Regulations Sections 15000, et seq.).

This Initial Study was prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from approval of the proposed project. This report was prepared to comply with CEQA Guidelines Section 15063 which requires an Initial Study to include the following:

- A description of the project, including the location of the project (see Section 2)
- Identification of the environmental setting (see Section 2.10)
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (see Section 4)
- Discussion of ways to mitigate significant effects identified, if any (see Section 4)
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (see Section 4.11)
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (see Section 6)

1.1 – Purpose of CEQA

Public Resource Code section 2100 provides as follows:

"The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state takes immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the

environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
j) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
n) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment."

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Public Resource Code section 21002, quoted below:

"The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event that specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

1.2 – Public Comments

Written comments from all public agencies and individuals are invited regarding the information contained in this Initial Study and Mitigated Negative Declaration ("IS/MND"). Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. All comments on the IS/MND are to be submitted to:

Beth Chow, AICP, Interim Planning Manager
City of Monterey Park Planning Division
320 West Newmark Avenue
Monterey Park, California 91754
Phone: (626) 307-1318

Email: BChow@MontereyPark.ca.gov

Following a 20-day period of circulation and review of the IS/MND, all written comments will be considered by the City of Monterey Park before taking action on the project adopting the IS/MND.

1.3 – Availability of Materials

All materials related to the preparation of this Initial Study are available for public review at the City hall or available on the City's website homepage: http://www.montereypark.ca.gov/999/Featured-Projects. To request an appointment to review these materials at City hall, please contact Beth Chow, Interim Planning Manager, via telephone at (626) 307-1318 or via email at BChow@MontereyPark.ca.gov.

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2 Project Description

2.1 – Project Title

338-410 South Alhambra Avenue 64-Unit Condominium Project

2.2 – Lead Agency Name and Address

City of Monterey Park
Community Development Department, Planning Division
320 West Newmark Avenue
Monterey Park, California 91754

2.3 – Contact Person and Phone Number

Beth Chow, AICP, Interim Planning Manager
Phone: (626) 307-1318

2.4 – Project Sponsors' Name and Address

The Commons of MPK, LLC.
812 South Atlantic Boulevard, #A
Monterey Park, California 91754

Longo Realty, Inc.
812 South Atlantic Boulevard, #A
Monterey Park, California 91754

2.5 – Project Location

The approximately 1.73-acre project site is located on the east side of Alhambra Avenue, between East Newmark Avenue and East Graves Avenue, at the eastern terminus of Peach Street in the City of Monterey Park, California (See Exhibit 1, Regional Context Map). Interstate 10 ("I-10") is approximately 0.93 miles to the north, Interstate 710 ("I-710") is approximately 2.78 miles to the west, and State Route 60 ("SR-60") is approximately 1.86 miles to the south of the project site. The project site is surrounded by residential properties on all sides (See Exhibit 2, Project Vicinity Map).

- Latitude 34° 03' 28.43" North, Longitude 118° 06' 59.54" West
- Assessor's Parcel Numbers 5259-004-036, 5259-004-037, & 5259-004-038
- 338, 400, & 410 South Alhambra Boulevard, Monterey Park, California 91754

2.6 – General Plan Land Use Designation

The project site has a General Plan Land Use Designation of High Density Residential ("HDR") as described in the Land Use Element. The residential designation is intended to provide for a broad range of residential uses to meet the needs of Monterey Park residents.

2.7 – Zoning District

The Monterey Park Municipal Code ("MPMC") zoning regulations designate the project site as High Density Residential ("R-3"). The R-3 zone is intended to provide for a broad range of dwelling units which may be attached or detached. The maximum General Plan Land Use density for the R-3 designation is 30 dwelling units per acre.

2.8 – Surrounding Land Uses

The project site is surrounded on the north, east, and south by multi-family residential uses, and on the west, along South Alhambra Avenue with single-family residential development. Surrounding uses are summarized in Table 1 (Existing Land Uses).

Table 1
Existing Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	High Density Residential (HDR)	High Density Residential (R-3)	Combination of Single-family and Multi-family Residential
North	High Density Residential (HDR)	High Density Residential (R-3)	Single-family Residential (two story)
South	High Density Residential (HDR)	High Density Residential (R-3)	Multi-family Residential (two story)
East	High Density Residential (HDR)	High Density Residential (R-3)	Multi-family Residential (one & two story)
West	Medium Density Residential (MDR)	Medium-Multiple Residential (R-2)	Single-family Residential (one story)

2.9 – Environmental Setting

The property at 338 South Alhambra Avenue is developed with two (2) attached multi-family dwelling units. The property at 400 South Alhambra Avenue is developed with a 12-unit multi-family apartment complex. One of the units at this location is currently uninhabitable. The Property at 410 South Alhambra Avenue is developed with a single-family home and an accessory dwelling unit ("ADU"). In total, the project site is currently developed with 14 multi-family dwelling units (13 habitable units), one single-family home, and an ADU. Ornamental and non-native landscaping typical of residential development, including several trees, are located on the project site. Telephone lines run along the South Alhambra Avenue frontage for the site and extend east into the site at two locations; along the north boundary, and generally at the eastern terminus of Peach Street. The project site is relatively flat and slopes slightly from south to west. The site ranges in elevation from 375 feet to 385 feet above mean sea level (AMSL). The eastern portion of the project site slopes from an elevation of 382 feet along the eastern property line to 376 feet to the northern property line. Currently, access to the project site is provided via four driveways along South Alhambra Avenue.

2.10 – Project Description

The proposed project includes demolition of the existing residential structures, a Tentative Map to combine the three parcels into two new parcels of equal size, and construction of a residential development consisting of 64 multi-family condominium units along with associated parking and landscaping improvements (See Exhibit 3, Site Plan). The proposed condominiums would be divided

between two buildings, with eight attached 3-bedroom townhomes located in a two-story building along the project frontage and the remaining 57 condominium units arranged in the shape of a square surrounding a central courtyard area in the central/rear portion of the site (See Exhibit 4, Floor Plans). In total, the project proposes fifteen (15) 1-bedroom units, thirty-three (33) 2-bedroom units, and seventeen (16) 3-bedroom units. Fifty-seven (57) of the proposed residential units would be market rate while the remaining seven (7) units would be designated as very low-income housing units. Each level of the square condominium building contains five 1-bedroom units, eleven 2-bedroom units, and three 3-bedroom units.

Density Bonus Concessions

The project site is zoned High-Density Residential (R-3) and the surrounding area is zoned either Medium-Multiple Residential (R-2) or High-Density Residential (R-3).[1] As discussed in Section 2.7 above, the Maximum density for the R-3 designation is 30 dwelling units per acre. The zoning for the 1.73-acre site allows up to 43 dwelling units. In addition, Monterey Park Municipal Code (MPMC) Section 21.08.080 provides that no building within a residential designation can exceed two stories or 30 feet in height. MPMC Section 21.32.015 prohibits the issuance of a variance to increase the number of stories or increase the otherwise maximum height limitation. However, because the project would designate fifteen percent (15%) of the proposed units as very-low income housing, the project qualifies for an Affordable Housing density bonus of fifty percent (50%) (MPMC Section 21.18.060(D)) and height incentives up to 3 stories or 41 feet in height (MPMC Section 21.18.050). With the Affordable Housing density bonus concessions mandated under State law, the proposed project is allowed to develop up to 65 dwelling units. As previously described, the proposed project consists of 64 condominiums. Upon completion, the proposed development would be three stories and would have a maximum height of 38.7 feet at its highest point as measured from the Grade Plane (See Exhibit 5, Project Elevations).The project is allowed to exceed the City's maximum height limits pursuant to Monterey Park Ordinance No. 2198 (Measure JJ) and State law.

Parking

Each of the 3-bedroom townhomes located along the project frontage includes a two-car subterranean garage with two levels of living space above totaling 2,100 square feet. The 1-bedroom units located within the square building total 645 square feet, the 2-bedroom units total 1,000 square feet, and the 3-bedroom units total 1,300 square feet. The square building includes a semi-subterranean parking garage on the ground level with three levels of residential units above. The parking garage includes 83 passenger vehicle parking stalls for residents and guests with six of these spaces designated for electric vehicles and two spaces designated for ADA parking. The parking garage would also house the lobby/leasing office, an electrical room, a fire control room, and trash enclosures. The first level of the square building includes a community room and gym, while the second level will include a community room and business center, with the third level containing a roof top deck with open trellis.

Vehicular and Pedestrian Access

Vehicular access to the site would be provided via a 26-foot wide driveway at the northwest corner of the site and a 20-foot wide driveway at the southwest corner of the site. The driveways would provide direct access to the proposed townhome units along the project frontage and to the proposed subterranean parking garage under the square building. Pedestrian access to the site would be provided along the project site's frontage with South Alhambra Avenue.

Landscaping

The project would also include approximately 13,700 square feet of landscaped common open space around the edges of the site and an approximately 12,000-square foot central courtyard in the center of the square building. Ornamental trees and landscaping would be located in front of the proposed

building along the site's frontage with South Alhambra Avenue and along the building's setbacks with adjoining properties to the north and south.

Utility Connections

The proposed project would connect to existing facilities located within South Alhambra Avenue right-of- way. Electricity service is provided to the site by Southern California Edison. Water service is provided to the site by the City of Monterey Park Water Utility Division. Sewer service is provided by the Los Angeles County Sanitation District. Existing water and sewer lines are located under South Alhambra Avenue. The proposed project would connect to the main sewer line under South Alhambra Avenue. Utility undergrounding would be required.

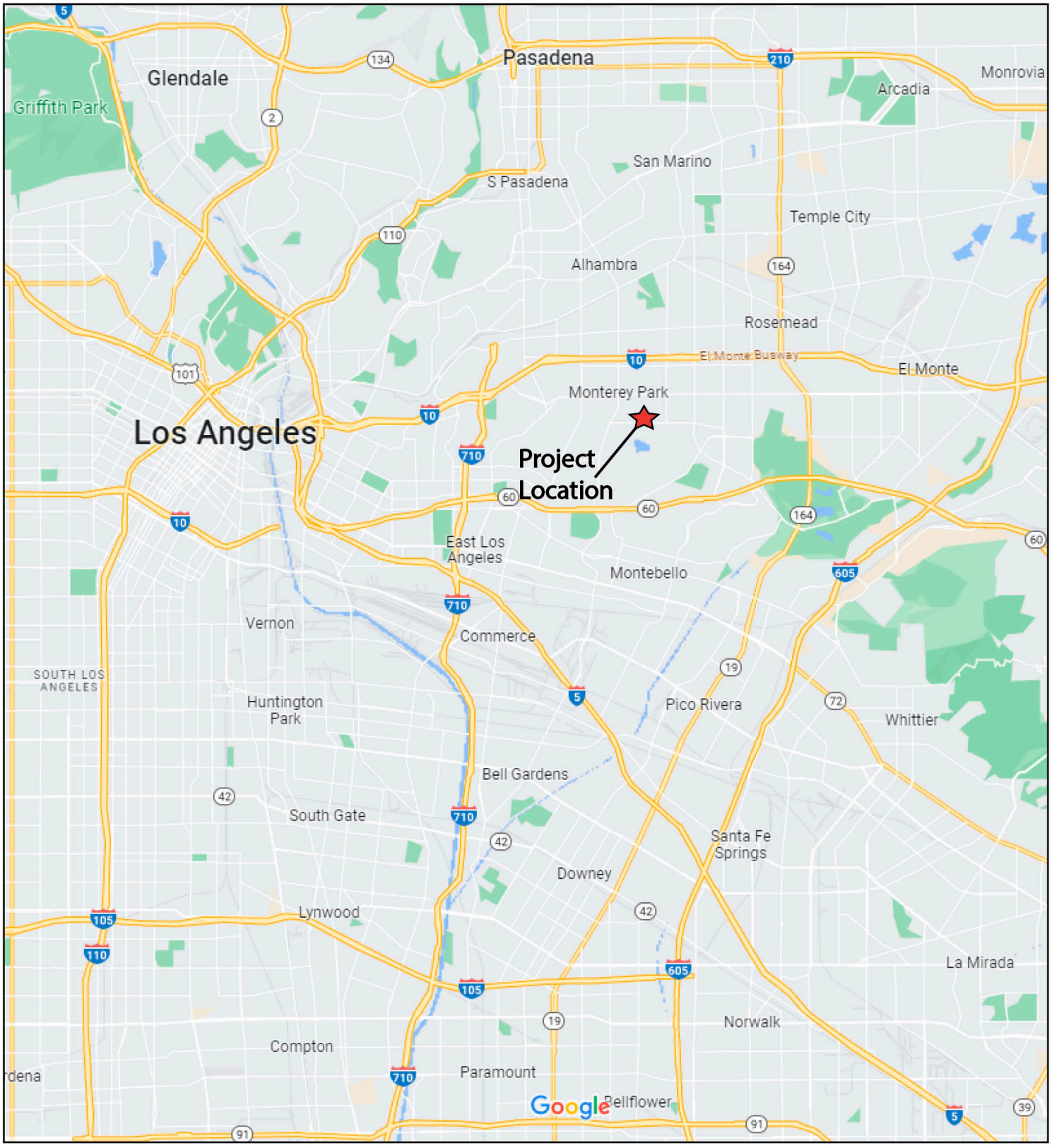
2.11 – Required Approvals

The City of Monterey Park is the only land use authority for this project requiring the following discretionary approvals:

- Design Review (Site and Building Development)
- Development Agreement
- Tentative Map 84188
- Density Bonus Concessions
    - Menu of Incentives Options:
        1. Increase building height/story by 11 feet/1 story
        2. Reduce rear setback by 5 feet (from 25 feet to 20 feet)
        3. Reduce private open space (balconies) to 10 feet by 6 feet

2.12 – Other Public Agencies Whose Approval is Required

None.



Not to Scale

Source: Google Maps

http://www.migcom.com • 951-787-9222

Exhibit 1 Regional Context Map

338-410 S. Alhambra Ave. 64-Unit Condominium Project

Monterey Park, California

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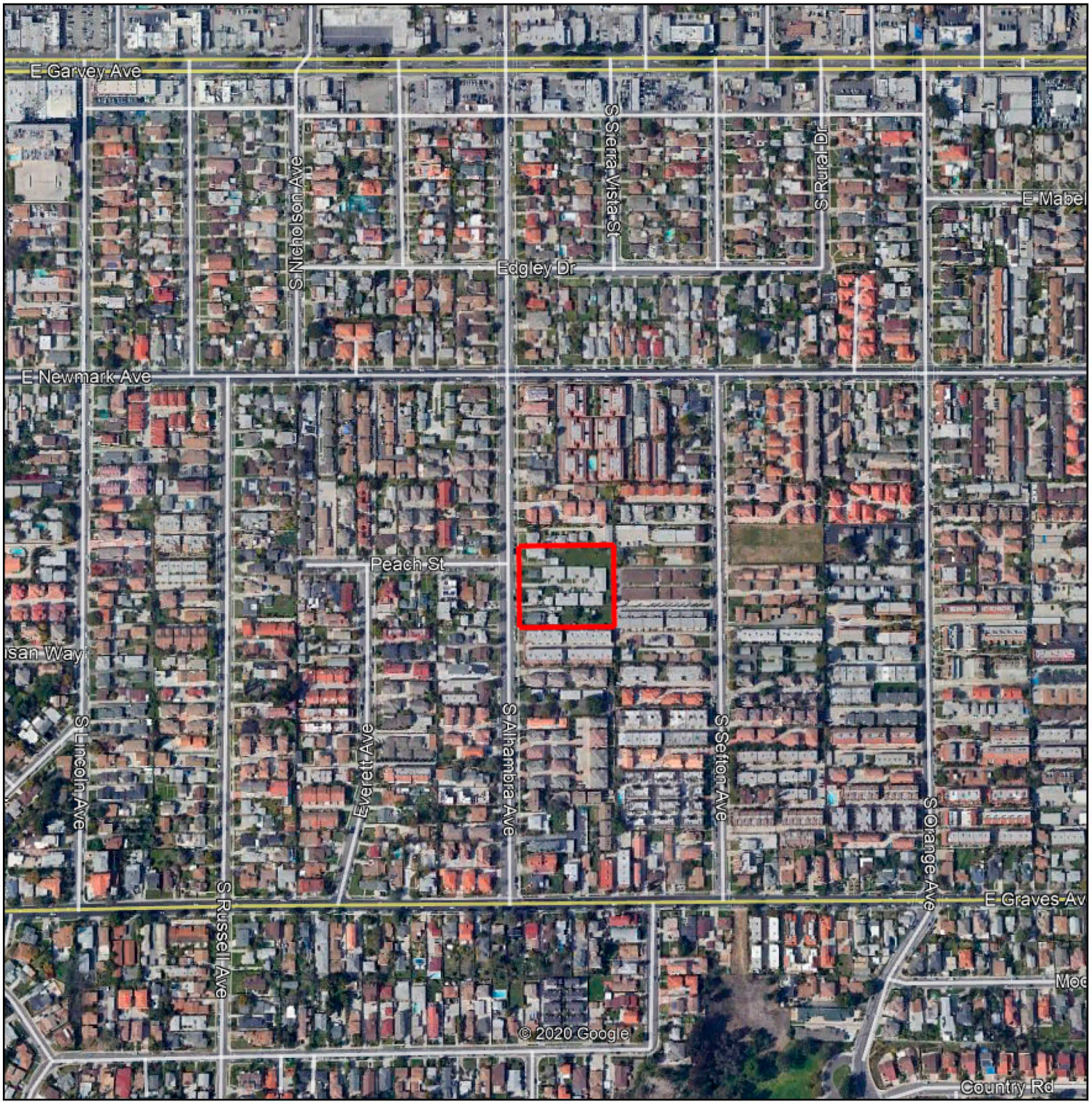

- Project Site

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Source: Google Earth

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Exhibit 2 Project Vicinity Map

338-410 S. Alhambra Ave. 64-Unit Condominium Project
Monterey Park, California

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Source: Tag Design Works

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Exhibit 3 Site Plan

338-410 S. Alhambra Ave. 64-Unit Condominium Project

Monterey Park, California

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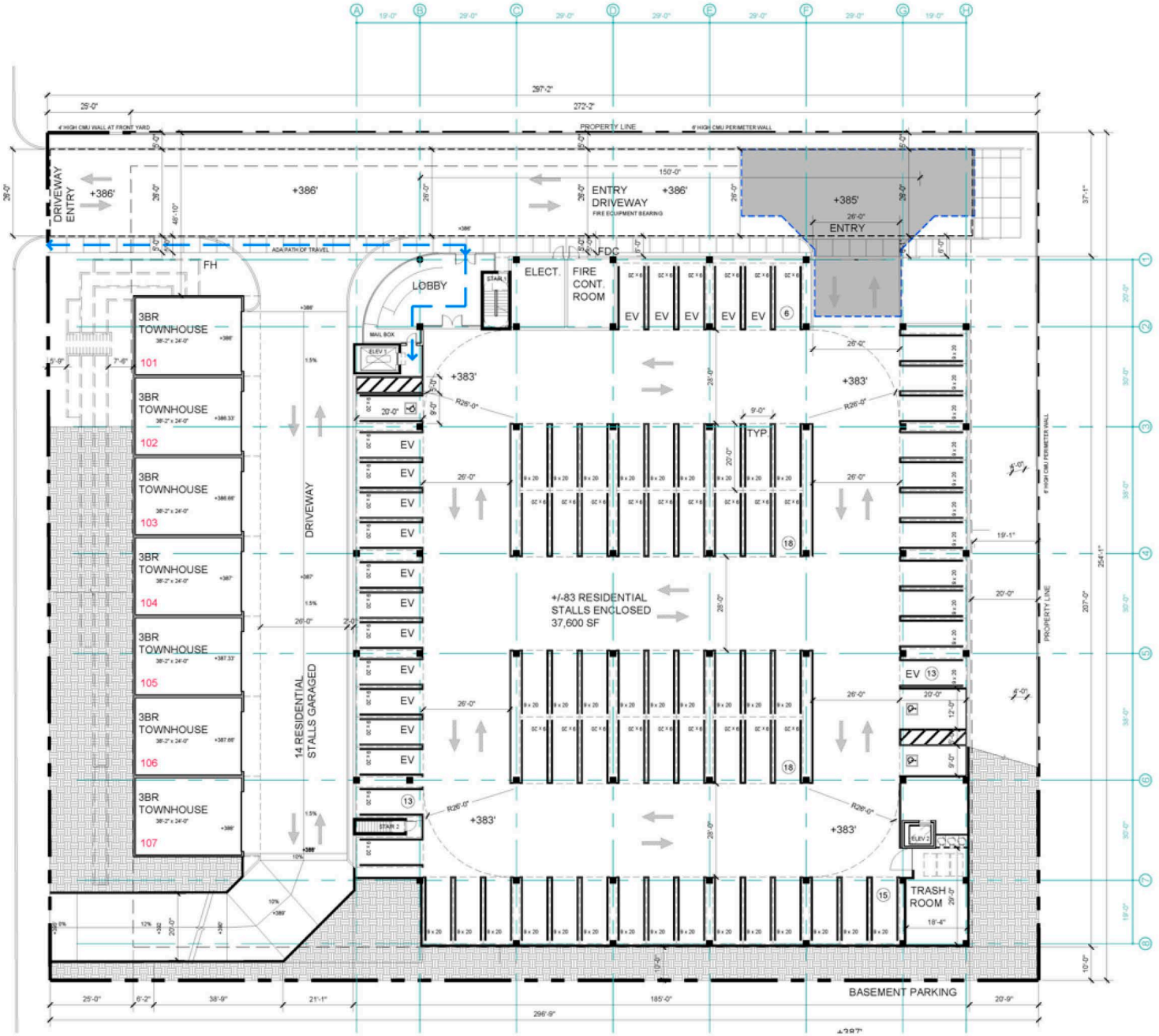

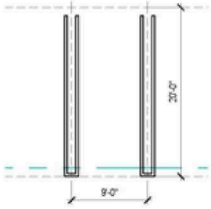

TYPICAL PARKING DIMENSIONS

ADA PATH OF TRAVEL

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Source: Tag Design Works

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Exhibit 4 Floor Plans (Level B1)

338-410 S. Alhambra Ave. 64-Unit Condominium Project

Monterey Park, California

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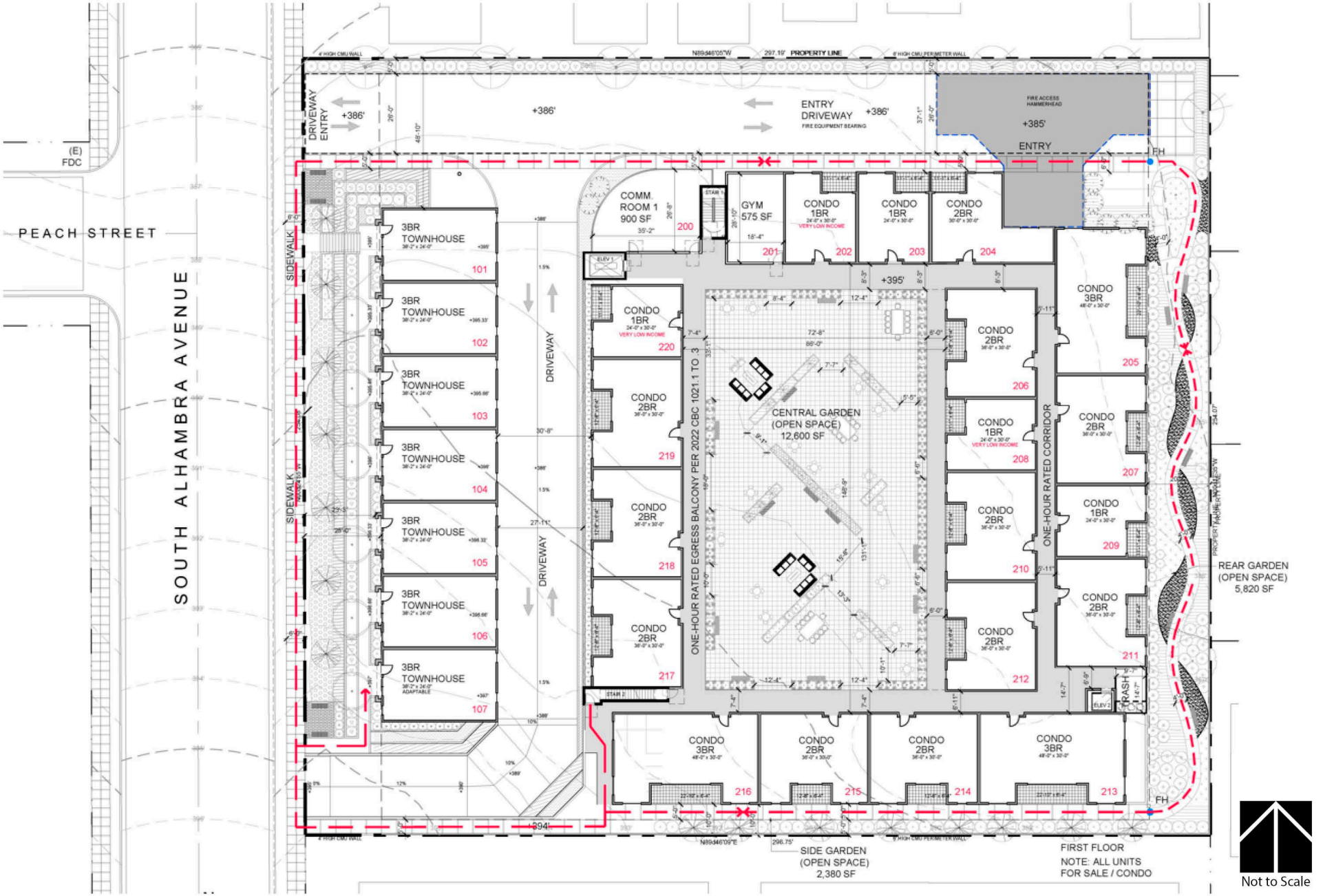

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Source: Tag Design Works

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Exhibit 4 Floor Plans (Level 1)

338-410 S. Alhambra Ave. 64-Unit Condominium Project

Monterey Park, California

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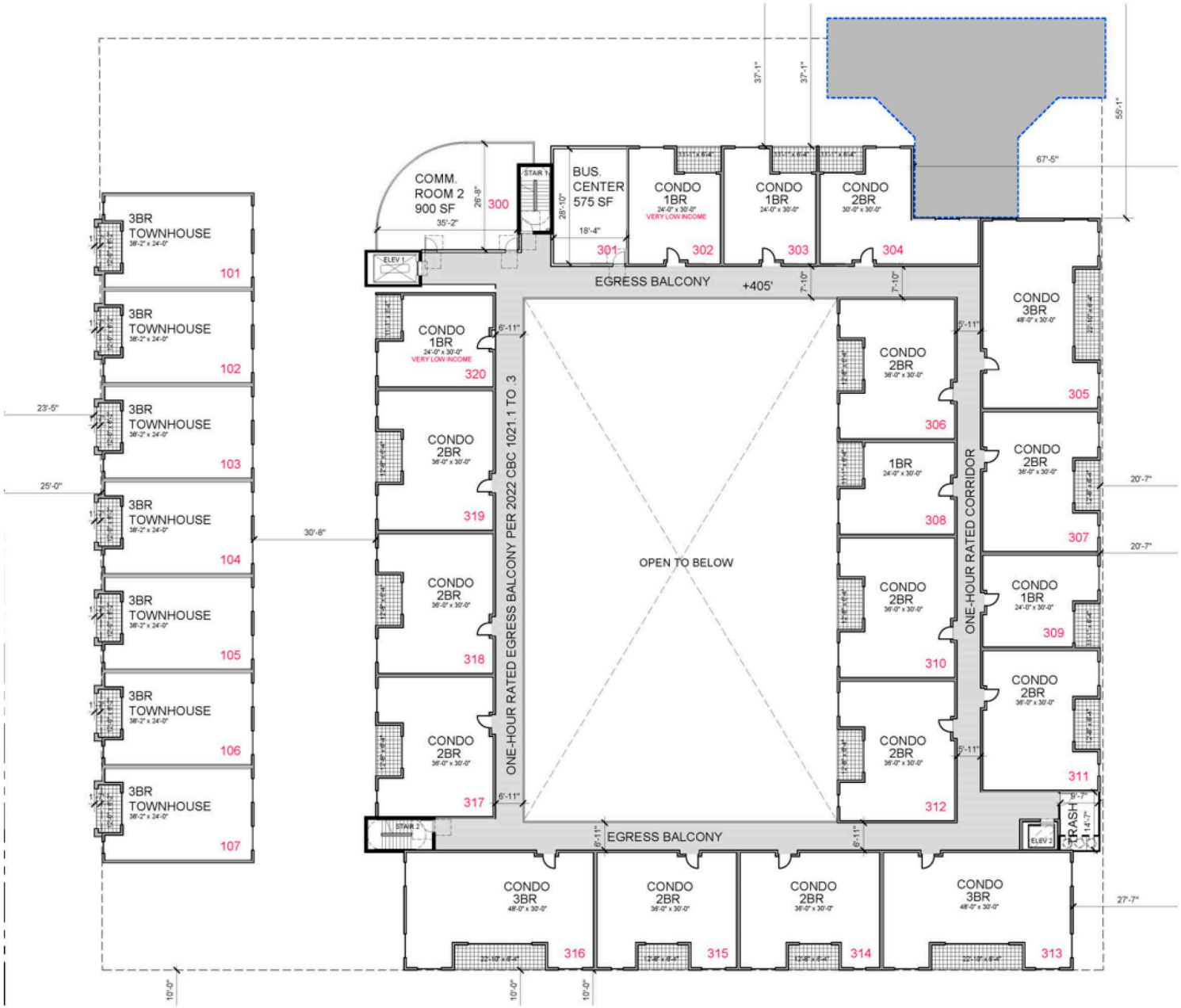

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Exhibit 4 Floor Plans (Level 2)

338-410 S. Alhambra Ave. 64-Unit Condominium Project

Monterey Park, California

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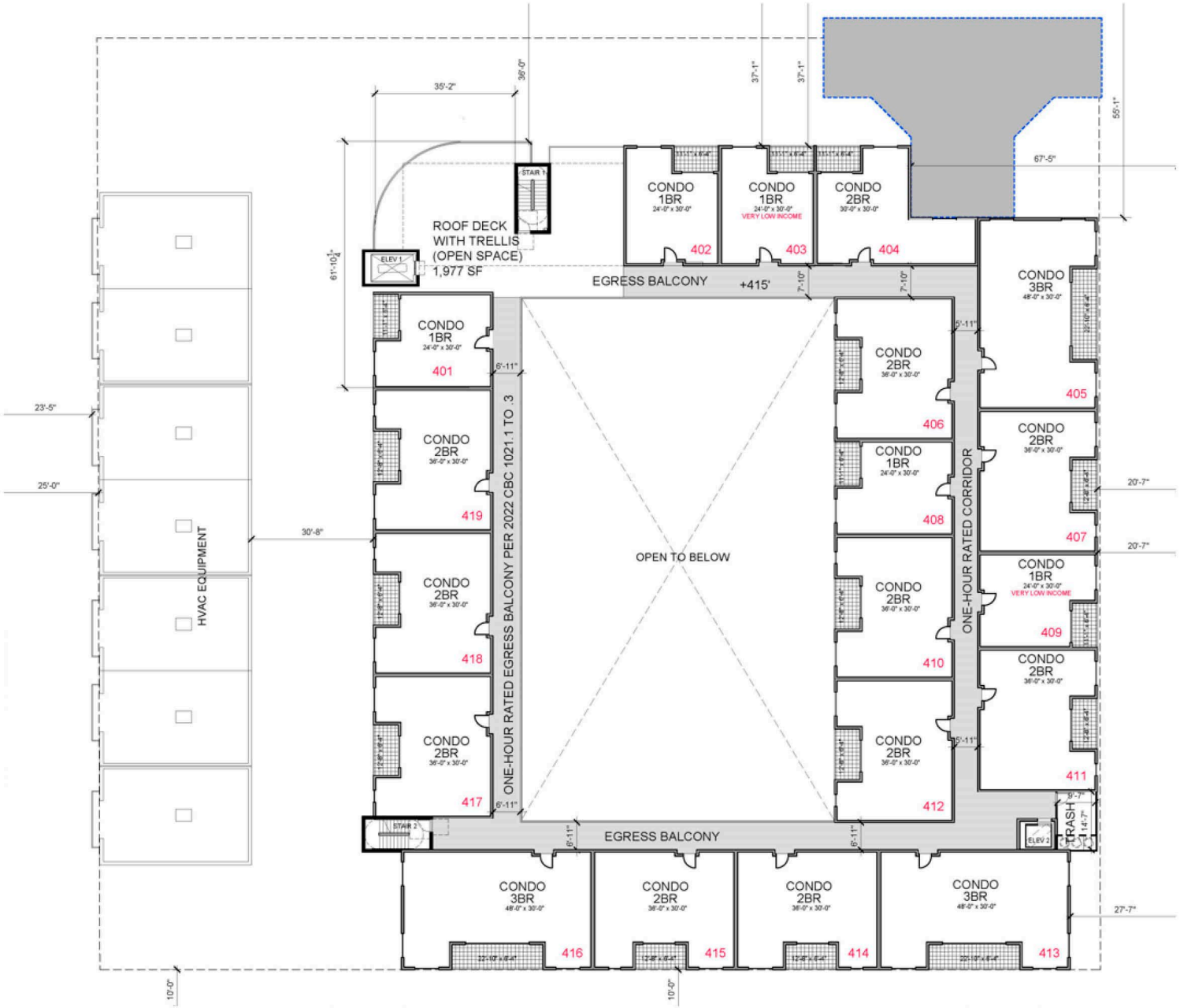

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Exhibit 4 Floor Plans (Level 3)

338-410 S. Alhambra Ave. 64-Unit Condominium Project

Monterey Park, California

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BUILDING ELEVATION: WEST

BUILDING ELEVATION: SOUTH

Source: Tag Design Works

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Exhibit 5 Project Elevations

338-410 S. Alhambra Ave. 64-Unit Condominium Project

Monterey Park, California

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BUILDING ELEVATION: EAST

BUILDING ELEVATION: NORTH

Source: Tag Design Works

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Exhibit 5 Project Elevations Cont.

338-410 S. Alhambra Ave. 64-Unit Condominium Project

Monterey Park, California

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3 Environmental Determination

3.1 – Environmental Factors Potentially Affected

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

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

3.2 – Determination

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
☑	I find that although the proposed project could have a significant effect on the environment, there would 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 would 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.

Name: Beth Chow, AICP, Planning Manager Date

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4.1 – Aesthetics

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	☐	☐	☐	☑
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☑
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

a) No Impact. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). There are no scenic vistas identified in the City of Monterey Park General Plan.[2] The proposed project is located on a developed site, south of the San Bernardino Freeway Interstate 10 (I-10) and north of the Pomona Freeway California State Route 60 (SR-60), within a fully developed area visually dominated by residential land uses and surface streets. The project site is not considered to be within or to comprise a portion of a scenic vista. The property at 338 South Alhambra Avenue is developed with two attached multi-family dwelling units. The property at 400 South Alhambra Avenue is developed with a 12-unit multi-family apartment complex. One of the units at this location is currently uninhabitable. The Property at 410 South Alhambra Avenue is developed with a single-family home and an accessory dwelling unit (ADU). In total, the project site is currently developed with 14 multi- family

dwelling units (13 habitable units), one single-family home, and an ADU. Therefore, the proposed project would result in no impact with respect to views of a scenic vista.

b) No Impact. The project is not adjacent to a designated state scenic highway or eligible state scenic highway as identified on the California Scenic Highway Mapping System. Neither South Alhambra Avenue, nor other streets in the project vicinity are listed in the City of Monterey Park General Plan for consideration as scenic highways. The nearest State scenic highway is the Angeles Crest Highway (State Route 2), located approximately 12.5 miles to the northwest of the project site.[3] The project site is located in a fully developed, urbanized area, and contains no scenic resources. Therefore, no impact to scenic resources visible from a state scenic highway would occur.

c) No Impact. The project site is zoned High-Density Residential (R-3) and the surrounding area is zoned either Medium-Multiple Residential (R-2) or High-Density Residential (R-3). As discussed in Section 2.7 above, the Maximum density for the R-2 and R-3 designations is 25 dwelling units per acre. As such, the zoning for the 1.73-acre site allows up to 43 dwelling units. In addition, MPMC Section 21.08.080 provides that no building within a residential designation can exceed two stories or 30 feet in height. However, because the project would designate fifteen percent (15%) of the proposed units as very-low income housing, the project would qualify for an Affordable Housing density bonus of fifty percent (50%) (MPMC Section 21.18.060(D)) and height incentives up to 3 stories or 41 feet in height (MPMC Section 21.18.100). With the Affordable Housing density bonus, the proposed project is allowed to develop up to 65 dwelling units. As previously described, the proposed project consists of 64 condominiums. Upon completion, the proposed development would be three stories and would have a maximum height of 38.7 feet at its highest point (as measured from the Grade Plane). Therefore, the proposed project would not conflict with the applicable zoning regulating the height of developments. The proposed project site is located in an urbanized area and there are no regulations governing scenic quality in the City of Monterey Park. No impact would occur.

d) Less Than Significant Impact. Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (e.g., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (e.g., if glare is directed into the eyes of motorists). There are lighting sources adjacent to the project site, including free-standing streetlights, light fixtures on buildings, and pole-mounted lights. The proposed project includes exterior security lighting and interior building lighting throughout the site. MPMC Section 21.08.080(U) requires outdoor lighting to be arranged so as to reflect light away from any other property. The proposed project must comply with the MPMC and these regulations make the project's lighting impacts less than significant. Sources of daytime glare are typically concentrated in commercial areas and are often associated with retail uses. Glare results from development and associated parking areas that contain reflective materials such as hi-efficiency window glass, highly polished surfaces, and expanses of pavement. The proposed project site is located in area that developed completely with residential uses. The proposed condominiums include design features that would result in minimal use of glare-inducing materials. Therefore, reflective glare impacts would be less than significant.

4.2 – Agriculture and Forest 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 Department 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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
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))?	☐	☐	☐	☑
d) Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
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?	☐	☐	☐	☑

a) No Impact. The proposed project is located in a fully developed, residential, suburbanized areathat does not contain agricultural or forest uses. The map of Important Farmland in California (2016) prepared by the Department of Conservation does not identify the project site as being Prime Farmland,

Unique Farmland, or Farmland of Statewide Importance.[4] The City of Monterey Park is located in an area that is not mapped, indicating that there is no land considered as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the City. In addition, the General Plan does not identify any areas for agriculture use. Therefore, there would be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of this project. No impact would occur.

b) No Impact. No Williamson Act contracts are active for the project site.[5] In addition, the project site is zoned high-density residential, which does not permit agricultural uses. Therefore, there would be no conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c) No Impact. CEQA Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The project site and surrounding properties are not currently being managed or used for forest land as identified in CEQA Section 12220(g). The project site has already been graded and developed with residential uses with no substantial native vegetation onsite. Developing this project would have no impact on any timberland zoning.

d) No Impact. The project site is land that has been previously developed with residential uses and limited ornamental landscaping; thus, there would be no loss of forest land or conversion of forest land to non-forest use as a result of this project. No impact would occur.

e) No Impact. The project site is a previously developed site within a suburban environment. The project is surrounded by other residential uses. None of the surrounding sites contain existing forest uses. Development of this project would not change the existing environment in a manner that would result in the conversion of forest land to a non-forest use. No impact would occur.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐
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?	☐	☐	☑	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☑	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☑	☐

An *Air Quality Impact Analysis Report* was prepared for the proposed project by MIG, dated April 2023 (see Appendix A). The report estimates the potential air quality emissions for the proposed project and evaluates project emissions against applicable South Coast Air Quality Management District (SCAQMD)-recommended California Environmental Quality Act (CEQA) significance thresholds for construction and operation. A *Transportation Study Screening assessment* was prepared for the proposed project by Ganddini Group, dated February 10, 2023 (see Appendix H).

a) Less than Significant Impact. The proposed project is located within the South Coast Air Basin (Basin), where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as criteria pollutants). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS (CAAQS) are more stringent than the national AAQS (NAAQS).

The U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and the SCAQMD assess the air quality of an area by measuring and monitoring the amount of pollutants

in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

- **Attainment.** A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- **Unclassified.** An area is unclassified if the ambient air monitoring data is incomplete and does not support a designation of attainment or nonattainment.

Table 2 (South Coast Air Basin (Non-Desert) Attainment Status) summarizes the Basin's attainment status for criteria air pollutants. The Basin is currently in nonattainment for state and federal ozone, state PM_{10}, and state and federal $PM_{2.5}$ standards.

Table 2
South Coast Air Basin (Non-Desert) Attainment Status

Pollutant	State Designation	Federal Designation
O_3 (1-hr)	Nonattainment	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment (Maintenance)
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment (Maintenance)
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Pb	--	Nonattainment (Partial)
Hydrogen Sulfide	Attainment	--
Sulfates	Attainment	--
Vinyl Chloride	Attainment	--
Sources: SCAQMD, 2018		

A project that conflicts with or obstructs the implementation of the SCAQMD South Coast Air Basin 2022 Air Quality Management Plan (AQMP) could hinder implementation of the AQMP, delay efforts to meet attainment deadlines, and/or interfere with SCAQMD efforts to maintain compliance with, and attainment of, applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*[6], consistency with the AQMP is affirmed if the project:

1) Is consistent with the growth assumptions in the AQMP; and
2) Does not increase the frequency or severity of an air quality standard, violation, or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the 2022 AQMP. The 2022 AQMP was designed to achieve attainment for all criteria air pollutants within the Basin while still accommodating growth in the region. Projects that are consistent with the AQMP growth

assumptions would not interfere with attainment of air quality standards, because this growth is included in the projections used to formulate the AQMP. The proposed Project would generate approximately 50 new residential units by building a 64-unit housing facility and demolishing 16 existing residential units. This would fall within the SCAG 2020 RTP/SCS growth projections for the City of Monterey Park (i.e., 2,200 new households and 4,100 residents between 2016 and 2045; SCAG, 2020). Therefore, the proposed Project would not exceed the growth assumptions contained in the AQMP. Impacts would be less than significant.

Consistency Criterion 2 refers to the CAAQS. In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable. As described in response 4.3.b below, the proposed Project would not generate construction or operational emissions in excess of SCAQMD criteria air pollutant thresholds. Impacts would be less than significant.

b) Less than Significant Impact. A project may have a significant impact if project-related emissions exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or projected air quality violations. The proposed project would generate both short-term construction emissions and long-term operational emissions. As described in more detail below, the proposed project would not generate emissions levels that exceed SCAQMD-recommended pollutant thresholds.

Construction Emissions

Construction of the proposed project would generate equipment exhaust and dust emissions from demolition activities, ground disturbing activities such as site preparation and grading, and the use of gasoline- and diesel-fuel combustion in on- and off-site heavy duty construction equipment, worker vehicle trips, vendor vehicle trips, and haul truck trips, ground disturbing activities. The proposed project's potential construction emissions were modeled using CalEEMod, Version 2022.1.1.6. The construction phases, duration, and the type and amount of equipment used during construction was generated using CalEEMod default assumptions, and modified to reflect the following project-specific characteristics:

- **Construction Phase** durations were altered per the project proponent's construction schedule. The changes are as follows:
    - **Demolition Phase** was reduced from 20 days (default) to 10 days;
    - **Grading Phase** was extended from 4 days (default) to 20 days to account for additional time that may be required to excavate for the subterranean parking garage;
    - **Trenching Phase** was added to reflect construction operations;
    - **Building Construction Phase** was separated from one phase that was 200 days (default) into two phases, Building Construction (Foundation) and Building Construction (Vertical). Building Construction (Foundation) was 30 days and Building Construction (Vertical) was 360 days;
- **Construction Equipment** was adjusted to reflect the quantity and daily runtime associated with equipment operation during development activities.
- **Off-haul** of approximately 9,000 cubic yards of soil during the grading phase to account for spoils that would be generated while excavating for the subterranean parking garage was added.

- **Vendor Trips per Day** were increased from 14 trips/day to 30 trips/day for the Building Construction (Foundation) phase in order to account for potential concrete deliveries.

The proposed project's maximum daily unmitigated construction emissions are shown in Table 3 (Unmitigated Construction Emissions Estimates). The construction emissions estimates incorporate measures to control and reduce fugitive dust as required by SCAQMD Rule 403, but do not incorporate mitigation measures.

Table 3
Unmitigated Maximum Daily Regional Construction Emissions

Season and Year	Maximum Daily Emissions (lbs./day)					
	ROG	NOX	CO	SO2	PM10(A)	PM2.5(A)
Summer 2023	0.8	11.9	10.5	<0.1	1.8	0.7
Winter 2023	1.4	10.0	14.5	<0.1	1.1	0.6
Summer 2024	1.3	9.5	14.8	<0.1	1.3	0.6
Winter 2024	1.3	9.6	14.0	<0.1	1.3	0.6
Winter 2025	68.3	9.0	13.6	<0.1	1.3	0.5
SCAQMD CEQA Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: MIG, 2023 (see Appendix A) and SCAQMD 2020.
(A) PM_{10} and $PM_{2.5}$ emissions estimates include application of control measures as required by SCAQMD Rule 403, including watering exposed areas three times (3x) daily and cleaning paved roads.

As shown in Table 3, the proposed project's maximum daily unmitigated construction emissions would be below the SCAQMD's regional pollutant thresholds for all pollutants. This evaluation of construction emissions is conservative, as the construction emissions estimates do not include the emission reductions that would occur with Mitigation Measure AIR-1 identified in the construction health risk assessment discussed in response 4.3.c, below. These emissions reductions would primarily lower the NO_x and PM exhaust emissions that are estimated to occur during construction. Therefore, the construction of the proposed project would not generate construction-related emissions that exceed SCAQMD CEQA thresholds.

Operational Emissions

Once operational, the proposed project would generate emissions from the following sources:

- **Small "area" sources** including landscaping equipment and the use of consumer products such as paints, cleaners, and fertilizers that result in the evaporation of chemicals to the atmosphere during product use.
- **Energy use** in the form of natural gas combustion for building water and space heating needs.
- **Mobile sources** including trips made to and from the site by new residents and visitors.

Similar to construction emissions, criteria air pollutant emissions were estimated in CalEEMod, Version 2022.1.1.6 based on default model assumptions, with the following modifications made to reflect project-specific characteristics:

- **Area Sources:** Woodstoves and fireplaces were removed pursuant to SCAQMD Rule 445.

The quantity of wood-burning fireplaces assumed by CalEEMod were added to natural-gas powered fireplaces.

- **Mobile Sources:** The default, weekday trip generation rate for the proposed land use was updated to reflect the trip generation rate provided in the Transportation Study Screening Analysis prepared for the proposed project by Ganddini Group (Ganddini Group 2023; see Table 2-1 of Appendix H). The average vehicle miles travelled (VMT) distance for the proposed project identified in the Transportation Study Screening Analysis was also inputted into the model.

The proposed project's maximum daily unmitigated operational emissions are shown in Table 4 (Operational Emissions Estimates). The emissions presented are for the proposed project's first year of operation, which is presumed to be 2025.

Table 4
Unmitigated Maximum Daily Regional Operational Emissions

Source	Maximum Daily Pollutant Emissions (Pounds Per Day)[(A)]					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	3.1	1.0	6.1	<0.1	0.1	0.1
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	1.7	2.3	24.7	0.1	2.3	2.3
Total Project Emissions[(B)]	***4.8***	***3.5***	***30.9***	***0.1***	***2.4***	***2.4***
SCAQMD CEQA Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: MIG, 2023 (see Appendix A)
(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. Maximum daily ROG, CO, SO_X emissions occur during the summer. Maximum daily NO_X emissions occur during the winter. In general, due to rounding, there is no difference between summer and winter PM_{10} and $PM_{2.5}$ emissions levels for the purposes of this table.
(B) Totals may not equal due to rounding.

As shown in Table 4, the proposed project's maximum daily, unmitigated operational criteria air pollutant emissions would be well below the SCAQMD's-recommended regional criteria air pollutant thresholds. Project operation, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds. This impact would be less than significant.

Conclusion

The Basin is currently designated non-attainment for State and/or federal standards for ozone, $PM_{10,}$ and $PM_{2.5}$. As discussed in the preceding subsections, the proposed project would not result in construction or operational emissions of criteria air pollutants that exceed SCAQMD thresholds of significance. In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable. The SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. Since the proposed project would not individually exceed any SCAQMD CEQA significance thresholds, it would not result in a cumulatively considerable increase in regulated, nonattainment pollutants.

c) Less than Significant with Mitigation Incorporated. The proposed project would generate both short-term construction emissions and long-term operational emissions that could impact sensitive residential receptors located near the project; however, as described in more detail below, the proposed project would not generate short-term or long-term emissions that exceed SCAQMD-recommended localized significance thresholds or result in other substantial pollutant concentrations with the incorporation of mitigation measures.

Localized Significance Thresholds (LST) Analysis

Construction Emissions

Sensitive receptors are located north, south, east, and west of the project site. Consistent with the SCAQMD's LST methodology, the emissions included in the construction LST analysis are onsite emissions only, and the LST thresholds against which these onsite emissions are compared are based on the project size, in acres. The LST thresholds are for SRA 11 (South San Gabriel Valley), the SRA in which the proposed project is located, and are based on a receptor distance of 25 meters (82 feet), the closest LST receptor distance threshold recommended for use by the SCAQMD, and a project site of 2 acres. The emissions presented in Table 5 (LST Construction Analysis) incorporate certain best available control measures the project would be subject to pursuant to SCAQMD Rule 403, Fugitive Dust. Specifically, the CalEEMod project file applies an approximate 55 percent reduction in PM_{10} and $PM_{2.5}$ fugitive dust emissions through site watering (two times daily) and replacement of ground cover. These estimated reductions are consistent with the reductions realized by implementation of the numerous best available control measures contained in SCAQMD Rule 403.

Table 5
LST Construction Analysis

Construction Phase	Maximum Daily Emissions (Pounds per Day)(A)			
	NO_X	CO	PM_{10}(B)	$PM_{2.5}$(B)
Demolition 2023	4.6	4.8	1.5	0.4
Site Preparation 2023	1.3	2.1	0.1	0.1
Grading 2023	11.9	10.6	1.8	0.7
Trenching 2023	1.1	1.3	0.1	0.1
Building Construction (Foundation) 2023	3.2	8.2	1.2	0.4
Building Construction (Vertical) 2023	10.0	14.5	1.4	0.6
Building Construction (Vertical) 2024	9.6	14.8	1.3	0.6
Building Construction (Vertical) 2025	9.0	13.6	1.3	0.5
Paving 2025	2.8	4.2	0.2	0.1
Architectural Coating 2025	1.0	2.7	0.4	0.1
SCAQMD LST Threshold (1-Acre)	**83**	**673**	**5**	**4**
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: MIG 2023 (see Appendix A)

(A) Emissions presented are worst-case total emissions and may reflect summer or winter emissions levels.

(B) PM emissions assume compliance with SCAQMD Rule 403 best available control measures for site watering and replacing ground cover.

As shown in 5, the maximum daily onsite emissions generated during all construction phases associated with the project would be below the SCAQMD's LST thresholds for a two-acre site at a distance of 82 feet (approximately 25 meters), the closest LST receptor distance threshold recommended for use by the SCAQMD. Therefore, impacts would be less than significant.

Operational Emissions

The project's maximum daily operational emissions are compared against the SCAQMD's-recommended LSTs in Table 6 (LST Operational Emissions). Consistent with the SCAQMD's LST methodology, the emissions included in the operational LST analysis are onsite emissions only, and the LST thresholds against which these onsite emissions are compared are based on the project size, in acres. The LST thresholds are for SRA 11 (South San Gabriel Valley), the SRA in which the project

is located and are based on a receptor distance of 82 feet (approximately 25 meters), the closest LST receptor distance threshold recommended for use by the SCAQMD.

Table 6
LST Operational Emissions

Emissions	Maximum Daily Emissions (Pounds per Day)[A]			
	NO_X	CO	PM_{10}[B]	$PM_{2.5}$[B]
Area Sources	1.0	6.1	0.1	0.1
Energy Sources	0.0	0.0	0.0	0.0
Mobile Sources[A]	2.3	24.7	<0.1	<0.1
Total Emissions[B]	**3.3**	**30.8**	**0.1**	**0.1**
SCAQMD LST Threshold[C]	**121**	**1,031**	**2**	**2**
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: MIG 2023 (see Appendix A).

(A) Mobile source emissions estimates reflect potential onsite vehicle emissions only and were derived by assuming 2% of operational mobile source emissions in Table 4 will occur onsite.

(B) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. In general, due to rounding, there is no difference between summer and winter emissions levels for the purposes of this table.

(C) LST threshold is based on a 2.0-acre project size and 25-meter (82-foot) receptor distance.

As shown in Table 6, the maximum daily onsite emissions generated during operation of the proposed project would not exceed the SCAQMD's recommended LST thresholds. Therefore, impacts would be less than significant.

Construction Health Risk Assessment

As previously noted, sensitive receptors are located north, south, east, and west of the project site. The proposed project would generate DPM, a TAC, from combustion of diesel fuel in heavy-duty construction equipment and trucks used to access the site during construction. The project would involve different construction activities occurring at different intensities over an approximately 19-month timeframe, with initial groundbreaking taking place potentially as early as Fall of 2024. Receptors would be exposed to varying concentrations of pollutants throughout the construction period. Due to the proposed project's close proximity to adjacent sensitive receptors, construction exhaust emissions of DPM would likely have the potential to result in incremental cancerogenic health risk increases that are in excess of the SCAQMD's threshold of 10 excess cancers in a million. To reduce potential DPM exhaust emissions generated by project construction activities, **Mitigation Measure AIR-1** is included to ensure the proposed project does not generate TAC emissions that have the potential to result in substantial adverse health effects at receptor locations near the proposed project. Implementation of **Mitigation Measure AIR-1** would reduce the amount of DPM that adjacent receptors would be exposed to by approximately 51 percent and reduce the potential for substantial pollutant concentrations and adverse health risks resulting from construction-related DPM emissions to a less than significant level.

CO Hotspot Analysis

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near high volume intersections. Several screening procedures have been developed by air districts throughout the state to assess whether a project may result in a CO impact. For example, the Bay Area Air Quality Management District (BAAQMD) developed a screening threshold in 2010

which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. Additionally, the SCAQMD's 2003 AQMP and *1992 Federal Attainment Plan for Carbon Monoxide* demonstrated that CO levels were below the CAAQS at an intersection with a daily traffic volume of up to approximately 100,000 vehicles per day. The proposed project would add approximately 331 new vehicle trips to the roadway system per day (see Appendix H). The worst-case hourly intersection volume in the project vicinity would be relatively unaffected by the project, which is projected to add a total of 20 trips during the AM peak hour and 25 trips during the PM peak hour. This is well below the BAAQMD screening threshold, and surrounding roadway segments would not have traffic volumes exceeding 100,000 vehicles per day. The proposed project would not cause intersection volumes to exceed any daily (100,000) or hourly (44,000) screening vehicle volumes maintained by the SCAQMD and other regional air districts and, therefore, would not result in significant CO concentrations. Impacts would be less than significant.

Conclusion

The proposed project's construction and operational criteria air pollutant emissions would be below the SCAQMD's LSTs, and additional traffic and associated emissions generated by the project would not cause a CO hot spot. The proposed project's PM_{10} exhaust emissions (i.e., DPM) could, however, result in incremental cancerogenic risk increases that exceed the SCAQMD's threshold. The project is required to incorporate **Mitigation Measure AIR-1**, which requires all off-road equipment with a rated power-output of 50 horsepower or greater to meet Tier IV emission standards. Alternatively, the project proponent may conduct a new construction health risk assessment once additional details are known regarding construction activities that would occur at the site, and identify new construction equipment limitations/requirements such that project health risks remain below the SCAQMD threshold. With the implementation of **Mitigation Measure AIR-1**, the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

d) Less than Significant Impact. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed project does not include such sources but would result in the construction of a new condominium complex and parking garage that could generate odors related to vehicle parking and refuse collection (e.g., oils, lubricants, fuel vapors, short-term waste odors). These activities would not generate sustained odors that would affect substantial numbers of people. This impact would be less than significant.

Mitigation Measures

AIR-1: **Reduce Construction-Related DPM Emissions.** To reduce potential short-term adverse health risks associated with PM_{10} exhaust emissions generated during project construction activities, including emissions of diesel particulate matter (DPM), the project proponent and/or it's designated contractors, contractor's representatives, or other appropriate personnel to implement the following construction equipment restrictions for the project:

1. Contractors must use the smallest size equipment capable of safely completing work activities.
2. Electric hook-ups must be provided for stationary equipment (e.g., pumps, compressors, welding sets).
3. The use of portable diesel generators must be prohibited at the project site.

4. All construction equipment with a rated power-output of 50 horsepower or greater must meet U.S. EPA and CARB Tier IV Final Emission Standards for PM_{10}. This may be achieved via the use of equipment with engines that have been certified to meet Tier IV emission standards, or through the use of equipment that has been retrofitted with a CARB-verified diesel emission control strategy (e.g., particulate filter) capable of reducing exhaust PM_{10} emissions to levels that meet Tier IV standards.

As an alternative to using equipment that meets Tier IV Final Emissions Standards for off-road equipment with a rated power-output of 50 horsepower or greater, the project proponent may prepare and submit a refined construction health risk assessment to the City once additional project-specific construction information is known (e.g., specific construction equipment type, quantity, engine tier, and runtime by phase). The refined health risk assessment must demonstrate and identify any measures necessary such that the proposed project's incremental cancerogenic health risk at nearby sensitive receptor locations is below the applicable SCAQMD threshold of 10 cancers in a million.

4.4 – Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☑	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
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?	☐	☑	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☑	☐

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?	☐	☐	☐	☑

a) Less Than Significant Impact. The project site is a developed and occupied residential property within the City. The project site is not identified as critical habitat for any threatened or endangered species. The California Natural Diversity Database (CNDDB) shows no record of any occurrence of any sensitive plant, animal, terrestrial natural community, or aquatic community on the project site.[7] Landscaping currently exists onsite; however, the ornamental vegetation is not native habitat for any species identified as a candidate, sensitive, or special status species. Onsite vegetation includes landscape ornamental trees, grasses, and mature oak coast live trees. Considering the highly developed project site and lack of native habitat onsite, the proposed project would not result in any significant impacts to sensitive species or their habitats. The highly disturbed nature of the site and surrounding habitat would not provide substantial habitat for any of the sensitive species known to occur within one mile of the project site. Therefore, the proposed project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Impacts would be less than significant.

b) No Impact. No water features occur within the project site and no riparian vegetation occurs within the project site that could be habitat for wildlife.[8] Therefore, the project would not 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 CDFW or USFWS. No impact would occur.

c) No Impact. No wetlands occur on the project site.[9] Therefore, the project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. No impact would occur.

d) Less than Significant with Mitigation Incorporated. The City does not maintain any wildlife corridors and the project site is surrounded by developed residential properties. However, the project site may still contain trees that support nesting habitat for native avian species and the project proposes removal of trees during construction. The Federal Migratory Bird Treaty Act (MBTA; 16 USC Sections 703–711) and California Fish and Game Code (CFGC) Sections 3503, 3503.5, and 3513 extend protection to many avian species known to occur within the project site. Therefore, **Mitigation Measure BIO-1** has been incorporated to ensure impacts to nesting/migratory birds are less than significant. With mitigation incorporated, impacts would be less than significant.

e) Less than Significant Impact. Construction of the proposed project would result in the removal of several fruit and non-native tree species from the site. Removal of trees from the project site must be performed in accordance with MPMC Section 9.63 (Property Damage), which prohibits damaging street trees. Furthermore, all trees within the existing South Alhambra Right-of-way would require evaluation and permits for tree removal in accordance with MPMC Section 9.63.060. Therefore, compliance with local regulations related to the removal of trees would ensure that impacts would remain less than significant.

f) No Impact. The project site is located in a residential area within the City of Monterey Park. The project site is zoned for residential use and includes three parcels of land that are developed

and would be replaced with another residential use. No Habitat Conservation Plan, Natural Community Conservation Plan or other biological plan are associated with the project site.[10] Therefore, the project would not 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 would occur.

Mitigation Measures

BIO-1: If vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests must be conducted by a qualified biologist not more than five days before the beginning of project-related activities (e.g., demolition, excavation, grading and vegetation removal). Surveys must be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys must be conducted within a 250-foot radius surrounding the work area (in non-developed areas and where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area must encompass a 500-foot radius. Surveys must be conducted by a qualified biologist during weather conditions suited to maximize the observation of possible nests and concentrate on areas of suitable habitat. If a lapse in project-related work of five days or longer occurs, an additional nest survey is required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist must determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. Any nest(s) within the project site must be monitored by a qualified biologist, as determined in the sole and absolute discretion of the City, during vegetation removal if work is occurring directly adjacent to the pre-determined no-work buffer. If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist will immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g., young have fledged, predation or other non-anthropogenic nest failure).

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	☑	☐	☐
c) Disturb any human remains, including those interred outsides of formal cemeteries?	☐	☑	☐	☐

a) No Impact. This project site does not satisfy any of the criteria for a historic resource defined in CEQA Guidelines Section 15064.5. There no known historic resources existing within the project boundaries or within a one-half mile radius of the project site. The historic resources records search of the project area shows there are two (2) historic built environments (P19-187961: religious structure/church and P-19-19-0254: commercial building) located within a one half-mile radius of the project site (see Appendix B). However, neither of these historic structures would be impacted by the proposed project either directly or indirectly. In addition, the City of Monterey Park does not have any structures eligible for listing in the National or California Registers under any of the significance criteria. Therefore, the project would not result in an adverse change in the significance of a historical resource as defined in CEQA Section15064.5. No impact would occur.

b) Less than Significant with Mitigation Incorporated. Given the urbanized nature of the project vicinity, previously undiscovered archaeological resources are not anticipated to be uncovered during project construction activities. In addition, there are no known archaeological resources existing within the project boundaries or within a one-half mile radius of the project site. However, in the unlikely event that archaeological resources, specifically those that are potentially related to the Gabrieleño Band of Mission Indians-Kizh Nation are discovered during ground-disturbing activities, **Mitigation Measures CUL-1** through **CUL-4** have been incorporated to ensure that buried archaeological resources are properly treated. With implementation of **Mitigation Measures CUL-1** through **CUL-4**, impacts to archaeological resources would be less than significant.

c) **Less than Significant with Mitigation Incorporated.** No known human remains are anticipated to be located on or beneath the project site. A number of regulatory provisions address the handling of human remains inadvertently uncovered during excavation activities. These include Health and Safety Code Section 7050.5, Public Resources Code (PRC) Section 5097.98, and CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event of the discovery of unrecorded human remains during construction, excavations must be halted and the County Coroner must be notified. If the human remains are determined to be Native American, the California Native American Heritage Commission (NAHC) would be notified within 24 hours and the guidelines of the NAHC would be adhered to in the treatment and disposition of the remains. Compliance with these regulatory protocols would ensure that

impacts on human remains would be less than significant, and this issue need not be evaluated further. In addition, in the unlikely event that human remains are uncovered during ground disturbing activities, **Mitigation Measures CUL-5** through **CUL-8** have been incorporated to ensure that human remains are properly treated in accordance with existing regulations. With incorporation of mitigation, impacts related to the discovery of buried human remains would be less than significant.

Mitigation Measures

CUL-1: **Retain a Native American Monitor/Consultant:** The project proponent is required to retain and compensate for the services of a Tribal monitor/consultant who is both approvedby the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant would only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, without limitation, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant would complete daily monitoring logs that would provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring would end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant state in writing that the site has a low potential for impacting Tribal Cultural Resources.

CUL-2: **Unanticipated Discovery of Tribal Cultural and Archaeological Resources:** Upon discovery of any archaeological resources, all construction activities in the immediate vicinity of the find must cease until the find can be assessed. All archaeological resources unearthed by project construction activities would be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation would coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe would request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources would with CEQA Guidelines Section 15064.5(f) for historical resources and archaeological resources.

CUL-3: **Public Resources Code Sections 21083.2(b) for unique archaeological resources.** Preservation in place (i.e., avoidance) is the preferred manner of treatment upon discovering unique archaeological resources. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin must be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they would be offered to a local school or historical society in the area for educational purposes.

CUL-4: **Resource Assessment & Continuation of Work Protocol:** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant would immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) would then notify the Tribe, the qualified lead archaeologist, and the construction manager who would call the coroner. Work would continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner would notify the NAHC as mandated by state law who would then appoint a Most Likely Descendent (MLD).

CUL-5: **Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in Public Resources Code ("PRC") Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material must be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she must contact by telephone within 24 hours, the Native American Heritage Commission (NAHC) and also comply with PRC Section 5097.98.

CUL-6: **Kizh-Gabrieleno Procedures for burials and funerary remains:** If the Gabrieleno Band of Mission Indians-Kizh Nation is designated MLD, the following treatment measures would be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, without limitation, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

CUL-7: **Treatment Measures:** Before ground disturbing activities continues, the land owner must arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains would be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe would make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials would be removed. The Tribe would work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation would be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation must be approved by the Tribe for data recovery purposes. Cremations would either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan would be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive

diagnostics on human remains. Each occurrence of human remains and associated funerary objects would be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony would be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation must be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There cannot be publicity regarding any cultural materials recovered.

CUL-8: **Professional Standards:** Archaeological and Native American monitoring and excavation during construction projects would be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects must be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist must ensure that all other personnel are appropriately trained and qualified.

4.6 – Energy

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☑	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☑	☐

A *Greenhouse Gas and Energy Analysis* was prepared for the proposed project by MIG, dated April 14, 2023 (see Appendix C). The report estimates the potential energy usage and greenhouse gas emissions for the proposed project and evaluates project emissions against applicable South Coast Air Quality Management District (SCAQMD)-recommended California Environmental Quality Act (CEQA) significance thresholds for construction and operation.

a) Less Than Significant Impact. The proposed project consists of the demolition of 16 existing residential units (15 habitable units) and the construction of a 64-unit condominium project. Construction activities associated with the proposed project would require the use of heavy-duty, off-road equipment and construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. Heavy-duty construction equipment would be required to comply with CARB's airborne toxic control measures, which restrict heavy-duty diesel vehicle idling to five minutes. It is estimated that construction activities would consume approximately 29,879 gallons of diesel fuel to power on-site, off-road heavy-duty construction equipment. Worker, vendor, and haul truck trips during construction activities are anticipated to consume 19,512 gallons of gasoline, 11,103 gallons of diesel, and 4,881 kWh of electricity.

Once operational, the proposed project would consume energy for vehicle trips, electricity and natural gas usage, and water and wastewater conveyance. As estimated using CalEEMod, the proposed buildings would consume approximately 616 megawatt-hours (mWh) of electricity per year. Operational vehicle trips are anticipated to consume approximately 124,194 gallons of gasoline, 20,374 gallons of diesel, and 63,457 kilowatt-hours (kWh) of electricity on an annual basis, upon its first year of operation. Electricity, natural gas, and gasoline fuel consumption are energy sources necessary to operate and maintain the proposed project in a safe manner. Lighting is essential for safety and security and natural gas consumption is needed for heating and other temperature-controlled activities. Due to energy efficiency standards being improved over time, the new structures would be more efficient in its energy consumption than the existing structures. In addition, the proposed project includes elements that support modes of transportation that would result in less gasoline consumption than transportation by single-occupancy gasoline-powered cars- the proposed project has five parking spaces dedicated for electric vehicles. As previously discussed, the proposed project would be built to the latest CALGreen Code and would be more energy efficient than the existing structures at the site and would not conflict with or obstruct a state or local plan for renewable energy. For these reasons, the proposed project

would not result in the wasteful, inefficient, or unnecessary use of energy resources. This impact would be less than significant.

b) Less Than Significant Impact. In addition, the proposed project would not conflict with or obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency because no such plan is in place in the project area. This impact would be less than significant.

4.7 – Geology and Soils

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☑	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
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?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?	☐	☐	☑	☐

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

A *Report of Geotechnical Engineering Investigation* was prepared by Ryan Jones, GE, of Environmental Geotechnology Laboratory, Inc., dated May 19, 2023 (see Appendix D). The information in this section is largely taken from the *Report of Geotechnical Engineering Investigation*.

a.i) Less Than Significant Impact. No active faults have been identified at the ground surface within the City of Monterey Park as identified in the General Plan Safety Element, nor have any Alquist-Priolo Earthquake Fault zones been designated.[11, 12] The City overlies a number of blind thrust faults; however, the project site is not on or near any known blind thrust faults. Impacts would be less than significant.

a.ii) Less Than Significant Impact. Potential impacts from strong seismic ground shaking include injury or loss of life and property damage. The City lies within a geological region referred to as the Los Angeles Basin. The underlying geologic formations consist largely of ancient marine and river deposits which characteristics of sandy and clay like soils. The proposed project lies to the northeast of the City on relatively flat terrain. The project site is subject to strong seismic ground shaking, as are virtually all properties in Southern California. The 2022 California Building Code (California Building Code, California Code of Regulations, Title 24, Volume 2, as adopted by MPMC Chapter 16.05) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. The proposed condominiums would be subject to the seismic design criteria of the 2022 CBC. Adherence to these requirements would reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements would minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations would reduce the risk of loss, injury, and death. Therefore, impacts due to strong ground shaking would be less than significant.

a.iii) Less Than Significant Impact. Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table. Affected soils lose all strength during liquefaction and foundation failure can occur. According to the Seismic Hazard Evaluation of the Los Angeles 7.5- quadrangle, the project site is not located in a Zone of Required Investigation for liquefaction.[13] This indicates that the area has not been subject to historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions do not indicate a potential for permanent ground displacement such that mitigation as defined in Public Resources Code Section 2693(c) would be required. The site exhibits a very low seismic settlement potential and liquefaction would not be significant to the proposed development. Therefore, impacts due to seismically induced liquefaction would be less than significant.

a.iv) Less Than Significant Impact. According to the Seismic Hazard Evaluation of the Los Angeles 7.5-minute quadrangle, the project site is located in a suburbanized area that is relatively flat and there is no potential for landslides on the project site.[14] Impacts to the proposed project site would be less than significant.

b) Less Than Significant Impact. Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Little native topsoil is likely to occur on the southern portion of the site because the topsoil would have been removed or compacted as a result of engineering for the existing on-site development. In addition, the northeastern portion of the site shows signs of previous disturbance. The project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion would be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Water erosion would be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Following project construction, the site would be covered completely by paving, structures, and landscaping. Therefore, impacts related to soil erosion would be less than significant with implementation of existing regulations.

c) Less Than Significant Impact. Impacts related to liquefaction and landslides are discussed in Sections 4.7.a and 4.7.b. above and were determined to be less than significant. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (e.g., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Due to the absence of any channel within or near the project site, and the subsurface soil conditions that are not conducive to liquefaction, the potential for lateral spread occurring on the project site is considered to be negligible. The project is required to be constructed in accordance with the requirements of the 2022 CBSC. The CBSC includes a requirement that any City-approved recommendations contained in the soils report be made conditions of the building permit. Compliance with existing CBSC regulations would limit hazard impacts arising from unstable soils to less than significant levels.

d) Less than Significant Impact. The 2022 CBSC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. According to the project soils report, near surface soils have medium expansion potential. The project would comply with all recommendations provided in the project *Report of Geotechnical Engineering Investigation* upon application for grading and building permits. Less than significant impacts would occur.

e) No Impact. The project proposes to connect to the existing municipal wastewater system via an eight-inch mainline that would connect to the existing wastewater mainline under South Alhambra Avenue. The project would connect to this system and would not require use of septic tanks; therefore, no impact would occur.

f) Less than Significant with Mitigation Incorporated. Given the urbanized nature of the project site and vicinity, previously recorded paleontological resources are not anticipated to be uncovered during project construction activities. However, in the event that previously undiscovered paleontological resources are discovered during ground-disturbing activities, **Mitigation Measures GEO-1** through **GEO-4** have been incorporated to ensure that paleontological resources are properly treated. With

implementation of **Mitigation Measures GEO-1** through **GEO-4**, impacts to paleontological resources would be less than significant.

Mitigation Measures

GEO-1: **Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant must retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct a Paleontological Sensitivity Training for construction personnel before commencement of excavation activities. The training would include a handout and would focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

GEO-2: **Conduct Periodic Paleontological Spot Checks During Grading and Earth-Moving Activities.** The Applicant must retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct periodic Paleontological Spot Checks beginning at depths below six feet from the surface to determine if construction excavations extend into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks would be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources are required. The Applicant must retain a qualified paleontological monitor, who would work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor must be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring is based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

GEO-3: **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** If paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities the paleontological monitor may halt or divert away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet must be established around the find where construction activities are not allowed to continue until appropriate paleontological treatment plan is approved by the Applicant and the City. Work is allowed to continue outside of the buffer area. The Applicant and City would coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor would assist in removing rock samples for initial processing.

GEO-4: **Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist would prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report would be submitted to the Applicant, the City, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

4.8 – Greenhouse Gas Emissions

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

A *Greenhouse Gas and Energy Analysis* was prepared for the proposed project by MIG, dated April 14, 2023 (see Appendix C). The report estimates the potential energy usage and greenhouse gas emissions for the proposed project and evaluates project emissions against applicable South Coast Air Quality Management District (SCAQMD)-recommended California Environmental Quality Act (CEQA) significance thresholds for construction and operation.

a) Less than Significant Impact. Gases that trap heat in the atmosphere and affect regulation of the Earth's temperature are known as GHGs. GHG that contribute to climate change are a different type of pollutant than criteria or hazardous air pollutants because climate change is global in scale, both in terms of causes and effects.[15] Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs – carbon dioxide, methane, nitrous oxide, and sulfur hexafluoride – and two groups of gases – hydrofluorocarbons and perfluorocarbons. These GHG are the primary GHG emitted into the atmosphere by human activities. The six most common GHG's are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride, hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

GHG emissions from human activities contribute to overall GHG concentrations in the atmosphere and the corresponding effects of global climate change (e.g., rising temperatures, increased severe weather events such as drought and flooding). GHGs can remain in the atmosphere long after they are emitted. The potential for a GHG to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO_2, which has a GWP of one. By comparison, CH_4 has a GWP of 25, which means that one molecule of CH_4 has 25 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHGs by their GWP determines their carbon dioxide equivalent (CO_2e), which enables a project's combined global warming potential to be expressed in terms of mass CO_2 emissions (referred to as CO_2 equivalents, or CO_2e).

The proposed project is located within the South Coast Air Basin, under the jurisdiction of the SCAQMD. In order to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008. To date, the Working Group has convened a total of 15 times, with the last meeting taking place on September 28, 2010. Based on the last Working Group meeting, the SCAQMD identified an interim, tiered approach for evaluating GHG emissions intent on capturing 90 percent of development projects where the SCAQMD is not the lead agency. The following describes the basic structure of the SCAQMD's tiered, interim GHG significance thresholds:

- Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.
- Tier 2 consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.
- Tier 3 consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:
    - 3,000 $MTCO_2e$ per year for all land use types; or
    - 3,500 $MTCO_2e$ per year for residential; 1,400 $MTCO_2e$ per year for commercial; 3,000 $MTCO_2e$ per year for mixed use projects.
- Tier 4 has three options for projects that exceed the screening values identified in Tier 3:
    - Option 1: Reduce emissions from business-as-usual by a certain percentage (currently undefined); or
    - Option 2: Early implementation of applicable AB 32 Scoping Measures; or
    - Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 $MTCO_2e$/year/service population by 2020 and 4.1 $MTCO_2e$/year/service population by 2035. For project-level analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 $MTCO_2e$/year/service population for the 2020 and 2035 calendar years, respectively.

This analysis uses the SCAQMD's interim Tier 3 GHG threshold to evaluate the proposed project's GHG emissions levels. The proposed project would generate GHG emissions from both short-term construction and long-term operational activities. Construction activities would generate GHG emissions primarily from equipment fuel combustion as well as worker, vendor, and haul trips to and from the project site during demolition, site preparation, grading, building construction, paving, and architectural coating activities. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year until the project is decommissioned. The SCAQMD recommends amortizing construction GHG emissions over a 30-year period and including them with operational emissions estimates. This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc. Once operational, the proposed project would generate GHG emissions from area, stationary, mobile, water/wastewater, and solid waste sources. The proposed project's potential GHG emissions were estimated using CalEEMod, V.2022.1.1.6. Project emissions were generated using CalEEMod default assumptions and modified as necessary to reflect the following project-specific context, information, and details:

- The type and length of construction phases for each site, as well as the equipment used in each phase and the number of worker trips per day, were modified per information provided by the project proponent; and
- 9,000 cubic yards of soil was added as off-haul during the grading phase.

- The default, weekday trip generation rate and average vehicle miles travelled (VMT) distance was updated to reflect the trip generation rate provided in the Transportation Study Screening Analysis (Ganddini Group 2023).
- Natural gas use was excluded from the project since the project does not propose natural gas connections for building or appliance systems.

The proposed project's total unmitigated GHG emissions are shown in Table 7 (Project Greenhouse Gas Emissions), below.

Table 7
Unmitigated Project Greenhouse Gas Emissions

GHG Emissions Source	GHG Emissions ($MTCO_2e$ Per Year)
Operations	
Area	16
Energy	149
Mobile	1,049
Refrigerants	0.1
Waste	15
Water	7.5
Subtotal(A)	1,237
Construction	
Total Construction Emissions	601.9
Average Annual Emissions (30 Year Lifetime)(B)	20.1
Total Project Emissions(A)	**1,257**
SCAQMD Tier 3 Screening Threshold	**3,000**
SCAQMD Tier 3 Threshold Exceeded?	***No***
Project-specific 2030 GHG Emissions Goal	**1,800**
Project-specific GHG Emissions Goal Exceeded?	***No***

Source: MIG 2023 (see Appendix C) and SCAQMD, 2010.
(A) Totals may not equal due to rounding.
(B) Construction emissions value has been averaged over a 30-year assumed project lifetime.

As shown in Table 7, the proposed project's potential increase in GHG emissions would be below the SCAQMD's recommended GHG emissions thresholds. Furthermore, the proposed project's GHG emissions would also be below an adjusted project-specific GHG emissions goal of 1,800 $MTCO_2e$ per year, which takes into account post 2020 GHG emissions targets the state is currently working towards. The 1,800 $MTCO_2e$ per year goal was developed by taking the SCAQMD's Tier 3 threshold of 3,000 $MTCO_2e$ per year, which was the threshold to reduce emissions back to 1990 levels and reducing it by 40 percent (3,000 MTCO2e/yr. * (1 - 0.6) = 1,800 $MTCO_2e$/yr.). This reduction is consistent with the GHG reductions required by year 2025 to meet GHG reductions required under Senate Bill 32 (to reduce GHG emissions to levels 40% below 1990 levels by 2030). This linear reduction approach oversimplifies the threshold development process. The City of Monterey Park is not adopting nor proposing to use 1,800 $MTCO_2e$ as a CEQA GHG threshold for general use; rather, it is only intended to provide additional context and information on the magnitude of the proposed project's GHG emissions. The proposed project, therefore, would not generate GHG emissions that exceed SCAQMD CEQA thresholds. Impacts would be less than significant.

b) No Impact. The proposed project would not conflict with or otherwise obstruct implementation of a plan, policy, or regulation adopted for the purposes of reducing GHG emissions, including the California Air Resources Board (CARB) 2022 Climate Change Scoping Plan (2022 Scoping Plan), the Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), or the City of Monterey Park Climate Action Plan (CAP). Appendix D to CARB's 2022 Scoping Plan Update identifies potential actions that could be undertaken at a local level to support the State's climate goals. In addition to providing guidance to local lead agencies on long-term climate planning (e.g., developing a qualified climate action plan), this appendix also provides a list of key GHG reducing attributes for residential and mixed-use developments; projects that exhibit these attributes represent growth that is consistent with State's GHG reduction goals. Table 8 (Project Consistency with Key GHG Reducing Attributes (2022 Scoping Plan)), evaluates project consistency with these attributes.

Table 8
Project Consistency with Key GHG Reducing Attributes (2022 Scoping Plan)

Priority Area	Key Project Attribute	Project Consistency
Transportation Electrification	Provides electric vehicle (EV) charging infrastructure that, at a minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code (CALGreen Code) at the time of project approval.	*Consistent*. The proposed project would install EV charging infrastructure consistent with Tier II Voluntary Standards specified in the 2022 CALGreen Code.
VMT Reduction	Is located on infill sites that that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	*Consistent*. The proposed project is located in a residential portion of the city. The project would intensify uses at the site by replacing approximately 15 habitable dwelling units with 64 new dwelling units. The proposed development would continue to be served by existing utilities and essential public services.
	Does not result in the loss or conversion of natural and working lands.	*Consistent.* The proposed project would consist of developing the site; it would not result in the loss or conversion of natural or working lands.
	Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or Is in proximity to existing transit stops (within a half mile), or	*Consistent*. The proposed project would result in a development intensity of approximately 37.6 dwelling units per acre, which meets the criteria.

	Satisfies more detailed and stringent criteria specified in the region's SCS.	
	Reduces parking requirements by: • Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet), or • Providing residential parking supply at a ratio of less than one parking space per dwelling unit, or • For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	*Consistent*. In accordance with the Density Bonus Law AB 2334, the proposed project would incorporate an affordable housing density bonus of 50% increase in housing density provided 15% of housing would be for very low income. The parking ratio associated with this bill would also be applied to the project: one parking space for zero to one bedroom, and one and a half parking spaces for two to three bedrooms. The proposed project, which includes the density bonus, would result in approximately 65% fewer parking spaces compared to those of the zoning requirements for the approximately 1.73-acre site.
	At least 20 percent of units included are affordable to lower-income residents.	*Inconsistent*. As identified above, 15% of the dwelling units proposed by the project would be for very low income per AB 2334, which is less than the 20% identified as a key project attribute.
	Results in no net loss of existing affordable units.	*Consistent*. The proposed project would not result in the net loss of existing affordable units.
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propone or other fossil fuels for space heating, water heating, or indoor cooking.	*Consistent*. The proposed project would be an all-electric design. The project would not include natural gas plumbing nor use fossil fuels for space heating, water heating, or indoor cooking.
Source: CARB 2022, Appendix D Table 3. see Appendix C; and TAG 2023		

As shown in Table 8, the proposed project would be consistent with all of the Key GHG Reducing Attributes identified in the *2022 Scoping Plan*, except for providing 20% of dwelling units to low-income individuals. This inconsistency does not imply that the project would result in a potentially significant impact, because consistency with the project attributes is simply a qualitative means by which to assess whether or not a project would *clearly* be consistent with the State's climate goals (CARB 2022, pg. 23). In fact, Appendix D to the *2022 Scoping Plan* provides that, "Lead agencies may determine, with

adequate additional supporting evidence, that projects that incorporate some, but not all, of the key project attributes are consistent with the State's climate goals" (CARB 2022, pgs. 23 and 24). The proposed project would provide EV charging infrastructure based on the most stringent standards in the CALGreen Code, transit-supportive densities (i.e., greater than 20 dwelling units per acre), have approximately 65% fewer parking spaces than those allowed for by the City zoning code, result in a net increase in affordable housing at the site, and would not install, nor use, natural gas or fossil fuels for space heating, water heating, or indoor cooking. Therefore, based on these qualitative criteria, the growth proposed by the project would be consistent with the State's long-term GHG emission reduction goals.

The proposed project would also be consistent with the SCAG *2020 RTP/SCS*. The proposed project would add 64 new residential units and demolish 16 existing residential units (15 habitable units), which is consistent with the regional forecasts in the *2020 RTP/SCS*, in which Monterey Park is projected to add 4,100 residents, 2,200 households, and 2,500 jobs between 2016 and 2045 (SCAG 2020). The proposed project would incorporate an affordable housing density bonus of 50% increase in housing density provided 15% of housing would be for very low income (consistent with the requirements of AB 2334), and result in approximately 65% fewer parking spaces compared to those of the zoning requirements for the approximately 1.73-acre site. In addition, the project does not conflict with the *2020 RTP/SCS*'s goal of reducing vehicle miles travelled (VMT), as it met the City's VMT screening criteria and is presumed to have a less than significant VMT impact (see Appendix H). The project also aligns with the *2020 RTP/SCS*'s land use and transportation strategy of locating housing near transit by proposing a bus stop along South Alhambra Avenue bordering the proposed housing facility.

The City of Monterey Park has implemented a CAP to address GHG emissions related to land use patterns, transportations, building design, energy use, water demand, and waste generation. It outlines a roadmap to reduce GHG emissions and promote economic growth based on clean technology and sustainable practices. The CAP evaluates current GHG emissions; forecasts "business-as-usual" emissions; establishes a policy to reduce the City's GHG emissions to 15% below baseline 2009 levels by 2020; sets an aspirational goal of achieving GHG emissions 49% below baseline 2009 levels by 2035; and develops reduction strategies for building energy, transportation, land use, consumption, and solid waste emissions sources. These GHG reduction targets are consistent with the State's 2022 Climate Change Scoping Plan, which aims to reduce GHG emissions 40% below 1990 levels by 2030. The proposed project would be consistent with CAP growth projections, be subject to the latest State energy efficiency standards (consistent with CAP Policy E2), include higher density development near transit (consistent with CAP Policy LU1), provide water efficient landscaping (consistent with CAP Policy W1), and provide solid waste reduction services that divert waste from landfills (consistent with CAP Policy W2).

As described above, the proposed project would not result in significant GHG emissions, proposes growth in a manner that would be consistent with the State's long-term GHG emission reduction goals, and would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions. Impacts would be less than significant.

4.9 – Hazards and Hazardous Materials

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
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?	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑

A *Limited Phase I Environmental Site Assessment* (ESA) was performed by Cal Land Engineering, dated August 17, 2016 (see Appendix F). The information in this section is largely taken from the *Limited Phase I ESA*.

a) Less than Significant Impact. The project could result in a significant hazard to the public if it includes the routine transport, use, or disposal of hazardous materials or places housing near a facility, which routinely transports, uses, or disposes of hazardous materials. The project is located within an area dominated by residential uses and surface streets. The project would not place housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses, which require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The project, which is a residential use, does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances.

Construction of the project would require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction would require ordinary construction activities and would not require a substantial or uncommonly high amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes, and other waste materials. Impacts related to construction would be less than significant.

With regard to project operation, widely used hazardous materials common at residential uses include paints and other solvents, cleaners, and pesticides. Operation of the proposed project would also involve the use of cleaning solutions for daily operation and paints for routine maintenance and re-coating of structures. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Through compliance with existing regulations, use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Therefore, impacts associated with the routine transport, use, or disposal of hazardous materials or wastes would be less than significant.

b) Less than significant Impact. The proposed project is a residential development within an existing residential area of the City of Monterey Park. The proposed project would have limited use of hazardous materials, as HHW would be used on the project site as part of the operations of the proposed residential use. The Phase I Environmental Site Assessment (ESA) completed by Cal Land Engineering, Inc. found that no known hazards are present on the project site. The Phase I ESA found no aboveground or underground storage tanks on the project site. Therefore, the proposed project would not 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. A less than significant impact would occur.

c) No Impact. No schools are located within one-quarter mile of the project site. The nearest school to the project site is Monterey Vista Elementary School, which is approximately 0.39 miles to the southeast of the site. The project is a residential use and would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Therefore, no impact would occur.

d) No Impact. The project is not located on a site listed on the state *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.[16]

Based upon review of the *Cortese List*, the project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),[17]
- listed as a leaking underground fuel tank (LUFT) site by the State Water Resources Control Board (SWRCB),[18]
- listed as a hazardous solid waste disposal site by the SWRCB,[19]
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,[20] or
- developed with a hazardous waste facility subject to corrective action by the DTSC.[21]

No impact would occur in relation to hazardous materials sites.

e) No Impact. The proposed project is not located within two miles of any public or private airport.[22] The nearest public or private airport facility to the project is the San Gabriel Valley Airport located approximately 5 miles to the northeast of the site in the City of El Monte. No impact would occur with regard to safety hazards or excessive airport noise.

f) Less Than Significant Impact. The City of Monterey Park provides for an emergency response plan and emergency preplacement plan. The proposed project does not introduce any permanent lane closures or reconfiguration of existing streets. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. As such, a less than significant impact would occur.

g) No Impact. The proposed project is located in a completely urbanized area. The project site is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE).[23] In addition, the project is located in a Local Responsibility Area (LRA) and would be served by the City of Monterey Park Fire Department, and further supported by the Los Angeles County Fire Department should wildfires occur. Therefore, the proposed project would not result in an increased fire threat to the community. The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, no impact would occur.

4.10 Hydrology and Water Quality

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☑	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☑	☐
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;	☐	☐	☑	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☑	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☑	☐
iv) impede or redirect flood flows?	☐	☐	☐	☑
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☑	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☑	☐

A *Preliminary Low Impact Development (LID) Plan* was prepared by Hank Jong, Principal, of EGL Associates, Inc., dated May 17, 2023 (see Appendix G). The information in this section is largely taken from the *Preliminary LID Plan*.

a) Less than Significant Impact. A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. A significant impact could occur if the proposed project would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Stormwater Pollution Prevention Plan (SWPPP) to reduce potential water quality impacts during construction activity (Monterey Park Municipal Code Section 6.30.050) and the implementation of post-construction best management practices (BMPs) such as detention basins, infiltration ponds, porous pavement, sand and organic filters, etc.

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. All new development projects equal to one acre or more are subject to Los Angeles County NPDES Permit No. CAS004001. The proposed project would disturb approximately 1.73 acres of land and therefore would be subject to NPDES permit requirements during construction activities. In addition, pursuant to Municipal Code Section 6.30.050, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared and submitted for the proposed project. All construction projects must apply Best Management Practices (BMPs) that include drainage controls such as detention ponds, dikes, filter berms, and down drains to prevent runoff, and utilizing plastic covering to prevent erosion. Compliance with City discharge requirements would ensure that construction of the project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Impacts would be less than significant with implementation of existing regulations.

Operational Impacts

The proposed project would not generate hazardous wastewater that would require any special waste discharge permits. All wastewater associated with the proposed interior plumbing systems of the proposed condominiums would be discharged into the local sewer system for treatment at the regional wastewater treatment plant.[24] Impacts associated with operation of the proposed project would be less than significant with implementation of existing regulations. According to the LID Plan, generally, the majority of the site drains to the northeast into neighboring lots, and the general area drains northeasterly into a storm drain system along Newmark Avenue. The Los Angeles Regional Water Quality Control Board has jurisdiction over this project site and the site is located in Los Angeles River watershed and is within the Rio Hondo sub-watershed. Construction of the proposed project would increase impervious areas on the project site from 41% to 83%. The approximately 1.73-acre site would be redeveloped with 64 condominiums and associated pavement, parking, and landscaping. Runoff from the developed site would result in increased potential water contamination from urban pollutants that are commonly found in surface parking lots, ornamental landscape planters and from atmospheric buildup on rooftops. The proposed project would drain into the existing storm drain system in South

Alhambra Avenue. A storm drain catch basin would be located on the western edge of the site. Storm water from the site would drain westerly into the storm drain system and outlet to Alhambra Wash which drains into Rio Hondo Reach 2 & 1, then into Los Angeles River Reach 2 and Reach 1, before draining into the Pacific Ocean. Rio Hondo Reach 2 and Reach 1 are not susceptible to Hydromodification or any sediment related issues per latest State 303d list. Therefore, the project is exempt from Hydromodification.

The LID Plan determined that post-development peak stormwater runoff discharge rates would be slightly higher than the existing rate for the site. This slight increase in flow rate is attributed to the proposed increase in impervious surfaces on the site that would occur as a result of the project. The proposed project includes a bio-infiltration system which would mitigate 150% of the first 85th percentile stormwater volume produced on the site and infiltrate flows into the ground within 72 hours. Additionally, the project would incorporate Best Management Practices (BMPs) to reduce predictable pollutants in runoff entering the storm drain systems that drain to the ocean. These BMPs include site design BMPs to preserve existing drainage patterns and time of concentration, structural and non-structural source control BMPs, and treatment BMPs such as the proposed bio-filtration system. With the proposed bio-infiltration system and BMPs, the proposed project, post-developed runoff flow rates would be less than the allowable rates provided by the County. Since the project would be able to maintain a runoff less than that of the Los Angeles County allowable flow rates, no adverse effects would occur to the downstream conveyance system. In addition, the proposed BMP's would satisfy the City's water quality requirements, which would reduce the post-developed flow rates further as well as significantly reduce the pollutants generated from the project. With compliance with existing regulations, impacts would be less than significant.

b) Less than Significant Impact. If the project removes an existing groundwater recharge area or substantially reduces runoff that results in groundwater recharge such that existing wells would no longer be able to operate, a potentially significant impact could occur. Project-related grading would only go a few feet below the surface and would not reach the depth of the groundwater table. No disturbance of groundwater is anticipated. The proposed building footprints and pavement areas would increase impervious surface coverage on the site, thereby reducing the total amount of potential infiltration onsite. However, infiltration of irrigation water through soil would ensure continued groundwater recharge in Monterey Park as impervious surfaces increase. The project site is not utilized for groundwater recharge and would consist of approximately 17% of landscaped areas or soft-bottom surfaces that would allow for infiltration. Because this site is not managed for groundwater supplies and would provide landscaped areas for continued infiltration, this change in infiltration would not have a significant effect on groundwater table level. Impacts related to development of the proposed project would be less than significant.

c.i) Less than Significant Impact. Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation. The site drains into a storm drain system that drains into the Alhambra Wash, then to Rio Hondo that connects into the Los Angeles River Reach 2 and then Reach 1 and then to Pacific Ocean. Rio Hondo Reach 2 and Reach 1 are currently listed in the Clean water act 303 (d) list due to impairment of cyanide, copper, lead, pH, toxicity, trash, zinc, and Coliform Bacteria.

Construction of the proposed project would increase impervious areas on the project site from 51% to 83% as the site currently consists of mostly impervious surfaces. The approximately 1.73-acre site would be replaced with a 64-unit condominium and associated pavement, parking, and landscaping. Runoff from the developed site would result in increased potential water contamination from urban pollutants that are commonly found in surface parking lots, ornamental landscape planters and from atmospheric buildup on rooftops. The proposed project would drain the site into South Alhambra

Avenue where there is an existing storm drain system. A storm drain catch basin is located on the western edge of the site. Storm water from the site would drain westerly into the storm drain system and outlet to Alhambra Wash which drains into Rio Hondo Reach 2 & 1, then into Los Angeles River Reach 2 and Reach 1, before draining into the Pacific Ocean. Rio Hondo Reach 2 and Reach 1 are not susceptible to Hydromodification or any sediment related issues per latest State 303d list.

A proposed stormwater bio-infiltration system would be provided to remove sediments and hydrocarbons from water runoff before entering the storm drain system. The post-developed drainage pattern of the project site would generally maintain the existing drainage patterns, with runoff ultimately discharging to the Pacific Ocean. Therefore, the drainage pattern would not be substantially altered in a manner that could cause increases in erosion on- or off-site. Erosion and siltation reduction measures would be implemented during construction. At the completion of construction, the site would consist of impervious surfaces and would therefore not be prone to substantial erosion. No streams cross the project site; thus, the project would not alter any stream course. Impacts would be less than significant.

c.ii) Less than Significant Impact. As discussed in Section 4.10.c.i above, a river or stream does not lie within the proposed project site. Additionally, the project would not lead to a substantial alteration of existing drainage patterns in the area. Therefore, the impact is less than significant.

c.iii) Less than Significant Impact. Construction of the proposed project would increase the net area of impervious surfaces on the site; therefore, increased discharges to the City's existing storm drain system would likely occur. However, as discussed above, the proposed project would drain the site into South Alhambra Avenue where there is an existing storm drain system. A storm drain catch basin is located on the western edge of the site. Storm water from the site would drain westerly into the storm drain system and outlet to Alhambra Wash which drains into Rio Hondo Reach 2 & 1, then into Los Angeles River Reach 2 and Reach 1, before draining into the Pacific Ocean. Rio Hondo Reach 2 and Reach 1 are not susceptible to Hydromodification or any sediment related issues per latest State 303d list. A proposed stormwater bio-infiltration system would be provided to remove sediments and hydrocarbons from water runoff before entering the storm drains in South Alhambra Avenue. The post-developed drainage pattern of the project site would generally maintain the existing drainage patterns, with runoff ultimately discharging to the Pacific Ocean. Permits to connect to the existing storm drainage system would be obtained before construction. All drainage plans are subject to City review and approval. These requirements would apply to the proposed project. Therefore, the increase in discharges would not impact local storm drain capacity. The proposed residential use does not have the potential to generate polluted runoff and therefore would not result in substantial pollutant loading such that treatment control BMPs would be required to protect downstream water quality. Post-construction BMP's would also ensure the project would not result in substantial pollutant loading. Therefore, impacts related to the proposed project would be less than significant.

c.iv) No Impact. According to flood maps prepared by the Federal Emergency Management Agency, the project site is located in Zone X, which is an area determined to be outside the 100-year flood hazard area.[25] Therefore, the project is not located within a 100-year flood floodplain and would not impede or redirect flood flows. Impacts would be less than significant.

d) Less than Significant Impact. As discussed in Section 4.10.c.iv above, the project site is not located within a 100-year flood floodplain. No impact would occur. The project site is not subject to tsunami due to its elevation (over 390 feet) and distance from the ocean (over 20 miles).

There is one reservoir in the City of Monterey Park (Garvey Reservoir) owned by the Metropolitan Water District (MWD) that stores municipal water supplies for MWD customers. However, as shown in Figure SCS-6 (Flood Inundation Areas: Garvey Reservoir and Laguna Basin) of the Monterey Park General

Plan Safety Element, the project site is not located within the inundation area of the Garvey Reservoir; therefore, seiche from the reservoir would not occur at the project site.[26] As noted in Section 4.7.iv, the project site has not been identified in an area susceptible to landslides, thus the potential for mudflow is relatively low because the project does not lie in a landslide hazard zone and no natural rivers or streams are located in the project vicinity. The project is located approximately 9.2 miles from the Santa Fe Dam and 10.1 miles from the Puddingstone Reservoir. In the event of a dam failure, flood waters are not expected to reach the City of Monterey Park or the project site. The Los Angeles County Public Works Department operates and maintains a state-of-the-art ALERT computer system to monitor meteorological conditions in the County and Southern California in real time, i.e., as they occur. The system includes a network of field sensors that monitor and receive precipitation amounts including rainfall data from the Corps of Engineers' Los Angeles Telemetry System. These systems allow for system level real time checks that provide for emergency management planning. The City of Monterey Park likewise operates an Emergency Management system in the event of dam failures. The proposed project does not include modifications to a dam system or levees that would alter the hazard planning completed by the City of Monterey Park. With adherence to existing policies, regulations, and ordnances the proposed project would have a less than significant impact.

e) Less than Significant Impact. The Regional Board's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs to protect all waters in the region. Development of the project would be required to adhere to requirements of the water quality control plan, including all existing regulation and permitting requirements. This would include the incorporation of best management practices (BMPs) to protect water quality during construction and operational periods. Development of the project would also be subject to all existing water quality regulations and programs, including all applicable construction permits. Existing General Plan policies related to water quality would also be applicable to the project. Implementation of these policies, in conjunction with compliance with existing regulatory programs, would ensure that water quality impacts related to the project would be less than significant.

4.11 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☑
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐

a) No Impact. The project site is currently developed with 14 multi-family dwelling units (one uninhabitable), a single-family home, and an ADU. The site is surrounded by residential uses on all sides. The site is currently designated High Density Residential in the City's General Plan and the City's Zoning Code for High Density Residential (R-3). The project would develop similar residential uses as currently exist on the site and in the surrounding area. The project does not involve construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact would occur.

b) Less than Significant Impact. The site is currently designated High Density Residential in the City's General Plan and the City's Zoning Code for High Density Residential (R-3). As discussed in Section 4.1 above, the allowed density for the R-3 designation is 25 dwelling units per acre. In addition, Monterey Park Municipal Code (MPMC) Section 21.08.080 provides that no building within a residential designation can exceed two stories or 30 feet in height. However, because the project would designate fifteen percent (15%) of the proposed units as very-low income housing, the project would qualify for an Affordable Housing density bonus of fifty percent (50%) (MPMC Section 21.18.160) and height incentives up to 3 stories or 41 feet in height (MPMC Section 21.18.050(D). With the Affordable Housing density bonus, the proposed project is allowed to develop up to 65 dwelling units. As previously described, the proposed project consists of 64 condominiums. Upon completion, the proposed development would be three stories and would have a maximum height of 38.7 feet at its highest point (as measure from the Grade Plane). Therefore, the proposed project would not conflict with the applicable zoning regulating the height of developments. In addition, the project would develop similar residential uses as currently exist on the site and in the surrounding area. Similar residential uses are located on all sides of the site and the project area is dominated by residential uses. The project would maintain the integrity of the residential neighborhood in terms of density, use, and design. The project does not include any feature that would circumvent any mitigating policies in the Monterey Park General Plan. Therefore, impacts would be less than significant.

4.12 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

a) No Impact. The project site is in a completely urbanized area within the City of Monterey Park. According to the California Department of Conservation, Division of Mines and Geology Resources, no known mineral resources exist in the City of Monterey Park.[27] No loss of availability of a known mineral resource would occur. Therefore, no impact would occur.

b) No Impact. The project site is located in a completely urbanized area within the City of Monterey Park. There are no mineral extraction or process facilities on or near the site.[28] No mineral resources are known to exist within the vicinity of the project site. No known mineral resources have been identified by the Monterey Park General Plan EIR 2014 or in any other plan. Therefore, no impact would occur.

4.13 – Noise

Would the Project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent 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?	☐	☑	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐
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?	☐	☐	☑	☐

A *Noise and Vibration Analysis* was prepared for the proposed project by MIG, dated April 17, 2023 (see Appendix E). The information in this section is based on the *Noise and Vibration Analysis*.

Existing Noise Environment

The proposed project is located in eastern Monterey Park, in an area classified and designated as High Density Residential by the MPMC and by the Land Use and Urban Design Element of the City's General Plan. The City's General Plan identifies street and freeway traffic and aircraft overflights as the dominant noise sources in the City, with lawnmowers, children at play, and dogs barking specifically contributing to residential noise.

Existing ambient noise levels in the project area were measured in August 2018. Noise levels were measured with one Larson Davis Model LxT, Type 1, sound level meter. The meter's receiving microphone was set at a high of roughly five feet above ground level to approximate a human receptor. Noise monitoring was conducted in ten-minute intervals. Conditions during the monitoring were mostly sunny with temperatures ranging from high 90s to 100s, with calm winds (0-5 mph). One short-term measurement was conducted to provide typical ambient noise levels in the vicinity of the project area, provide direct observations of existing noise sources at and in the vicinity of the project area, and evaluate project noise levels at nearby sensitive receptors. The ambient noise monitoring location was within the project site on a private driveway in the western portion of the project site, approximately 50 feet from the centerline of South Alhambra Avenue.

Based on observations made during the ambient noise monitoring, the existing noise environment in the project vicinity consists primarily of vehicles on South Alhambra Avenue, overhead air traffic, and residential noises such as leaf blowers and pedestrians. Table 9 (Existing Ambient Noise Levels (dBA)), summarizes the results of the ambient noise monitoring.

Table 9
Existing Ambient Noise Levels (dBA)

Monitoring Time	Leq	Lmin	Lmax	L (50)
2:00 PM	59.2	36.9	81.4	51.2
3:00 PM	57.2	38.9	75.1	52.4
4:00 PM	58.0	39.3	78.7	51.4
5:00 PM	56.8	38.9	75.0	51.4
6:00 PM	55.6	40.0	70.0	50.3
2:00 pm – 7:00 pm; Monitoring Average	57.5	36.9	75.0	51.4
Source: MIG, 2023.				

Although ambient noise data was measured in 2018, the data is still considered representative of conditions in Spring 2023 because the proposed project is situated in a residential area, away from major transportation corridors, and has not experienced substantial changes in land uses. Thus, it is unlikely that substantial changes to ambient noise levels near the project site have occurred since 2018. The project site is not located within any airport planning boundaries. The nearest public or private airport facility to the project is the San Gabriel Valley Airport located approximately 5 miles to the northeast of the site in the City of El Monte.

Sensitive Receptors

Noise sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, hospitals, schools, and parks are examples of noise receptors that could be sensitive to changes in existing environmental noise levels. The closest sensitive receptors are the residential areas located adjacent to and directly across from the project on all sides.

Regulatory Setting

City of Monterey Park General Plan

The MPMC and General Plan Safety Element establish the following standards applicable to construction noise, operational noise, and noise/land use compatibility:

- *Construction Noise*: MPMC Section 4.50.100 exempts construction activity from noise regulations between the hours of 7:00 AM and 7:00 PM on Monday through Friday, and the hours of 9:00 AM and 6:00 PM on Saturdays, Sundays, and holidays.

- *Operational Noise:* MPMC Section 4.50.080 establishes non-transportation noise source standards for noise-receiving land uses. These standards provide restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receiver. The MPMC prohibits noise generation exceeding the measured ambient noise level or the Code's presumed ambient noise levels for different receiving land use types, whichever is greater. The allowable ambient noise level for a residential land use, as set by the MPMC, are as follows:

  - Daytime (7:00 AM – 10:00 PM): 55 dBA equivalent continuous sound level (L_{eq})
  - Nighttime (10:00 PM – 7:00 AM): 50 dBA L_{eq}

  MPMC Section 4.50.090 adjusts these standards for noise disturbances containing a steady, audible tone, such as a whine, screech, beating, pulsating, throbbing, or hum by reducing the noise level limit by five decibels. This requirement would not apply to the proposed project because it does not involve impulsive or steady-tone noise sources.

- *Noise/Land Use Compatibility*: The City's General Plan Safety Element establishes a noise land use compatibility maximum for residential uses of 65 Community Noise Equivalent Level (CNEL).

a) Less Than Significant with Mitigation Incorporated. The proposed project would generate noise during construction and operation of the proposed facilities. An analysis of these potential impacts is provided below.

Project Construction

The proposed project involves construction activities including demolition, site preparation, grading, building construction, paving and architectural coating in an existing residential area of the City. Construction activities are anticipated to begin July 2024 and may last approximately 19 months in total. In general, construction activities would involve the use of worker vehicles, delivery trucks, dump trucks, and heavy-duty construction equipment such as (but not limited to) backhoes, tractors, loaders, graders, excavators, rollers, cranes, material lifts, generators, and air compressors. These types of construction activities would generate noise and vibration from the following sources:

- Heavy equipment operations at different work areas. Some heavy equipment would consist of mobile equipment such as a loader and excavator that would move around work areas; other equipment would consist of stationary equipment (e.g., cranes or material hoists/lifts) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems, and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment generally operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.

- Vehicle trips, including worker, vendor, and haul truck trips. These trips would occur on South Alhambra Avenue and other local roads used to access the site.

Typical construction equipment noise levels at different distances are shown in Table 10 (Potential Project Construction Equipment Noise Levels).

Table 10
Potential Project Construction Equipment Noise Levels

Typical Equipment	Noise Level at 50 feet (L_{max})[A]	Percent Usage Factor[B]	Predicted Equipment Noise Levels (L_{eq})[C]						
			25 Feet	50 Feet	75 Feet	100 Feet	150 Feet	200 Feet	250 Feet
Bulldozer	85	40	87	81	77	75	71	69	67
Backhoe	80	40	82	76	72	70	66	64	62
Compact Roller	80	20	79	73	69	67	63	61	59
Concrete mixer	85	40	87	81	77	75	71	69	67
Crane	85	16	83	77	74	71	67	65	63
Excavator	85	40	87	81	77	75	71	69	67
Generator	82	50	85	79	75	73	69	67	65
Pneumatic tools	85	50	88	82	78	76	72	70	68
Scraper	85	40	87	81	77	75	71	69	67
Delivery Truck	85	40	86	81	77	75	71	69	67

Sources: Caltrans, 2013 and FHWA, 2010.
(A) L_{max} noise levels based on manufacturer's specifications.
(B) Usage factor refers to the amount (percent) of time the equipment produces noise over the time period
(C) Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans, 2013: L_{eq} (hourly) = L_{max} at 50 feet – 20log (D/50) + 10log (UF), where: L_{max} = reference L_{max} from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.

With regard to construction noise, demolition, site preparation, and grading phases typically result in the highest temporary noise levels due to the use of heavy-duty equipment such as dozers, excavators, graders, loaders, scrapers, and trucks. Construction noise impacts generally occur when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time.

Construction activities associated with the proposed project would last approximately 19 months. Construction activities would occur in close proximity to adjacent residential properties. As shown in Table 10, worst case hourly L_{eq} and L_{max} construction equipment noise levels are predicted to be approximately 82 dBA L_{eq} and 85 dBA L_{max}, respectively, at 50 feet; however, the magnitude of the project's temporary and periodic increase in ambient noise levels would depend on the nature of the construction activity (i.e., demolition, building construction, grading) and the distance between the construction activity and sensitive receptors/outdoor use areas. Sensitive residential receptors could be within 25 feet of work areas for short periods of time (e.g., site grading along the property boundary), at which distance construction equipment may reach 88 dBA L_{eq}. Project construction in the middle of the site would be at least 100 feet from sensitive receptors to the north, east, and south. At this distance (100 feet), equipment could reach 76 dBA L_{eq}. The concurrent operation of a dozer, backhoe, and delivery truck at the same time and in the same general area could produce a combined noise level of approximately 80 dBA L_{eq} on a short-term basis (less than an hour) at 100 feet.

Although project construction may temporarily increase noise levels near the site, it is not anticipated to result in physical harm (e.g., temporary or permanent hearing loss or damage) to any sensitive noise receptor because receptors would not be continuously exposed to elevated construction noise levels (i.e., noise levels would return to ambient conditions when construction ceases for the day) and the construction noise levels presented above are exterior noise levels, whereas receptors would be likely to be inside buildings. Typical residential and commercial construction in California typically provides at least 12 dBA of exterior to interior noise attenuation with windows open and 20 dBA of exterior to interior

noise attenuation with windows closed.[i] Physiological effects occur when the human ear is subjected to prolonged exposure to high noise environments. For example, to protect workers from noise-induced hearing loss, the U.S. Occupational Safety and Health Administration (OSHA) limits worker noise exposure to 90 dBA as averaged over an 8-hour time period (29 CFR 1910.95). Similarly, the National Institute for Occupational Safety and Health (NIOSH) recommends workers limit noise exposure to no more than 85 dBA over an 8-hour period to protect against noise-induced hearing loss (NIOSH, 1998). As shown in Table 11, potential worst-case hourly noise level estimates for any single piece of equipment would be approximately 88 dBA L_{eq} at 25 feet and 76 dBA L_{eq} at 100 feet. Although hourly construction noise levels may approach 88 dBA L_{eq} for one or two hours, such noise levels would not be sustained over an 8-hour period (due to movement of equipment and changes in operations that occur during daily construction activities). Therefore, at worst-case, noise from construction activities may pose a temporary interference or annoyance effect on nearby sensitive receptors but would not result in adverse physiological effects on human receptors in the surrounding area.

MPMC Section 4.50.100 limits construction activities to the hours of 7 AM to 6 PM, Monday to Friday, and 9 AM to 6 PM on Saturday, Sunday, and holidays; however, neither the City's General Plan nor the MPMC establish a specific numeric noise standard (e.g., 90 dBA L_{eq}) for construction noise levels. As discussed above, the project's potential construction noise levels would range from approximately 76 dBA L_{eq} to 88 dBA L_{eq} depending on the specific equipment in use and the distance between the equipment and adjacent residential properties. These noise levels would be approximately 16 dB to 30 dB above the existing ambient noise levels measured at the project site (see Table 10). Although the City does not maintain a specific construction noise level standard, a temporary increase in noise levels of 16 dB to 30 dB would represent more than a quadrupling in loudness during peak noise generating activities. To reduce the potential for construction activities to result in a substantial temporary increase in ambient noise levels in the vicinity of the project site, and to reduce effects on adjacent residential receptors, **Mitigation Measure NOI-1** is incorporated into the project. Mitigation Measure NOI-1 would provide advanced notice of construction activities to surrounding residential properties, limit construction hours per MPMC requirements, limit noise from stationary and other construction equipment, and reduce temporary construction noise impacts by a minimum of 5 to 10 dBs. The proposed project would comply with the City's applicable construction noise control regulations and implement other mitigation measures to reduce the potential for project construction activities to result in a substantial temporary increase in ambient noise levels. With **Mitigation Measure NOI-1**, temporary construction noise levels would be rendered a less-than-significant impact.

Long-term Operational Noise Levels

On-site Noise Sources

The project site and surrounding properties to the north, east, and south are all designated High Density Residential (R-3) by the City's zoning regulations; properties to the west, across South Alhambra Avenue, are all designated as Medium Density Residential (R-2) by the City's zoning code. MPMC Section 4.50.080 establishes the maximum permissible noise level that may intrude into adjacent property lines. The code establishes maximum permissible noise levels for residential land uses of 55 dBA L_{eq} for daytime hours (7:00 AM to 10:00 PM) and 50 dBA L_{eq} for nighttime hours (10:00 PM – 7:00 AM). The existing daytime ambient noise levels at the project site ranged from 55.6 to 59.2 dBA L_{eq}, which is above the City's permissible daytime noise levels (55 dBA L_{eq}). Nighttime (10 PM to 7 AM) noise levels are typically 5 to 10 dBA less due to reduced traffic volumes on adjacent roadways and

[i] The U.S. Department of Housing and Urban Development (HUD) Noise Guidebook and supplement (2009a, 2009b) includes information on noise attenuation provided by building materials and different construction techniques. As a reference, a standard exterior wall consisting of 5/8-inch siding, wall sheathing, fiberglass insulation, two by four wall studs on 16-inch centers, and 1/2-inch gypsum wall board with single strength windows provides approximately 35 dBs of attenuation between exterior and interior noise levels, provided windows do not occupy more than 30% of the exterior wall space.

less exterior neighborhood activity (e.g., less lawn maintenance, outdoor recreation) and thus are assumed to be below the City's permissible nighttime noise level (50 dBA L_{eq}).

The existing residential land uses at and near the site generate noise from vehicle parking activities, waste collection activities, landscaping activities, stationary heating, ventilation, and air conditioning (HVAC) equipment, and other residential activities (e.g., building maintenance). The proposed project would involve similar noise generating sources and activities as the existing land uses; however, the amount of mechanical equipment and the intensity of parking would be greater than existing land uses at the site. Although the proposed project could increase the amount of noise sources and noise-generating activities compared to existing conditions, the project would have a limited potential to generate significant on-site noise levels. In general, residential land uses (including the proposed multi-family condominium land uses) are not a substantial noise-generating land use because they do not involve substantial noise-generating activities during the nighttime, mechanical equipment associated with elevators, residential amenities, and other building systems are typically enclosed within closets, sheds, and/or equipment rooms, and HVAC equipment is typically screened from public view by landscaping, fences, or walls and, therefore, shielded from adjacent property lines.

Once constructed, the proposed project's primary on-site noise generating activities will be parking, human activity, and HVAC equipment. The site design generally places most parking activities underground, with the housing units situated around the eastern, western, and southern perimeter of the site. This design shields parking and other interior site noise (e.g., use of the site's courtyard) from adjacent residential properties. Individual condominium balconies would face the perimeter of the site. Use of the balconies would result in human speech, laughter, and other sounds near property lines; however, in a quiet setting the average normal voice level is approximately 55 dBA and balcony use would not generate sustained noise levels above 50 dBA L_{eq} at any adjacent property line.

The project's small rooftop HVAC units would be rated to condition individual condominium spaces that would be approximately 650 to 2,100 square feet in size. Small, individual residential HVAC units can produce a noise level up to 75 dBA at a distance of 3 feet. Based on distance attenuation, uncontrolled HVAC noise levels would reach 50 dBA at a distance of 54 feet. The roof plans for the proposed project indicate HVAC equipment would be located closer than 54 feet from adjacent property lines; individual units would be set back at least 30 feet from the southern property line (55 dBA uncontrolled HVAC noise level), 40 feet from the western property line (52.5 dBA uncontrolled HVAC noise level), 50 feet from the eastern property line (50.6 dBA uncontrolled HVAC noise level), and 55 feet from the northern property line (49.7 dBA uncontrolled HVAC noise level). Although some HVAC units could be closer than 54 feet from adjacent property lines, the units would be located approximately 41 feet above grade and fully screened and concealed behind a four-foot-tall parapet that would direct the sound upwards, increasing the distance the soundwave must travel to receptor locations and attenuating HVAC noise levels by at least 5 dBA. In addition, HVAC equipment does not operate continuously and would not affect ambient noise levels when the equipment is not in use. For these reasons, potential HVAC equipment would not generate noise levels in excess of the City's 50 dBA L_{eq} nighttime noise standard at any shared residential property line, or otherwise result in a substantial permanent increase in ambient noise levels in the vicinity of the project.

For the reasons outlined above, the proposed project would not generate on-site noise levels that exceed City standards or otherwise result in a substantial permanent increase in ambient noise levels in the vicinity of the project. This impact would be less than significant.

Off-Site Vehicle Trip Noise

The *Transportation Study Screening Analysis* prepared for the proposed project identifies that the proposed project is estimated to result in a net increase of 331 daily vehicle trips (see Appendix H). In

general, it takes a doubling of traffic to increase traffic noise volumes by 3 dBA. Although the current average daily traffic volume on South Alhambra Avenue is not known, the area surrounding the project site is developed with residential land uses and traffic volumes on South Alhambra Avenue and other roadways used to access the project site are assumed to be at least 1,000 vehicle trips per day. The addition of 308 passenger cars to the roadway system would not result in a doubling of traffic on any roadway segment at or in the vicinity of the project site and, therefore, would result in a less than 3 dBA increase in noise levels on local roads used to access the project site. The proposed project, therefore, would not result in a substantial, permanent increase in noise levels along the roadways used to access the proposed project as compared to existing or future conditions. This impact would be less than significant.

Consistency with General Plan Policies

The City's General Plan Safety Element includes goals and policies that minimize the impact of construction and point noise sources throughout the City. For example, General Plan Safety and Community Services Element Policy 12.1 requires the City to continue to enforce its noise ordinance to control point source noise and Policy 12.2 requires the City to incorporate noise impact considerations into the development review process, ensuring City standards are addressed during project design and development. In addition, Policy 12.3 specifically requires new multi-family residential developments to incorporate design features to minimize intrusion of ambient noise into private and common outdoor spaces. Finally, Policy 12.4 requires the City to enforce any city ordinances regulating hours of construction activity. The proposed project would be consistent with these General Plan policies because it would not result in on- or off-site noise levels that exceed Municipal Code requirements for residential land uses and would comply with the MPMC's permissible construction work periods.

Other Planning Considerations

A Lead Agency is not required to analyze how existing conditions might impact a project's existing or future population except where specifically required by CEQA; however, a Lead Agency may elect to disclose information relevant to a project even if it not is considered an impact under CEQA. Furthermore, the City's General Plan sets noise standards for receiving land uses which require evaluation for consistency and compliance even if such evaluation is not required by CEQA to be identified as a physical impact of a project. The City's General Plan Safety Element establishes a noise and land use compatibility goal for residential uses of 65 CNEL. Noise monitoring conducted at the project site in 2018 (see Table 2) indicates daytime hourly ambient noise levels at the site ranged from approximately 55 to 59 dBA L_{eq}. These daytime noise levels are less than 60 dBA. Daily noise exposure at the project site is, therefore, considered to be within the City's noise and land use compatibility goal of 65 CNEL. In addition, interior noise exposure would be less than 45 CNEL with windows closed and use of the project's HVAC system. Therefore, the proposed project is considered compatible with the exterior ambient noise environment in the project area and no exterior or interior noise design features are required for the project.

Conclusion

As detailed above, the proposed project would not generate temporary or permanent noise levels that would exceed the City's standards or otherwise result in a substantial increase in ambient noise levels with the incorporation of mitigation measures. The proposed project, therefore, would not result in a substantial, adverse noise-related effect on the environment.

b) Less Than Significant Impact. Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration sources are usually characterized as continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency; however, unlike airborne sound, there is no standard way of measuring and reporting amplitude. Vibration amplitudes can be expressed in terms of

velocity (inches per second) or discussed in dB units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are usually discussed in terms of peak particle velocity (PPV) in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments, such as electron microscopes. Groundborne noise is noise generated by vibrating building surfaces such as floors, walls, and ceilings that radiate noise inside buildings subjected to an external source of vibration. The vibration level, the acoustic radiation of the vibrating element, and the acoustical absorption of the room are all factors that affect potential groundborne noise generation.

Caltrans' Transportation and Construction Vibration Guidance Manual provides a summary of vibration human responses and structural damage criteria that have been reported by researchers, organizations, and governmental agencies. These thresholds are summarized in Table 11 (Caltrans' Vibration Threshold Criteria for Building Damage) and Table 12 (Caltrans' Vibration Threshold Criteria for Human Response), below.

Table 11
Caltrans' Vibration Criteria for Building Damage

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Historic and some older buildings	0.50	0.12 to 0.2
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50
Source: Caltrans, 2020		

Table 12
Vibration Criteria for Human Response

Human Response	Maximum PPV (in/sec)	
	Transient	Continuous
Slightly perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severe/Disturbing	2.0	0.7 (at 2 Hz) to 0.17 (at 20 Hz)
Very disturbing	--	3.6 (at 2 Hz) to 0.4 (at 20 Hz)
Source: Caltrans, 2020		

Construction activities have the potential to result in varying degrees of ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance. The effects of ground vibration may be imperceptible at low levels, result in low rumbling sounds and detectable vibrations at moderate levels, and can disturb human activities such as sleep and vibration sensitive equipment at high levels. Ground vibration can also potentially damage the foundations and exteriors of existing structures even if it does not result in a negative human response. Pile drivers and other pieces of high impact construction equipment are generally the primary cause of construction-related vibration impacts. The use of such equipment is generally limited to sites where there are extensive layers of

very hard materials (e.g., compacted soils, bedrock) that must be loosened and/or penetrated to achieve grading and foundation design requirements. The need for such methods is usually determined through site-specific geotechnical investigations that identify the subsurface materials within the grading envelope, along with foundation design recommendations and the construction methods needed to safely permit development of a site. Pile driving equipment is not anticipated to be required at the proposed project site.

Construction vibration impacts generally occur when construction activities occur in close proximity to buildings and vibration-sensitive areas, during evening or nighttime hours, or when construction activities last extended periods of time. Although potential heavy equipment operations at the site for all demolition, site preparation, grading, and paving activities would not last more than approximately 45 days, construction activities would occur in close proximity to adjacent residential properties. The ground-borne vibration levels generated by the type of equipment that would be used to construct the proposed project are shown in Table 13 (Potential Project Construction Vibration Levels).

Table 13
Potential Project Construction Vibration Levels

Equipment	Peak Particle Velocity (in/sec) (A)			
	25 feet	50 feet	100 feet	200 feet
Small bulldozer	0.003	0.001	0.001	0.000
Jackhammer	0.035	0.016	0.008	0.004
Loaded truck	0.076	0.035	0.017	0.008
Large bulldozer	0.089	0.042	0.019	0.009
Vibratory Roller	0.21	0.098	0.046	0.021

Sources: Caltrans, 2020 and FTA, 2018

(A) Estimated PPV calculated as: PPV(D)=PPV(ref)*(25/D)^1.1 where PPV(D)= Estimated PPV at distance; PPVref= Reference PPV at 25 ft; D= Distance from equipment to receiver; and n= ground attenuation rate (1.1 for dense compacted hard soils).

As shown in Table 13, the vibration levels associated with typical construction equipment are dependent on the type of equipment used. For structural damage, the use of typical equipment during construction activities (e.g., bulldozer, jack hammer, trucks etc.) would produce PPV levels up to 0.098 in/sec at 50 feet. These PPV values are well below Caltrans' guidelines standards for potential structural damage for the types of buildings in and adjacent to the Plan Area, which consist of modern residential structures (0.5 PPV for continuous vibration sources; see Table 11). For human annoyance and interference responses, the use of typical equipment (e.g., bulldozer, jack hammer, trucks, etc.) during construction could produce vibration levels near the project site (within 50 feet) that exceed Caltrans' perceptible vibration detection threshold (0.012 PPV, see Table 12). Specific vibration-generating equipment, such as vibratory rollers which may be used during paving activities, could produce vibration levels at 50 feet that would be more pronounced and perceptible but still far below Caltrans' guidelines for structural damage to modern residential structures (0.50 PPV for continuous vibration sources).

The above vibration estimates represent potential vibration levels based on typical equipment operations and assume there is no change in elevation between work areas and receptor locations and no change in subsurface conditions that may affect vibration transmission through soil media and structures. As discussed above, the proposed project does not have the potential to result in structural damage to buildings near work areas; however, construction-related groundborne vibrations have the potential to be perceptible at buildings within approximately 200 feet of typical construction work areas and 400 feet of construction work areas involving a vibratory roller. Although some vibration associated with construction activities may be felt by nearby residential properties that surround the site, this

potential vibration effect would not be excessive because it would occur during daytime hours only (when residential properties would be less sensitive to perceived vibrations, be infrequent (occurring only when equipment is in full operation, not idling or in low power modes), be intermittent (equipment would not operate in the same location every day and would move around the site so that properties are not exposed to continuous peak vibration levels), and would not damage buildings or structures at any point. For these reasons, project construction activities would not generate excessive groundborne vibration or noise levels. This impact would be less than significant.

Once operational, the proposed project would not have any large equipment that would generate vibration. This impact would be less than significant.

c) Less Than Significant Impact. The proposed project is not located within two miles of any public or private airport or within an airport land use plan. The closest airport facility, San Gabriel Valley Airport, is located approximately 5 miles northeast of the project site. Noise from overhead flights was observed during the ambient noise monitoring conducted for the project, and the City's General Plan indicates outbound flights from Los Angeles International Airport (LAX) are known to fly over the middle of the city. LAX is located approximately 17.1 miles southwest of the project site. This intermittent aircraft related noise is not considered excessive. The project would increase the number of residential units below flight paths; however, these units would not be exposed to excessive airport-related noise levels as evidenced by hourly ambient noise levels below 60 dBA L_{eq} (see Table 9). The City's General Plan Safety Element establishes the City's overall goal and intent to reduce aircraft noise impacts on Monterey Park residents and businesses by working with surrounding jurisdictions to improve aircraft noise standards and restricting helipad locations. The implementation of these General Plan policies (Policy 14.1 and 14.2) would also help ensure potential airport and heliport noise would not be excessive at the project site. Therefore, this impact would be less than significant.

Mitigation Measures

NOI-1: **Reduce Potential Project Construction Noise Levels.** To reduce potential noise levels from project construction activities, the project proponent must:

1. *Notify Residential Land Uses of Planned Construction Activities.* This notice must be provided at least two weeks before the start of any construction activities, describe the noise control measures to be implemented by the project, and include the name and phone number of the designated contact for the project proponent and the City of Monterey Park responsible for handling construction-related noise complaints (per #5 below). This notice must be provided to the owner/occupants of residential dwelling units within 500 feet of construction work areas.

2. *Restricted Work Hours:* All construction-related work activities, including material deliveries, are subject to the requirements of MPMC Section 4.50.100. Construction activities, including deliveries, will occur only during the hours of 7 AM to 7 PM Monday to Friday and 9 AM to 6 PM on Saturday, Sunday, and holidays. The project proponent representative and/or its contractor must post a sign at all entrances to the construction site information contractors, subcontractors, other workers, etc. of this requirement.

3. *Construction Equipment Selection, Use, and Noise Control Measures*: The following measures apply to construction equipment used at the project site:

a. Contractors must use the smallest size equipment capable of safely completing work activities.
b. Construction staging will occur as far away from residential land uses as possible given site and active work constraints.
c. Electric hook-ups must be provided for stationary equipment (e.g., pumps, compressors, welding sets). If it is not feasible to provide an electric hook-up, the project proponent must ensure mitigation measures 3a and 3d are implemented.
d. All stationary noise generating equipment must be shielded and located as far as possible from residential land uses given site and active work constraints. Shielding may consist of existing vacant structures or a three-or four-sided enclosure provided the structure/enclosure breaks the line of sight between the equipment and the receptor and provides for proper ventilation and equipment operation.
e. Heavy equipment engines must be equipped with standard noise suppression devices such as mufflers, engine covers, and engine/mechanical isolators, mounts, and be maintained in accordance with manufacturer's recommendations during active construction activities.
f. Pneumatic tools must include a suppression device on the compressed air exhaust.
g. No radios or other amplified sound devices may be audible beyond the property line of the construction site.

4. *Implement Construction Activity Noise Control Measures:* The following measures apply to project construction activities:

a. Demolition: Activities must be sequenced to take advantage of existing shielding/noise reduction provided by existing buildings or parts of buildings and methods that minimize noise and vibration, such as sawing concrete blocks, prohibiting on-site hydraulic breakers, crushing or other pulverization activities, must be employed during project construction.
b. Demolition, Site Preparation, Grading, and Foundation Work: During all demolition, site preparation, grading, and structure foundation work activities, a physical noise barrier must be installed and maintained around the site perimeter to the maximum extent feasible given site constraints and access requirements. The noise barrier must extend to a height of eight feet above grade. Potential barrier options capable of reducing construction noise levels could include, without limitation:

i. A concrete, wood, or other barrier installed at-grade (or mounted to structures located at-grade, such as a K-Rail), and consisting of a solid material (i.e., free of openings or gaps other than weep holes) that has a minimum rated transmission loss value of 20 dB.
ii. Commercially available acoustic panels or other products such as acoustic barrier blankets that have a minimum sound transmission class (STC) or transmission loss value of 20 dB.
iii. Any combination of noise barriers and commercial products capable of achieving required construction noise reductions during demolition, site preparation, grading, and structure foundation work activities.
iv. The noise barrier may be removed following the completion of building foundation work (i.e., it is not necessary once framing and typical vertical

building construction begins provided no other grading, foundation, etc. work is still occurring on-site).

5. *Prepare a Construction Noise Complaint Plan:* The project proponent must prepare a Construction Noise Complaint Plan that:

    a. Identify the name and/or title and contact information (including phone number and email) for a designated project and City representative responsible for addressing construction-related noise issues.
    b. Includes procedures describing how the designated project representative will receive, respond, and resolve construction noise complaints.
    c. At a minimum, upon receipt of a noise complaint, the project representative must notify the City contact, identify the noise source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint.

4.13 Population and Housing

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☑	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☑	☐

a) Less than Significant Impact. The project site currently includes 14 multi-family dwelling units (13 habitable), a single family home, and an ADU. The proposed project includes 64 residential units. According to the California Department of Finance, the City of Monterey Park has 3.02 persons per household.[29] Using this measure, the project site currently houses up to 45 persons, while the proposed project would house 193 persons; a potential increase of 148 persons on the site over existing conditions. According to the Southern California Association of Governments' (SCAG) *2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*, the number of households in the City is expected to increase by 2,200 units between 2016 and 2045. Similarly, the number of persons in the City is expected to increase by 4,100 persons between 2016 and 2045. Therefore, the project would not induce substantial unplanned population growth in the area. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Impacts would be less than significant.

b) Less than Significant Impact. The project site is located in a primarily residential portion of the City. The project site currently contains 14 multi-family units (13 habitable), a single-family home, and an ADU. The site currently has an estimated maximum capacity of 45 persons. The proposed development would displace the existing residents of the 15 habitable dwelling units. The proposed project would include 64 residential units with an estimated occupancy of 193 persons. The existing residential housing capacity of the project site is less than the proposed development housing capacity. Furthermore, new housing developments scheduled to occur within the City are projected to increase the available housing capacity. Therefore, the project would have a less than significant impact.

4.14 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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	☑	☐
b) Police protection?	☐	☐	☑	☐
c) Schools?	☐	☐	☑	☐
d) Parks?	☐	☐	☑	☐
e) Other public facilities?	☐	☐	☑	☐

a) Less Than Significant Impact. The Monterey Park Fire Department provides fire protection and emergency medical response services in the City of Monterey Park. The fire department typically maintains a staff of up to 62 employees.[30] The project site is located approximately 0.8 miles west of the Monterey Park Fire Department Station No. 61 (350 West Newmark Avenue). The Monterey Park Fire Department allows for a response to any incident within 8 to 14 minutes. Gradual population increase throughout the City of Monterey Park is anticipated to increase the demand on fire protection services over time. With adherence to the goals and policies of the Safety and Community Services Element of the General Plan, and plan reviews conducted by the Monterey Park Fire Department, the proposed project is not anticipated to substantially impact fire protection services. In addition, technical fire prevention activities such as checking building construction plans to make sure all proposed buildings meet appropriate safety codes before construction, fire inspectors plan reviews on all proposed fire sprinkler systems, fire alarm systems would not reduce the impacts associated with the proposed project. All site plans for the proposed project would, as part of the City of Monterey Park's standard review process, be subject to approval and site-specific conditions of approval to ensure compliance with all applicable fire code standards. No new or expanded fire protection facilities would be required as a result of this project as it is not anticipated to induce substantial population increases that were not anticipated under the City's General Plan. Furthermore, the proposed project does not propose to use hazardous materials or engage in hazardous activities that would require new or modified fire protection equipment to meet potential emergency demand. Impacts related to expansion of fire protection services would be less than significant.

b) Less Than Significant Impact. The Monterey Park Police Department (MPPD) provides police protection services in the City of Monterey Park. MPPD has 72 sworn police officers and 130 civilian and volunteer personnel.[31] MPPD staffs three major divisions: Patrol, Investigative, and Administrative Support. The MPPD also utilizes volunteer programs. The MPPD Police Station is located at 320 West Newmark Avenue, approximately 0.6 miles from the project site, in the Civic Center area. The MPPD

has an estimated average response time of three minutes to high priority calls to any part of the City. The proposed residential development would not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. The proposed project is located within the MPPD service area. No new or expanded police facilities would need to be constructed as a result of this project. Impacts related to expansion of police protection services would be less than significant.

c) Less than Significant Impact. The project site is served by the Garvey School District for elementary and intermediate school and Alhambra Unified School District for high school, respectively. The project site is within the attendance areas of the following schools: Monterey Vista Elementary School (901 E. Graves Avenue), Richard Garvey Intermediate School (2720 N. Jackson Avenue, Rosemead, CA), and Mark Keppel High School (501 East Hellman Avenue.[32, 33] Development impact fees may be levied for residential construction, pursuant to Education Code Section 17620 and California Government Code Section 65995. As stated in Government Code Section 65996, payment of school impact fees in accordance with Government Code Section 65995 and/or Education Code Section 17620 is deemed to constitute full and complete mitigation for potential impacts to schools caused by development. These fees would help to fund future needs in the districts with relation to the provision of new or physically altered districts' facilities. For these reasons, impacts related to the need for new school facilities as a result of implementing the proposed project would be less than significant.

d) Less Than Significant Impact. Demand for park and recreational facilities is generally the direct result of residential development. MPMC Section 12.10.010 requires that new developments pay a recreation and park development fee in the amount set forth by resolution of the City Council. As of 2019, Monterey Park had approximately 1.33 acres of park per 1,000 residents.[34] Listed below are public City parks within one mile of the project site.

- Barnes Park – approximately 0.52 miles southeast of the project site
- Garvey Ranch Park– approximately 0.35 miles southeast of the project site
- Sierra Vista Park
- Edison Trails Park

The proposed project would provide approximately 24,000 square feet of common open space. As a result, no substantial increase in demand for park and recreation facilities would result as recreational opportunities would be provided onsite and the project proponent would be required to pay park fees per the MPMC. Therefore, the impacts would be less than significant.

e) Less Than Significant Impact. The proposed project is served by the Monterey Park Bruggemeyer Library. The proposed project would not result in an increase in demands for more library services as the project does not propose substantial population increases that would put further demands on existing facilities or increase circulation of materials substantially. Impacts to library facilities would be less than significant.

4.15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☑	☐
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?	☐	☐	☑	☐

a) Less than Significant Impact. Onsite recreational areas would be provided for the proposed development in the form of approximately 24,000 square feet of common open space. The City of Monterey Park maintains and operates the existing neighborhood and regional parks or other recreational facilities within the vicinity of the proposed project. The proposed project would not significantly increase the City of Monterey Park's population and would not directly or indirectly cause the physical deterioration of any parks or other recreational facility. Furthermore, the proposed project would be subject to park/Quimby fees that would further mitigate recreational impacts. Therefore, impacts would be less than significant.

b) Less than Significant Impact. Onsite recreational areas would be provided for the proposed development in the form of approximately 24,000 square feet of common open space. The project does not include removal of any existing City of Monterey Park recreational facility or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, impacts would be less than significant.

4.16 Transportation and Traffic

Would the Project:

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

A *Project Transportation Study Screening Assessment* was prepared for the proposed project by Ganddini Group, dated February 10, 2023 (see Appendix H). The information in this section is largely taken from the *Noise and Vibration Analysis*.

a) Less than Significant Impact. Table 15 (Existing Trip Generation) and Table 16 (Project Trip Generation) show the existing land uses and project trip generation for potential residential use based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Table 17 (Project Trip Generation Comparison), below, shows the comparison between existing trip generation and project trip generation. Based on review of the ITE land use descriptions, trip generation rates for Single-Family Detached Residential (ITE Land Use Code 210) and Multi-Family Housing (Low-Rise) (ITE Land Use Code 220) were determined to adequately represent the existing land uses and proposed project and were used for calculating the project trip generation forecasts. The estimates of existing and forecast project trips were determined by multiplying the ITE trip generation rates by the land use quantities.

Table 14
Existing Trip Generation

Land Use	Quantity	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single-Family Detached Residential	2	DU	0	1	1	1	1	2	19
Multi-Family Housing (Low-Rise)	13	DU	1	4	5	4	2	6	88
		Total	**1**	**5**	**6**	**5**	**3**	**8**	**107**

Source: Ganddini, 2023 (see Appendix H)
[1] = Dwelling Unit

As shown in Table 15, the existing land uses currently generate approximately 107 daily vehicle trips, including 6 vehicle trips during the AM peak hour and 8 vehicle trips during the PM peak hour.

Table 15
Project Trip Generation

Land Use	Quantity	Unit[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Senior Adult Housing – Attached	65*	DU	6	20	26	21	12	33	438
Source: Ganddini, 2023 (see Appendix H) [1] = Dwelling Unit * Final Project design includes 64 units.									

As shown in Table 16, the proposed project is forecast to generate approximately 438 daily vehicle trips, including 26 vehicle trips during the AM peak hour and 33 vehicle trips during the PM peak hour.

Table 16
Net Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Existing Land Use	1	6	7	6	4	10	114
Proposed Project	8	15	23	16	13	29	422
Net New Trips	**+7**	**+9**	**+16**	**+10**	**+9**	**+19**	**+308**
Source: Ganddini, 2023 (see Appendix H)							

As shown in Table 17, the proposed project is forecast to generate approximately 331 additional daily vehicle trips compared to existing project site uses, including 20 additional vehicle trips during the AM peak hour and 25 additional vehicle trips during the PM peak hour.

Criteria for Preparation of Traffic Impact Analyses

According to the City of Monterey Park *Transportation Impact Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (September 2020) "[the City TIA Guidelines"], certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis.

Level of Service (LOS) Analysis

The City of Monterey Park has established guidelines for Level of Service (LOS) impact for General Plan operational compliance. As specified in the City TIA Guidelines, a traffic impact analysis is required based on the following five factors:

1. A traffic study is required for new developments or for the expansion of existing developments which are forecast to generate a minimum of 50 vehicles per hour (total two-way) during the greater of the AM or PM peak hours.
2. A traffic study will be required for all developments, regardless of size, located within 300 feet of the intersection of two arterial streets, as defined in the General Plan or for any developments fronting on two different streets, regardless of classification.
3. The presence of an existing or future traffic safety problem will require a traffic study.
4. The location of the developments in an environmentally or otherwise sensitive area, or in an area that generates controversy will require a traffic study.

5. The presence of a nearby substandard intersection or street will require a traffic study. The substandard condition is normally considered to be level of service "D" or worse.

Traffic Impact Analysis Requirement Analysis

The criteria described in the section above were used to determine whether a traffic study was required for the proposed project. The proposed project is projected to generate less than 50 new AM or PM peak hour trips. The project site is not located within 300 feet of the intersection of two arterial streets and does not front two different streets. Therefore, criteria number 1 and 2 are not met. Criteria 3 and 4 are qualitative in nature and are not anticipated to be met by the proposed project. Criterion 5 is unknown without an existing analysis of the nearby roadway network but is not anticipated to be met by the addition of project traffic. Based on the minimal net trip increase, the project would not appreciably worsen any of the considerations in criteria 3 through 5. Therefore, the project reasonably meets the criteria for exemption from a traffic impact analysis based on City of Monterey Park TIA Guidelines and impacts are presumed to be less than significant.

b) Less than Significant Impact. Following the passage of California Senate Bill 743 (SB 743), which was signed into law in 2013, the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under the California Environmental Quality Act (CEQA). These guidelines were intended to shift the performance metric from automobile delay and level of service (LOS) to one that would promote the reduction of greenhouse gas emissions and the development of multimodal and diverse transportation networks. As a result, OPR determined that, under the CEQA guidelines vehicle miles traveled (VMT) would be established as the primary metric for evaluating environmental and transportation impacts. In December 2018, OPR published the revised CEQA Guidelines incorporating the transition to VMT, along with the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) (the "Technical Advisory") to assist with the implementation of the revised CEQA Guidelines. In this document, OPR outlines the trip types that should be analyzed as contributing to a project's VMT for different land use types. For example, the Technical Advisory suggests VMT associated with home-based trips be considered for residential projects, while home-based-work VMT should be considered for office projects. The Technical Advisory also suggests that VMT be evaluated on a per capita or per employee basis and projects should target a 15 percent reduction in VMT. Finally, OPR provides screening criteria which can be applied in order to determine which projects can automatically be assumed to have a less than significant VMT impact. Should a project meet any of the following criteria, the project would not require further VMT analysis:

1. The project generates fewer than 110 net daily trips.
2. The project is located in an area of low VMT and exhibits similar features to the surrounding uses.
3. The project is located within a Transit Priority Area (within one-half mile of an existing major transit stop or an existing stop along a high quality transit corridor).

The project VMT impact has also been assessed in accordance with the City TIA Guidelines. The City TIA Guidelines establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018). The City TIA Guidelines specify the following three screening steps:

1. Transit Priority Area (TPA) Screening;
2. Low VMT Area Screening; and
3. Project Type Screening.

Transit Priority Area (TPA) Screening

Projects located within a TPA (half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the City;
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency with input from the Southern California Association of Governments [SCAG]): or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The San Gabriel Valley Council of Governments (SGVCOG) VMT Screening Tool was used to determine if the project is located within a TPA. The project site is not located within a TPA based on the SGVCOG VMT Screening Tool assessment. Therefore, the proposed project does not satisfy the City-established screening criteria for projects located within a TPA.

Low VMT Area Screening

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. For this screening in the SGVCOG VMT Screening Tool, the Southern California Association of Governments Regional Travel Demand Model was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

The proposed project is consistent with existing residential land uses in the TAZ and there does not appear to be anything unique about the project that would otherwise be misrepresented utilizing the data from the SGVCOG VMT Screening Tool. In accordance with the City TIA Guidelines, a low VMT area for residential projects is defined as a TAZ where VMT per service population does not exceed 15 percent below the current SGVCOG jurisdictional baseline VMT per service population. Exhibit A of the project *Transportation Study Screening Assessment* shows the SGVCOG VMT Screening Tool results for the project site (see Appendix H). Based on the SGVCOG VMT Screening Tool assessment, the proposed project is located within TAZ 22148100. The project TAZ 2023 Total VMT per service population is equal to 21.6. The jurisdictional 2023 Total VMT per service population is equal to 34.78. Therefore, the project VMT does not exceed 15% below the SGVCOG jurisdictional baseline VMT per service population. The proposed project satisfies the City-established screening criteria for projects located in low VMT areas and may be presumed to result in a less than significant VMT impact.

Project Type Screening

Some project types have been identified as having the presumption of a less than significant impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
    - Gas stations
    - Banks
    - Restaurants
    - Shopping center
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (Public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Student housing projects on or adjacent to college campuses
- Other local-serving uses as approved by the City Traffic Engineer
- Projects generating less than 110 daily vehicle trips
- This generally corresponds to the following "typical" development potentials:
    - 11 single family housing units
        - 16 multi-family, condominiums, or townhouse housing units
        - 10,000 square feet of office
        - 15,000 square feet of light industrial
        - 63,000 square feet of warehousing
        - 79,000 square feet of high cube transload and short-term storage warehouse

The project site is not local-serving retail and is also not a land use that meets the thresholds listed as being presumed to have a less than significant impact. Therefore, the proposed project does not satisfy the City-established screening criteria for project type screening.

Conclusion

The proposed project satisfies the City-established screening criteria for projects located in low VMT areas and may be presumed to result in a less than significant VMT impact.

c) No Impact. A significant impact would occur if the project substantially increased an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. Access to the project site would be provided by two driveways – a 26-foot wide driveway at the northwest corner of the site and a 20-foot wide driveway at the southwest corner of the site – along South Alhambra Avenue. The design of the project would comply with all applicable City regulations. Furthermore, the project does not involve changes in the alignment of South Alhambra Avenue, nor does it create hazardous geometric design features. No impact would occur.

d) Less than Significant Impact. A significant impact would occur if the design of the project would not satisfy emergency access requirements of the Monterey Park Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the project site or adjacent uses. As discussed above, access to the project site would be provided by two driveways – a 26-foot wide driveway at the northwest corner of the site and a 20-foot wide driveway at the southwest corner of the site – along South Alhambra Avenue. The driveway widths are sufficient to provide access to fire and emergency vehicles are consistent with the California Fire Code requiring a minimum of 18 feet. All

access features are subject to and must satisfy the City of Monterey Park design requirements, including the Fire Department's requirements. Therefore, the project would result in less than significant impacts with regard to emergency access.

4.17 – Tribal Cultural Resources

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 Cultural Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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	☐	☐	☐	☑
b) 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.	☐	☑	☐	☐

a) No Impact. A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Resources of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Results of the cultural resources records research conducted at the South-Central Coastal Information Center (SCCIC), a part of the California Historical Resources Information System (CHRIS), indicate that there no known historic resources existing within the project boundaries or within a one-half mile radius of the project site. The historic resources records search of the project area shows there are two (2) historic built environments (P19-187961: religious structure/church and P-19-19-0254: commercial building) located within a one half-mile radius of the project site (see Appendix B). However, neither of these historic structures would be impacted by the proposed project either directly or indirectly. In addition, the City of Monterey Park does not have any structures eligible for listing in the National or California Registers under any of the significance criteria. Therefore, the project would not result in an adverse change in the significance of a historical resource as defined in CEQA §15064.5. No impact would occur.

b) Less than Significant Impact with Mitigation Incorporated. Government Code §§ 65352.3 and 65562.5 (SB 18); and Public Resources Code §§ 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 (AB 52) provide that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) can result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated

geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA before determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The Lead Agency is required to notify tribes within 14 days of deeming a development application complete subject to CEQA to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that would avoid or minimize impacts to TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015.

Although there is no indication of TCRs at the project site, AB 52 is clear in stating that it is the responsibility of the Public Agency (i.e., Lead Agency) to consult with Native American tribes early in the CEQA process to allow tribal governments, lead agencies, and project proponents to discuss the appropriate level of environment review, identify and address potential adverse impacts to TCRs, and reduce the potential for delay and conflict in the environmental review process (see Public Resources Code Section 2108.3.2). Specifically, government-to-government consultation may provide "tribal knowledge" of the project area that can be used in identifying TCRs that cannot be obtained through other investigative means. Pursuant to AB 52, the City of Monterey Park submitted notification to the following tribal governments that may have traditional/cultural use of the project site: the Gabrieleno Band of Mission Indians – Kizh Nation, the Gabrielino Tongva San Gabriel Band of Mission Indians, and the Gabrielino-Tongva Tribe. Notices were submitted to tribal cultural representatives via certified mail (see Appendix I). The City received one response letter from the Kizh Nation requesting tribal consultation and incorporation of mitigation measures. As of the writing of this document, the City has received no other responses from the Native American community concerning the proposed project. Despite the heavy disturbances of the project area that may have displaced or submerged archaeological resources relating to TCRs on the surface, it is possible that intact tribal cultural resources exist at depth. Due to this uncertainty, **Mitigation Measures CUL-1** through **CUL-8** are incorporated to address any previously undiscovered archaeological resources relating to TCRs encountered during project implementation. Incorporation of these mitigation measures would ensure that potential impacts to buried TCRs are less than significant through requirements for evaluation, salvage, curation, and reporting.

4.18 – Utilities and Service Systems

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☑	☐
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?	☐	☐	☑	☐
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?	☐	☐	☑	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

a) Less than Significant Impact. The project would require water, wastewater collection and treatment, storm water drainage, electrical power, natural gas, and telecommunication facilities. An analysis of impacts related to these services is provided below.

Water

The project site currently contains 14 multi-family dwelling units (13 habitable), a single-family home, and an ADU. The proposed project would include the development of 64 condominium units. As such, the proposed project would increase the intensity of uses on the project site, resulting in increased water use. CalEEMod default water usage rates were used to estimate the anticipated water demand of the

proposed project. Based on the CalEEMod generation rates, water use per day during project operation would be approximately 7,164 gallons per day (see Appendix A). The project site is within the water service boundaries of the City's Water Utility Division. The Water Utility Division is responsible for the production and distribution of the city's water supply and the maintenance of all water system facilities. The city's water system supplies water to over 95% of Monterey Park's residents and businesses. Private water companies service the remaining portions of the city. According to the City's 2020 Urban Water Management Plan (UWMP), the reliable quantities of projected water supply for Year 2025 and Year 2030 are 8,421 acre-feet per year (AFY) and 8,514 AFY, respectively.[35] As estimated above, the project would consume approximately 7,164 gallons of water per day, which equates to approximately 2,614,934 gallons of water per year, or 8.0 AFY. The estimated water consumption of the proposed project is well within the Water Utility Division's projected water supply for 2025 and 2030 and would not, therefore, significantly impact existing water service. Further, the project site would be redeveloped in compliance with the California Green Building Code (which implements water efficiency standards for appliances and fixtures), which would further reduce project water usage. For these reasons, the proposed project would not require or result in the construction of new water facilities. Impacts would be less than significant

Wastewater

The proposed project would connect to water service provided by the City's Water Utility Division and would deliver sewage into the City's sewer collection system operated and maintained by the City's Public Works Department. The Sanitation Districts of Los Angeles County (LACSD) manages, operates, and maintains the larger sewer trunk lines into which the City's collection system feeds. Wastewater generation on site is estimated to be equivalent to indoor water demand. As such, the project would generate approximately 5,371 gallons of wastewater per day (see Appendix A). Although the proposed project would include construction of water and wastewater distribution and collection facilities necessary to serve the development (i.e., pipes, valves, meters, etc.), Los Angeles Regional Water Quality Control Board wastewater treatment requirements, as well as State Water Resources Control Board Division of Drinking Water potable water treatment requirements, are applicable to the service providers rather than the proposed project itself.

The Water Utility Division and its water providers, as well as the City's Public Works Department and the LACSD, are required to treat potable water and wastewater in accordance with federal, state ,and local regulations. For example, sewage generated by the proposed project would be treated in accordance with applicable waste discharge requirements before being discharged. Both the City of Monterey Park and the County of Los Angeles are subject to compliance with State Water Resources Control Board Order No. 2006-0003-DWQ, Statewide General Waste Discharge Requirements for Sanitary Sewer Systems, as amended. State Water Resources Control Board Order No. 2006-0003-DWQ establishes performance criteria and effluent limitations to ensure that treated effluent discharges do not violate basin plan objectives for receiving waters. The order ensures that the City and the LACSD properly maintain and manage sewer systems and reduce frequency and severity of sanitary sewer overflows and their potential impacts on public health, safety, and the environment. The water and sewer fees paid by the project proponent would be used by the utility providers, at least in part, to fund projects and programs necessary to meet their regulatory obligation with respect to treatment requirements, treatment capacity, and supply reliability. Because the proposed project would be serviced by regional water/sewer providers (rather than proposing on-site treatment), the potential impact with respect to wastewater treatment requirements would be less than significant.

Stormwater

Construction of the proposed project would increase the net area of impervious surfaces on the site; therefore, increased discharges to the City's existing storm drain system would likely occur. As described under Sections 4.10(a) and 4.10(c), the drainage patterns of the site would not substantially change relative to existing conditions. The existing residences on the project site would be replaced with 64 condominium units and associated pavement, parking, and landscaping. Runoff from the developed site would result in increased potential water contamination from urban pollutants that are commonly found in surface parking lots, ornamental landscape planters and from atmospheric buildup on rooftops. The proposed project would drain the site into South Alhambra Avenue where there is an existing storm drain system. In accordance with the City's Stormwater Quality and Urban Runoff Control Ordinance and with the current Los Angeles Municipal NPDES permit, the project proponent would be required to prepare and comply with a Low Impact Development Plan (see Appendix G). Compliance with the City's Stormwater Quality and Urban Runoff Control Ordinance would reduce the peak volume of stormwater runoff discharged into the City's storm drain system and would ensure that stormwater is retained on-site, to the extent feasible. As such, the proposed project would not require the construction or expansion of off-site storm water drainage facilities, as the project would not contribute a substantial amount of new stormwater runoff relative to existing conditions. Impacts would be less than significant.

Electric Power

The project site would be serviced by Southern California Edison (SCE). The project site would connect to the existing power grid. New electrical connections to the project site would be installed via underground lines. Although the project would require new electrical line tie-ins for service, it would not result in the need for new electrical substations or electrical generating facilities. SCE conditions of service would apply to the proposed project. Therefore, the project would have a less than significant impact.

Natural Gas

The Southern California Gas Company (Gas Company) would provide natural gas services to the project site. The majority of the gas supply is transported via transmission pipelines owned by private companies. The project site would utilize the existing Gas Company distribution grid to service the project. All new connections and service installations would be reviewed and approved by the Gas Company and the City Public Works Department. Although the project would require new natural gas service connections, it would not result in the need for new natural gas supplies or infrastructure. Therefore, the project would have a less than significant impact.

Telecommunication Facilities

The project site is supported by telecommunication services for a variety of providers. Spectrum Communication provides residential and business services to the project area. Fiber optic cables and high-speed connection services from wireless providers such as Spectrum Communications are available to service the project site. The project site would be required to comply with all Federal, State, and local regulations for installation and wiring of telecommunications to the project. With adherence to existing City and state Electrical, Building and Safety code requirements, the project would have a less than significant impact.

b) Less than Significant Impact. As discussed in Section 4.18(a), the proposed project operation is anticipated to require approximately 7,164 gallons of water per day, or 8.0 AFY. The proposed project would connect to municipal water service provided by the City of Monterey Park Water Utility Division.

The City's water system supplies potable water to over 95 percent of Monterey Park's residents and businesses. One hundred percent of the City's water supply is produced from the Main San Gabriel Basin (Main Basin). Water Code Section 10910-10915 requires the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. As the project includes 64 dwelling units it is below the established thresholds, and no WSA is required.

The Monterey Park Water Utility Division is a Public Water System and is regulated by the State Water Resources Control Board. It would provide water to the proposed project. The City cannot pump more than its allowed annual pumping right of 8,421-acre feet per year (AFY). If the City pumps more than the allowed amount of water, replacement water must be purchased. The City also purchases groundwater from San Gabriel Valley Water Company. The current water usage in Monterey Park is expected to remain fairly constant due to the built-out nature of the City. The City of Monterey Park's proposed water use for the next 20 years is estimated not to exceed 8,804 AFY, an increase of 383 AFY. Based on the CalEEMod assumptions, the proposed project's estimated water demand is approximately 8.0 AFY. The 2020 Urban Water Management Plan anticipates an increase in demand in the area. Projected water supply for Year 2025 and Year 2030 are 8,421 AFY and 8,514 AFY, respectively. The estimated water consumption of the proposed project is well within the Water Utility Division's projected water supply for 2025 and 2025. Thus, the Water Utility Division would have sufficient supplies to serve the proposed project and no new or expanded entitlements would be required. The proposed project would also be required to pay development impact fees to offset any project impacts to existing infrastructure and fund future expansion. Further, the project site would be redeveloped in compliance with the California Green Building Code (which implements water efficiency standards for appliances and fixtures), which would further reduce water usage. For these reasons, impacts would be considered less than significant.

c) Less than Significant Impact. As previously discussed in Section 4.18(a), the proposed project would connect to water service provided by the City's Water Utility Division and would deliver sewage into the City's sewer collection system operated and maintained by the City's Public Works Department and treated by the LACSD. Wastewater generated at the project site would be treated at the Joint Water Pollution Control Plant (JWPCP). The wastewater generated by the proposed project would be nominal and would not exceed the current capacity of this wastewater plant. As such, impacts would be less than significant.

d) Less than Significant Impact. Significant impacts could occur if the proposed project would exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations. Solid waste disposal services for the project site would be provided by Athens Services (Athens) and/or Ware Disposal (Ware). Athens and Ware offer waste and recycling collection, green waste recycling programs, organics waste composting, special waste transportation, and transfer and materials recovery services to the City as well as many other areas in Southern California. The proposed project would include the development of 64 condominium units and associated improvements. Based on the default CalEEMod solid waste generation rates, the proposed project would generate approximately 48 tons of solid waste per year (see Appendix A). Solid waste generated by the proposed project would be collected by Athens and transported to a local or regional landfill. The increase in solid waste generation from implementation of the proposed project would be minimal. Regional landfills in the Los Angeles area are anticipated to have sufficient capacity to accommodate the minor increase in solid waste generation attributable to the proposed project.[36] Additionally, Monterey Park Municipal Code Section (Collector Requirements) requires that at least 75% of all building and demolition materials (wood, metal, electrical, piping, glass, drywall, asphalt, concrete) be recycled for purposes of compliance with the California Integrated Waste Management Act of 1989. Required compliance with this regulation would reduce the project's solid waste generation during construction. Combined remaining capacities

at the landfills would be adequate to accommodate the proposed project. For these reasons, solid waste impacts resulting from the construction and operation of the proposed project would be considered less than significant.

e) Less than Significant Impact. The project proponent is required to comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal. The project would be required to comply with the City's Recycling and Waste Handling Requirement for construction and demolition debris, which requires at least 75% of all building and demolition materials to be recycled. Athens Services currently transports all of Monterey Park's recycling to a Material Recovery Facility, where recyclable materials are sorted and then diverted from local landfills.[37] The proposed residential use would not generate hazardous waste of any kind. Monterey Park commercial and residential uses that are serviced by Athens Services are already in compliance with AB 341. Therefore, a less than significant impact would occur.

4.19 – Wildfire

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

a) No Impact. The proposed project is located in an area that is fully developed and not considered a high fire-threat area. No native vegetation occurs on the project site, and the street trees located along South Alhambra Avenue are maintained by the City of Monterey Park Public Works Department and therefore would not contribute significantly to fire threat. The proposed project would be served by the City of Monterey Park Fire Department, and further supported by the Los Angeles County Fire Department should wildfires occur. The project site is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE). Further, the project site and surrounding area is not identified as being within or near any State Responsibility Area (SRA) on CALFIRE maps.[38] Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan and no impact would occur.

b) No Impact. As discussed above, the project site is not located within a fire hazard zone, as identified on the latest FHSZ maps prepared by CALFIRE. There are no wildland conditions in the urbanized area where the project site is located. Therefore, the project would not exacerbate wildfire risks, thereby

exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

c) No Impact. The project site is not located within or near any State Responsibility Areas. As a result, none of the project improvements would exacerbate fire risk or would result in a temporary or ongoing impact from wildfires requiring the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. No impact would occur.

d) No Impact. The project site is not located within or near any State Responsibility Areas. The project site is also not located in any FEMA 100-year flood floodplain. No impact would occur.

4.20 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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, 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?	☐	☑	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable?	☐	☑	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

a) Less than Significant with Mitigation Incorporated. The proposed project would not significantly impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 4.1, and would not result in excessive light or glare. The project site is located within a suburbanized area with no significant natural habitat onsite. The project would not significantly impact any sensitive plants, plant communities, fish, wildlife, or habitat for any sensitive species after incorporation of **Mitigation Measure BIO-1**, as discussed in Section 4.4. Adverse impacts to archeological resources would be less than significant with implementation of **Mitigation Measures CUL-1** through **CUL-8**. Adverse impacts to paleontological resources would be less than significant with implementation of **Mitigation Measures GEO-1** through **GEO-4**. With the implementation of these mitigation measures, the proposed project would not have a significant adverse impact with respect to the degradation of the quality of the environment. The proposed project would not restrict the levels of fish and wildlife below sustaining levels or threaten to eliminate a plant or wildlife community. No sensitive species are known to occupy the proposed project site. No rare or endangered plants or animals are known to occur on the project site or would be removed as a result of the proposed project.

b) Less than Significant with Mitigation Incorporated. Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational

characteristics involved with the project. Cumulative impacts would be less than significant with mitigation incorporated, as further discussed herein.

Aesthetics
Impacts related to aesthetics at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to this topic would occur.

Agricultural Resources
The analysis provided in Sections 4.2 found that no individual impacts would occur; therefore, the project could not contribute considerably to local agricultural or forestry.

Air Quality
The analysis provided in Section 4.3 related to air quality and sensitive receptors found that impacts would be less than significant with incorporation of **Mitigation Measure AIR-1**. With mitigation incorporated, the project would not contribute considerably to cumulative air quality impacts in the region. The project would have no other air quality impacts.

Biological Resources
The analysis provided in Section 4.4 found that no individual impacts to sensitive species would occur with implementation of **Mitigation Measure BIO-1**. With mitigation, the project would not contribute considerably to regional impacts on migratory birds or any sensitive species. The project would have no other impacts on biological resources.

Cultural Resources
Loss of on-site archaeological resources could reduce or eliminate important information relevant to the County of Los Angeles and the City of Monterey Park. Impacts related to archaeological resources were found to be potentially significant and require mitigation to reduce to less than significant levels. Therefore, the project could contribute considerably to significant localized cumulative impacts in this topic area. **Mitigation Measures CUL-1** through **CUL-8** are incorporated into the project requiring evaluation of any discovered potential cultural or archaeological resources, the uniqueness of the sample, and appropriate steps to preserve or curate the artifact. This would eliminate any potential loss of important local cultural or archaeological information that may be buried under the project site. Therefore, the project would have no contribution to a cumulative loss of important local or regional archaeological knowledge.

Energy
The analysis provided in Section 4.6 related to energy found that impacts would be less than significant. Therefore, the project would not contribute to cumulative energy impacts.

Geology and Soils
Impacts related to geology at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Loss of on-site paleontological resources could reduce or eliminate important information relevant to the County of Los Angeles and the City of Monterey Park. Impacts related to paleontological resources were found to be potentially significant and require mitigation to reduce to less than significant levels. Therefore, the project could contribute considerably to significant localized cumulative impacts in this topic area. **Mitigation Measures GEO-1** through **GEO-4** are incorporated into the project requiring evaluation of any discovered potential cultural or paleontological resources, the uniqueness of the sample, and appropriate steps to preserve or curate the artifact. This would eliminate any potential loss of important local cultural or paleontological information that may be buried under the project site.

Therefore, the project would have no contribution to a cumulative loss of important local or regional paleontological knowledge. No other cumulative impacts related to this topic would occur.

Greenhouse Gas Emissions
As discussed in Section 4.8, climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. The project would not contribute considerably to global climate change.

Hazardous Materials
The analysis provided in Section 4.9 related to hazards and hazardous materials found that impacts would be less than significant. Compliance with all regulations related to the disposal and storage of household waste would ensure that impacts would be less than significant. Therefore, the project would not contribute to localized or regional cumulative impacts related to hazardous materials.

Airport Hazards
Impacts related to airport hazards at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to this topic would occur.

Wildfires
The analysis provided in Section 4.8(h) and Section 4.20 (Wildfire) found that no individual, local, or regional impacts would occur; therefore, no cumulative impacts related to this topic would occur.

Groundwater Levels
The analysis provided in Section 4.10 (a) found that less than significant local, or regional impacts would occur; therefore, while the project would contribute to individual, localized or regional cumulative impacts, the project contribution would not be considerable.

Drainage/Water Quality
The analysis provided in Section 4.10, found that less than significant individual, local, or regional impacts would occur; therefore, while the project would contribute to individual, localized or regional cumulative impacts, the project contribution would not be considerable.

Flooding
The analysis provided in Section 4.10, found that no regional impacts would occur; therefore, no cumulative impacts related to this topic would occur.

Land Use and Planning
The analysis provided in Section 4.11 related to Land Use and Planning found that impacts would be less than significant; therefore, while the project would contribute to individual, localized or regional cumulative impacts, the project contribution would not be considerable.

Mineral Resources
The analysis provided in Section 4.12 related to mineral resources found that impacts there would be no impact; therefore, while the project would contribute to localized or regional cumulative impacts, the project contribution would not be considerable.

Noise
The project is not a substantial source of operational noise, as discussed in Section 4.13(a), and therefore would not contribute considerably to noise levels in the immediate vicinity of the project. The project would contribute to temporary increases in noise levels in the immediate project vicinity during

construction activities; however, these would be reduced to less than significant through incorporation of **Mitigation Measure NOI-1**. The project would increase traffic in the project area; however, project traffic-related noise would not be discernible to the public and therefore would have no considerable contribution to cumulative traffic-related noise. With mitigation incorporated, the project would not contribute considerably to regional noise impacts. The project would have no other impacts related to noise.

Population and Housing
The analysis provided in Section 4.14 related to Population and Housing found that no impacts would result; therefore, no cumulative impacts related to this topic would occur.

Public Services
The analysis provided in Section 4.15 related to Public Services found that impacts would be less than significant; therefore, while the project would contribute to localized cumulative impacts, the project contribution would not be considerable.

Recreation
The analysis provided in Section 4.16 related to Recreation found that impacts would be less than significant; therefore, while the project would contribute to localized cumulative impacts, the project contribution would not be considerable.

Traffic and Transportation
The analysis provided in Section 4.17 found impacts related to transportation to be less than significant. The project's contribution to cumulative impacts to local and regional transportation facilities would not be considerable.

Tribal Cultural Resources
Loss of on-site tribal cultural resources could reduce or eliminate important information relevant to the County of Los Angeles and the City of Monterey Park. Impacts related to tribal cultural resources were found to be potentially significant and require mitigation to reduce to less than significant levels. Therefore, the project could contribute considerably to significant localized cumulative impacts in this topic area. **Mitigation Measures CUL-1** through **CUL-8** are incorporated into the project requiring evaluation of any discovered potential archaeological or tribal cultural resources, the uniqueness of the sample, and appropriate steps to preserve or curate the artifact. This would eliminate any potential loss of important local archaeological or tribal cultural information that may be buried under the project site; therefore, the project would have no contribution to a cumulative loss of important local or regional archaeological or tribal cultural knowledge.

Utilities and Service Systems
The analysis provided in Section 4.19 related to Utilities and Service Systems found that impacts would be less than significant; therefore, while the project would contribute to localized or regional cumulative impacts, the project contribution would not be considerable.

Wildfire
The analysis provided in Section 4.20 related to wildfire found that impacts would not occur. Therefore, the project would not contribute to local or regional cumulative impacts.

c) Less than Significant with Mitigation Incorporated. Based on the analysis of the project's impacts in the responses to items 4.1 through 4.20, there is no indication that this project could result in substantial adverse effects on human beings. Long-term effects include increased vehicular traffic, traffic-related noise, use of household hazardous materials, emissions of criteria pollutants and

greenhouse gas emissions. The analysis herein concludes that direct and indirect environmental effects on humans would be less than significant.

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5 Mitigation Summary

AIR-1: **Reduce Construction-Related DPM Emissions.** To reduce potential short-term adverse health risks associated with PM_{10} exhaust emissions generated during project construction activities, including emissions of diesel particulate matter (DPM), the project proponent and/or it's designated contractors, contractor's representatives, or other appropriate personnel to implement the following construction equipment restrictions for the project:

1. Contractors must use the smallest size equipment capable of safely completing work activities.
2. Electric hook-ups must be provided for stationary equipment (e.g., pumps, compressors, welding sets).
3. The use of portable diesel generators must be prohibited at the project site.
4. All construction equipment with a rated power-output of 50 horsepower or greater must meet U.S. EPA and CARB Tier IV Final Emission Standards for PM_{10}. This may be achieved via the use of equipment with engines that have been certified to meet Tier IV emission standards, or through the use of equipment that has been retrofitted with a CARB-verified diesel emission control strategy (e.g., particulate filter) capable of reducing exhaust PM_{10} emissions to levels that meet Tier IV standards.

As an alternative to using equipment that meets Tier IV Final Emissions Standards for off-road equipment with a rated power-output of 50 horsepower or greater, the project proponent may prepare and submit a refined construction health risk assessment to the City once additional project-specific construction information is known (e.g., specific construction equipment type, quantity, engine tier, and runtime by phase). The refined health risk assessment must demonstrate and identify any measures necessary such that the proposed project's incremental cancerogenic health risk at nearby sensitive receptor locations is below the applicable SCAQMD threshold of 10 cancers in a million.

BIO-1: If vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests must be conducted by a qualified biologist not more than five days before the beginning of project-related activities (e.g., demolition, excavation, grading and vegetation removal). Surveys must be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys must be conducted within a 250-foot radius surrounding the work area (in non-developed areas and where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area must encompass a 500-foot radius. Surveys must be conducted by a qualified biologist during weather conditions suited to maximize the observation of possible nests and concentrate on areas of suitable habitat. If a lapse in project-related work of five days or longer occurs, an additional nest survey is required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist must determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. Any nest(s) within the project site must be monitored by a qualified biologist, as determined in the sole and absolute discretion of the City, during vegetation removal if work is occurring directly adjacent to the pre-determined no-work buffer. If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist will immediately inform the construction manager to

halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g., young have fledged, predation or other non-anthropogenic nest failure).

CUL-1: **Retain a Native American Monitor/Consultant:** The project proponent is required to retain and compensate for the services of a Tribal monitor/consultant who is both approvedby the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant would only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, without limitation, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant would complete daily monitoring logs that would provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring would end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant state in writing that the site has a low potential for impacting Tribal Cultural Resources.

CUL-2: **Unanticipated Discovery of Tribal Cultural and Archaeological Resources:** Upon discovery of any archaeological resources, all construction activities in the immediate vicinity of the find must cease until the find can be assessed. All archaeological resources unearthed by project construction activities would be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation would coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe would request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources would with CEQA Guidelines Section 15064.5(f) for historical resources and archaeological resources.

CUL-3: **Public Resources Code Sections 21083.2(b) for unique archaeological resources.** Preservation in place (i.e., avoidance) is the preferred manner of treatment upon discovering unique archaeological resources. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin must be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they would be offered to a local school or historical society in the area for educational purposes.

CUL-4: **Resource Assessment & Continuation of Work Protocol:** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant would immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) would then notify the Tribe, the qualified lead archaeologist, and the construction manager who would call the coroner. Work would continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner would notify the NAHC as mandated by state law who would then appoint a Most Likely Descendent (MLD).

CUL-5: **Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in Public Resources Code ("PRC") Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material must be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she must contact by telephone within 24 hours, the Native American Heritage Commission (NAHC) and also comply with PRC Section 5097.98.

CUL-6: **Kizh-Gabrieleno Procedures for burials and funerary remains:** If the Gabrieleno Band of Mission Indians-Kizh Nation is designated MLD, the following treatment measures would be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, without limitation, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

CUL-7: **Treatment Measures:** Before ground disturbing activities continues, the land owner must arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains would be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe would make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials would be removed. The Tribe would work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation would be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation must be approved by the Tribe for data recovery purposes. Cremations would either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan would be created. Once complete,

a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human remains and associated funerary objects would be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony would be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation must be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There cannot be publicity regarding any cultural materials recovered.

CUL-8: **Professional Standards:** Archaeological and Native American monitoring and excavation during construction projects would be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects must be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist must ensure that all other personnel are appropriately trained and qualified.

GEO-1: **Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant must retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct a Paleontological Sensitivity Training for construction personnel before commencement of excavation activities. The training would include a handout and would focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

GEO-2: **Conduct Periodic Paleontological Spot Checks During Grading and Earth-Moving Activities.** The Applicant must retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct periodic Paleontological Spot Checks beginning at depths below six feet from the surface to determine if construction excavations extend into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks would be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources are required. The Applicant must retain a qualified paleontological monitor, who would work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor must be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring is based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

GEO-3: **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** If paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities the paleontological monitor may halt or divert away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet must be established around the find where construction activities are not allowed to continue until appropriate paleontological treatment plan is approved by the Applicant and the City. Work is allowed to continue outside of the buffer area. The Applicant and City would coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor would assist in removing rock samples for initial processing.

GEO-4: **Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist would prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report would be submitted to the Applicant, the City, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

NOI-1: **Reduce Potential Project Construction Noise Levels.** To reduce potential noise levels from project construction activities, the project proponent must:

1. *Notify Residential Land Uses of Planned Construction Activities.* This notice must be provided at least two weeks before the start of any construction activities, describe the noise control measures to be implemented by the project, and include the name and phone number of the designated contact for the project proponent and the City of Monterey Park responsible for handling construction-related noise complaints (per #5 below). This notice must be provided to the owner/occupants of residential dwelling units within 500 feet of construction work areas.

2. *Restricted Work Hours:* All construction-related work activities, including material deliveries, are subject to the requirements of MPMC Section 4.50.100. Construction activities, including deliveries, will occur only during the hours of 7 AM to 7 PM Monday to Friday and 9 AM to 6 PM on Saturday, Sunday, and holidays. The project proponent representative and/or its contractor must post a sign at all entrances to the construction site information contractors, subcontractors, other workers, etc. of this requirement.

3. *Construction Equipment Selection, Use, and Noise Control Measures*: The following measures apply to construction equipment used at the project site:

    a. Contractors must use the smallest size equipment capable of safely completing work activities.
    b. Construction staging will occur as far away from residential land uses as possible given site and active work constraints.

c. Electric hook-ups must be provided for stationary equipment (e.g., pumps, compressors, welding sets). If it is not feasible to provide an electric hook-up, the project proponent must ensure mitigation measures 3a and 3d are implemented.
d. All stationary noise generating equipment must be shielded and located as far as possible from residential land uses given site and active work constraints. Shielding may consist of existing vacant structures or a three-or four-sided enclosure provided the structure/enclosure breaks the line of sight between the equipment and the receptor and provides for proper ventilation and equipment operation.
e. Heavy equipment engines must be equipped with standard noise suppression devices such as mufflers, engine covers, and engine/mechanical isolators, mounts, and be maintained in accordance with manufacturer's recommendations during active construction activities.
f. Pneumatic tools must include a suppression device on the compressed air exhaust.
g. No radios or other amplified sound devices may be audible beyond the property line of the construction site.

4. *Implement Construction Activity Noise Control Measures:* The following measures apply to project construction activities:

    a. Demolition: Activities must be sequenced to take advantage of existing shielding/noise reduction provided by existing buildings or parts of buildings and methods that minimize noise and vibration, such as sawing concrete blocks, prohibiting on-site hydraulic breakers, crushing or other pulverization activities, must be employed during project construction.
    b. Demolition, Site Preparation, Grading, and Foundation Work: During all demolition, site preparation, grading, and structure foundation work activities, a physical noise barrier must be installed and maintained around the site perimeter to the maximum extent feasible given site constraints and access requirements. The noise barrier must extend to a height of eight feet above grade. Potential barrier options capable of reducing construction noise levels could include, without limitation:

        i. A concrete, wood, or other barrier installed at-grade (or mounted to structures located at-grade, such as a K-Rail), and consisting of a solid material (i.e., free of openings or gaps other than weep holes) that has a minimum rated transmission loss value of 20 dB.
        ii. Commercially available acoustic panels or other products such as acoustic barrier blankets that have a minimum sound transmission class (STC) or transmission loss value of 20 dB.
        iii. Any combination of noise barriers and commercial products capable of achieving required construction noise reductions during demolition, site preparation, grading, and structure foundation work activities.
        iv. The noise barrier may be removed following the completion of building foundation work (i.e., it is not necessary once framing and typical vertical building construction begins provided no other grading, foundation, etc. work is still occurring on-site).

5. *Prepare a Construction Noise Complaint Plan:* The project proponent must prepare a Construction Noise Complaint Plan that:

a. Identify the name and/or title and contact information (including phone number and email) for a designated project and City representative responsible for addressing construction-related noise issues.
b. Includes procedures describing how the designated project representative will receive, respond, and resolve construction noise complaints.
c. At a minimum, upon receipt of a noise complaint, the project representative must notify the City contact, identify the noise source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint.

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6 References

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6.2 Persons and Organizations Consulted

- N/A

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