Initial Study and Mitigated Negative Declaration (IS/MND)

Magellan Value Partners
Temple City Self-Storage Facility

Prepared for:

CITY OF EL MONTE

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Project 7275

PROJECT INFORMATION SHEET

Project Title	Temple City Self-Storage Facility
CEQA Lead Agency	Sandra Elias, City Planner City of El Monte 11333 Valley Boulevard El Monte, CA 91731 (626) 258-8621 selias@elmonteca.gov
Project Applicant	Rick Martinez Managing Director Magellan Value Partners 10877 Wilshire Blvd., Suite 1407 Los Angeles, CA 90024 Rmartinez@magellanvp.com
Project Location	4301 Temple City Boulevard, El Monte, and Temple City, CA
Assessor's Parcel Numbers	APN 859-200-5005 (El Monte) APN 859-200-5006, 859-200-5007 (Temple City)
Project Site General Plan Designation(s)	El Monte: Industrial Business Park Temple City: Industrial
Project Site Zoning Designation(s)	El Monte: General Manufacturing (M-2) Temple City: Industrial
Surrounding Land Uses and Setting	Northern portion of the project is located in the City of Temple City; the larger southern portion is in the City of El Monte. The project site is surrounded by industrial land uses across Eaton Wash to the north, industrial land uses across the railroad to the south, an automotive commercial business across Temple City Boulevard to the east, and residences in Temple City to the west.
Description of Project	The proposed project includes the construction and operation of an approximately 133,460-square-foot self-storage building on a 2.45-acre site with an associated office, surface parking and loading areas, landscaping and a six-foot tall wrought iron fence perimeter. The building consists of three stories of storage space above a basement that also includes storage space. See **Section 3.0** for additional details.
Selected Agencies whose Approval is Required	City of El Monte (Lead Agency) City of Temple City (Responsible Agency)
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, has consultation begun?	Letters have been sent by the city of El Monte (the Lead Agency) on March 27, 2025, to local Native American tribes asking if they wished to participate in AB 52 and consultation concerning the proposed project. Tribes have up to 30 days in which to respond to notification of the project. The The Gabrielino – Kizh Nation responded requesting consultation. In lieu of meeting, Kizh Nation provided suggested mitigation measures for inclusion in the MMRP and Lead Agency accepted those measures. The Gabrielino Tongva Indians of California Tribal Council responded requesting tribal monitoring. Mitigation Measures were prepared for this monitoring. Letters have been sent by the city of Temple City (Responsible Agency) on June 2, 2025 to local Native American tribes asking if they wished to participate in SB 18 and consultation concerning the proposed project in the City of Temple City. Tribes have up to 90 days in which to respond to

	notification of the project. The Gabrielino – Kizh Nation responded requesting consultation. A consultation meeting was set for July 29, 2025 and did not occur as Chairman Salas was having health issues. The Kizh Nation intended to set up a new meeting time but in place of a meeting the tribe provided the same Mitigation Measures that were provided for the city of El Monte. These Mitigation Measures were accepted.. For the proposed project, those tribe(s) that requested consultation were contacted by the City per Public Resources Code § 21080.3.1.
Other Public Agencies	Los Angeles County Fire South Coast Air Quality Management District

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Appendix I	Memorandum of Understanding (MOU)

ACRONYMS AND ABBREVIATIONS

Acronym / Abbreviation	Term
AB	Assembly Bill
AMSL	Above Mean Sea Level
APE	Area of Potential Effect
ARB	California Air Resources Board
ATP	Active Transportation Plan
BAU	Business As Usual
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CH4	Methane
CHRIS	California Historic Resources Inventory System
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO2	Carbon Dioxide
CO2e	Carbon Dioxide Equivalent
CRC	California Residential Code
CUP	Conditional Use Permit
dB	Decibel
dBA	A-weighted Decibel Scale
DIF	Development Impact Fee
DMA	Drainage Management Areas
DOC	California Department of Conservation
DOSH	California Division of Safety and Health
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EO	Executive Order
EPA	Environmental Protection Agency
FAR	Floor Area Ratio
FMMP	Farmland Mapping And Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GPCD	Gallons per Capita per Day
GPEIR	General Plan Environmental Impact Report
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
HFCs	Hydrofluorocarbons
HUD	Department of Housing and Urban Development
Hz	Hertz
IFC	International Fire Code
IPCC	Intergovernmental Panel on Climate Change

Acronym / Abbreviation	Term
IS/MND	Initial Study / Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
L_{90}	Noise level exceeded 90% of the time
L_{eq}	Equivalent Noise Level
LID	Low Impact Development
L_{max}	Root Mean Square Maximum Noise Level
LOS	Level Of Service
LSTs	Localized Significance Thresholds
Map Act	California Subdivision Map Act
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendant
MM	Mitigation Measure
MMTCO2e	Million Metric Tons Of CO2e
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MOU	Memorandum of Understanding
N2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NOx	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OPR (now LCI)	Governor's Office of Planning and Research (now Governor's Office of Land Use and Climate Innovation)
OSHA	Occupational Safety and Health Administration
PFCs	Perfluorocarbons
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PPV	Peak Particle Velocity
RCRA	Resource Conservation and Recovery Act
RMS	Root Mean Square
ROG	Reactive organic gases
RP	Regional Plant
RPS	Renewables Portfolio Standard
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SBCIWMP	San Bernardino Countywide Integrated Waste Management Plan
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SF6	Sulfur Hexafluoride
SIP	State Implementation Plan
SLF	Sacred Lands File

Acronym / Abbreviation	Term
SoCalGas	Southern California Gas Company
SRAs	Source Receptor Areas
STIP	Statewide Transportation Improvement Program
SWMP	Stormwater Management Plan
TACs	Toxic Air Contaminants
TCRs	Tribal Cultural Resources
TMP	Traffic Management Plan
USDA	United States Department of Agricultura
USGS	United States Geological Survey
USEPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
VdB	Vibration Decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

1.0 INTRODUCTION

1.1 Proposed Project

The City of El Monte (City) is processing a request to implement a series of discretionary actions that would ultimately allow for the construction of an approximately 133,460 square-foot self-storage facility at 4301 Temple City Boulevard on parcels located within both the cities of El Monte and Temple City, CA (APNs: 8592-005-005 (El Monte), 8592-005-006 and -007 (Temple City)).

1.1.1 Project Components

The proposed project would construct an approximately 133,460-square-foot self-storage facility comprised of a basement level basement measuring 26,518 square-feet and four above-ground levels, which would include approximately 1,185 square feet of office space, kitchen, and restrooms on the first story of the proposed project. The self-storage facility would have 1,032 individual storage units across all five levels of the proposed building, ranging from 5 x 5 feet to 10 x 25 feet. Additionally, the project would develop surface parking and loading areas, approximately 6,078 square feet of landscaping including 15 trees, and a six-foot tall wrought iron fence perimeter around the site. Refer to **Section 3.0**, Project Description, of this document for additional details.

1.1.2 Estimated Construction Schedule

Construction is anticipated to begin November 2025 and take approximately 18 months, ending May 2027.

1.2 Agencies – Environmental Review Implementation

The City of El Monte is the Lead Agency for the proposed project. Pursuant to the California Environmental Quality Act (CEQA) and its implementing regulations,[1] the Lead Agency has the principal responsibility for implementing and approving a project that may have a significant effect on the environment. The City of Temple City is a Responsible Agency.

1.3 CEQA Overview

1.3.1 Purpose of CEQA

All discretionary projects within California are required to undergo environmental review under CEQA. A Project is defined in CEQA Guidelines § 15378 as the whole of the action having the potential to result in a direct physical change or a reasonably foreseeable indirect change to the environment and is any of the following:

- An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements.
- An activity undertaken by a person which is supported in whole or in part through public agency contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

1 Public Resources Code §§ 21000 - 21177 and California Code of Regulations Title 14, Division 6, Chapter 3.

CEQA Guidelines § 15002 lists the basic purposes of CEQA as follows:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
- Identify the ways that environmental damage can be avoided or significantly reduced.
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

1.3.2 Authority to Mitigate under CEQA

CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible. Under CEQA Guidelines § 15041 a Lead Agency for a project has the authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus"[2] and "rough proportionality"[3] standards.

CEQA allows a Lead Agency to approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant effect. In such cases, the Lead Agency must specifically identify expected benefits and other overriding considerations from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the project.

1.4 Purpose of Initial Study

The CEQA process begins with a public agency determining whether the project is subject to CEQA at all. If the project is exempt, the process does not need to proceed any further. If the project is not exempt, the Lead Agency takes the second step and conducts an Initial Study to determine whether the project may have a significant effect on the environment.

The purposes of an Initial Study as listed in § 15063(c) of the CEQA Guidelines are to:

- Provide the Lead Agency with information necessary to decide if an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) should be prepared.
- Enable a Lead Agency to modify a project to mitigate adverse impacts before an EIR is prepared, thereby enabling the project to qualify for an ND or MND.
- Assist in the preparation of an EIR, if required, by focusing the EIR on adverse effects determined to be significant, identifying the adverse effects determined not to be significant, explaining the reasons for determining that potentially significant adverse effects would not be significant, and identifying whether a program EIR or other process, can be used to analyze adverse environmental effects of the project.

2 A nexus (i.e., connection) must be established between the mitigation measure and a legitimate governmental interest.

3 The mitigation measure must be "roughly proportional" to the impacts of the Project.

- Facilitate an environmental assessment early during project design.
- Provide documentation in the ND or MND that a project would not have a significant effect on the environment.
- Eliminate unnecessary EIRs.
- Determine if a previously prepared EIR could be used for the Project.

In cases where no potentially significant impacts are identified, the Lead Agency may issue an ND, and no mitigation measures would be needed. Where potentially significant impacts are identified, the Lead Agency may determine that mitigation measures would adequately reduce these impacts to less than significant levels. The Lead Agency would then prepare an MND for the proposed project. If the Lead Agency determines that individual or cumulative effects of the proposed project would cause a significant adverse environmental effect that cannot be mitigated to less than significant levels, then the Lead Agency would require an EIR to further analyze these impacts.

1.5 Review and Comment by Other Agencies

Other public agencies are provided the opportunity to review and comment on the IS/MND. Each of these agencies is described briefly below.

- A Responsible Agency (14 CCR § 15381) is a public agency, other than the Lead Agency, that has discretionary approval power over the Project, such as permit issuance or plan approval authority.
- A Trustee Agency[4] (14 CCR § 15386) is a state agency having jurisdiction by law over natural resources affected by a project that is held in trust for the people of the State of California.
- Agencies with Jurisdiction by Law (14 CCR § 15366) are public agencies who have the authority (1) to grant a permit or other entitlement for use; (2) to provide funding for the project in question; or (3) to exercise authority over resources which may be affected by the project. Furthermore, a city or county will have jurisdiction by law with respect to a project where the city or county having primary jurisdiction over the area involved is: (1) the site of the project; (2) the area in which the major environmental effects will occur; and/or (3) the area in which reside those citizens most directly concerned by any such environmental effects.

1.6 Impact Terminology

The following terminology is used to describe the level of significance of potential impacts:

- A finding of ***no impact*** is appropriate if the analysis concludes that the project would not affect the particular environmental threshold in any way.
- An impact is considered ***less than significant*** if the analysis concludes that the project would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered ***less than significant with mitigation incorporated*** if the analysis concludes that the project would cause no substantial adverse change to the environment with the inclusion of environmental commitments, or other enforceable measures, that would be adopted by the lead agency.

4 The four Trustee Agencies in California listed in CEQA Guidelines § 15386 are California Department of Fish and Wildlife, State Lands Commission, State Department of Parks and Recreation, and University of California.

- An impact is considered potentially significant if the analysis concludes that the project could have a substantial adverse effect on the environment.

An EIR is required if an impact is identified as ***potentially significant***.

1.7 Organization of Initial Study

This IS/MND is organized to satisfy CEQA Guidelines § 15063(d), and includes the following sections:

- **Section 1.0 - Introduction**, which identifies the purpose and scope of the IS/MND.
- **Section 2.0 - Environmental Setting**, which describes the location, existing site conditions, land uses, zoning designations, topography, and vegetation associated with the project site and surrounding area.
- **Section 3.0 - Project Description**, which provides an overview of the project, a description of the proposed development, project phasing during construction, and discretionary actions for the approval of the project.
- **Section 4.0 - Environmental Checklist**, which presents checklist responses for each resource topic to identify and assess impacts associated with the proposed project, and proposes mitigation measures, where needed, to render potential environmental impacts less than significant, where feasible.
- **Section 5.0 - References**, which includes a list of documents cited in the IS/MND.
- **Section 6.0 - List of Preparers**, which identifies the primary authors and technical experts that prepared the Initial Study.
- **Section 7.0 – Mitigation, Monitoring, and Reporting Program**, which identifies the mitigation measures for the proposed project, the responsible/monitoring party, the monitoring action, the enforcement agency, the monitoring agency, and the monitoring phase.

Technical studies and other documents, which include supporting information or analyses used to prepare this IS/MND, are included in the following appendices:

Appendix A	Project Plans and Drawings
Appendix B	Air Quality and Greenhouse Gas Emissions Assessment
Appendix C	Biological Resources Assessment
Appendix D1	Cultural Resources Report
Appendix D2	Paleontological Resources Records Search
Appendix E	Geotechnical Report
Appendix F	Noise Assessment
Appendix G	VMT Analysis
Appendix H1	Will Serve Letter – California American Water
Appendix H2	Will Serve Letter – Los Angeles Sanitation District
Appendix I	Memorandum of Understanding (MOU)

1.8 Findings from the Initial Study

1.8.1 No Impact or Impacts Considered Less than Significant

The project would have no impact or a less than significant impact on the following environmental categories listed in Appendix G of the CEQA Guidelines.

- Aesthetics
- Air Quality
- Agriculture and Forestry Resources
- Energy
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

1.8.2 Impacts Considered Less than Significant with Mitigation Measures

Based on Initial Study findings, the project would have a less than significant impact on the following environmental categories listed in Appendix G of the CEQA Guidelines when proposed mitigation measures are implemented.

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Transportation
- Tribal Cultural Resources
- Mandatory Findings of Significance

2.0 ENVIRONMENTAL SETTING

2.1 Project Location

The proposed project is at 4301 Temple City Boulevard within the Cities of El Monte and Temple City in the County of Los Angeles (APNs: 8592-005-005 (El Monte), 8592-005-006 and -007 (Temple City)). The project site is approximately 2.45 acres and is currently undeveloped land. The northern portion of the project site is located within Temple City and the southern portion of the project site is located within the City of El Monte. Refer to **Figure 2.1-1**, which shows the project's location regionally, and **Figure 2.1-2**, which shows the project's specific location.

2.2 Project Setting

The project site is currently a 2.45-acre undeveloped lot. The project site is located within an industrial portion of the cities. It is surrounded by industrial developments in the north and south, an automotive commercial business to the east, and residential homes to the west (Google Earth Pro, 2024). **Figure 2.2-1** shows photographs of the surrounding areas.

2.2.1 Land Use and Zoning

The land use designations and zoning of the project site and surrounding areas are listed in **Table 2.2-1** and discussed further in **Section 4.13** of this Initial Study**.** The General Plan land use designation for the project site for the City of El Monte is Industrial Business Park, and the site's zoning designation is General Manufacturing (M-2). The General Plan land use designation and site zoning designation for the project site for Temple City is Industrial.

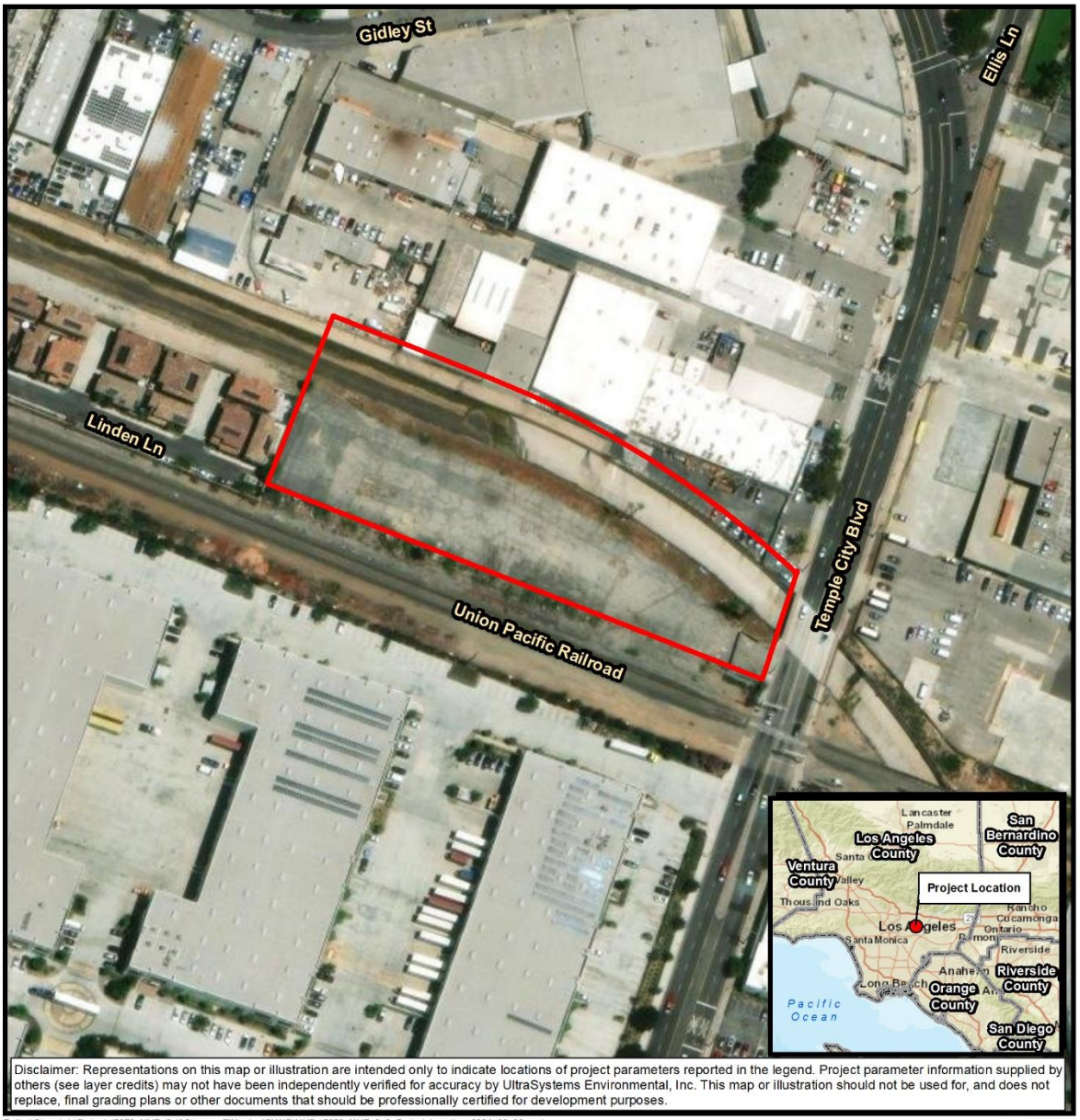
Table 2.2-1
SUMMARY OF EXISTING LAND USE AND ZONING DESIGNATIONS

Location	General Plan	Zoning	Existing Use
Project Site			
El Monte	Industrial Business Park	General Manufacturing (M-2)	Undeveloped Lot
Temple City	Industrial (IL)	Industrial (I)	Undeveloped Lot
Surrounding Areas			
North	Industrial (IL)	Industrial (I)	Industrial
East	Industrial Business Park	General Manufacturing (M-2)	Automotive Commercial
South	Industrial Business Park	General Manufacturing (M-2)	Industrial
West	Medium-Density Residential (RM)	Medium Density Residential (R2)	Residential Homes

Source: City of El Monte, 2023a, 2023b, Google Earth Pro, 2024, Temple City, 2024b

Figure 2.1-1
REGIONAL LOCATION

Figure 2.1-2
PROJECT LOCATION



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\Gissvr\gis\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\7275_MVP_3_0_Project_Location_2024_06_26.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community Santa Barbara County, 2020; UltraSystems Environmental, Inc., 2024.

June 27, 2024

Scale: 1:1,800

N

0 75 150 Feet

0 15 30 Meters

Legend

Project Boundary

Temple City Self-Storage Facility

Project Location

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FIGURE 2.2-1
PROJECT SITE PHOTOGRAPHS

PHOTO 1: View looking west across the project site.

PHOTO 2: View looking west of the project site on the left and Eaton Wash on the right..

PHOTO 3: View looking northeast across the project site.

PHOTO 4: View looking northeast across the project site.

2.3 Existing Characteristics of the Site

2.3.1 Climate and Air Quality

The City of El Monte is characterized by a semi-arid mediterranean climate that results from its location in the South Coast Air Basin (SCAB). The SCAB is a 6,600-square-mile area basin that is usually quite moist near the land surface due to the influence of the marine layer. Other factors that influence the area's climate and meteorology are the terrain and altitude. Yearly climate patterns are characterized by warm summers, mild winters, low levels of precipitation, and moderate humidity. Air quality in El Monte generally fluctuates without a consistent seasonal pattern. Neighboring, high-polluting inland cities largely influence the air quality in the City and that, coupled with the climate, trap air pollution in the valley. The SCAB is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains that trap air pollution at their bases. The SCAB fails to meet national ambient air quality standards for ozone and fine particulate matter and is classified as a "nonattainment area" for those pollutants (ARB, 2024).

2.3.2 Geology and Soils

The project site is located in an urban portion of the City characterized as relatively flat. The project site is not located within an Alquist-Priolo fault zone. However, the project site is located within a region that is seismically active and within a liquefaction zone.

2.3.3 Hydrology

The project site is currently developed with a broken concrete slab. Under existing conditions, stormwater leaving the project site tends to pool onsite in low and broken areas in the concrete; during large precipitation events, water may drain north toward Eaton Wash and southeast toward Temple City Boulevard, and then into the existing City storm drain system and receiving waters of Eaton Wash. As further detailed in **Section 4.10, Hydrology and Water Quality**, analysis was conducted to determine the hydrology impacts between existing and proposed conditions.

2.3.4 Biology

The project site is located in an urbanized area, which provides low habitat value for special-status plant and wildlife species. A detailed description of existing environmental setting for the project site and the surrounding area is provided in **Section 4.4**, *Biological Resources* of this Initial Study.

2.3.5 Public Services

The City is served by a full range of public services and utilities.

Fire Protection: The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical services for the Cities of El Monte and Temple City. The nearest LACoFD station is about 0.6 miles southwest of the project site (LACoFD, 2024).

Police Protection: The City of El Monte Police Department provides police protection to the City of El Monte, and the Los Angeles County Sheriff's Department (LASD) serves Temple City.

2.3.6 Utilities

Water: As determined by a Will Serve (**Appendix H1**), the proposed project would be served water by California American Water.

Wastewater: As determined by a Will Serve Letter (**Appendix H2**), wastewater services would be provided to the proposed project by Los Angeles County Sanitation District.

Solid Waste: Solid waste disposal services for the City of El Monte are provided by Valley Vista Services, a private company under franchise agreement with the City (Valley Vista Services, 2024). Solid Waste services for Temple City are provided by Athens Services, including trash, and recycling services for all residential and commercial customers in Temple City (Temple City, 2024b).

Electricity: Electrical service to the site is provided by Southern California Edison Company through a grid of transmission lines and related facilities (Southern California Edison, 2019).

Natural Gas: Natural gas is provided by Southern California Gas Company, which maintains a local system of transmission lines, distribution lines and supply regulation stations (California Gas and Electric Utilities, 2022).

3.0 PROJECT DESCRIPTION

3.1 Project Background

The City of El Monte (City) is processing a request to implement actions that would ultimately allow for the development of an approximately 133,460-square-foot self-storage facility on an approximately 2.45-acre undeveloped lot located at 4301 Temple City Boulevard on the border between the cities of El Monte and Temple City (APNs: 8592-005-005 (El Monte), 8592-005-006 and -007 (Temple City)). The northern portion of the project site is in Temple City and the southern portion of the project site is located in the city of El Monte. The City of El Monte is the Lead Agency and City of Temple City is the Responsible Agency for the purposes of the California Environmental Quality Act (CEQA).

The project site is in an urbanized and industrial area of both cities. The portion of the project site located in the city of El Monte has a General Plan land use designation of Industrial Business Park and a zoning designation of General Manufacturing (City of El Monte, 2023a; City of El Monte, 203b). Allowable uses for the Industrial Business Park include a mix of sustainable manufacturing, processing, office, warehousing, and distribution uses that generate employment, minimize traffic, and are compatible with residential neighborhoods. Supporting retail and service uses are also allowed (City of El Monte, 2011). According to the City of El Monte Municipal Code, the General Manufacturing zoning designation requires self-storage projects to obtain a Conditional Use Permit (CUP) (City of El Monte Municipal Code, 2024). Therefore, the proposed project would adhere to the City's General Plan land use and zoning designation with the issuance of a CUP.

The portion of the project site located in Temple City has a General Plan land use and zoning designation of Industrial (Temple City, 2024; Temple City, 2022). Industrial land use and zoning designations would allow the development of self-storage facilities (Temple City, 2017; Temple City Municipal Code, 2024).

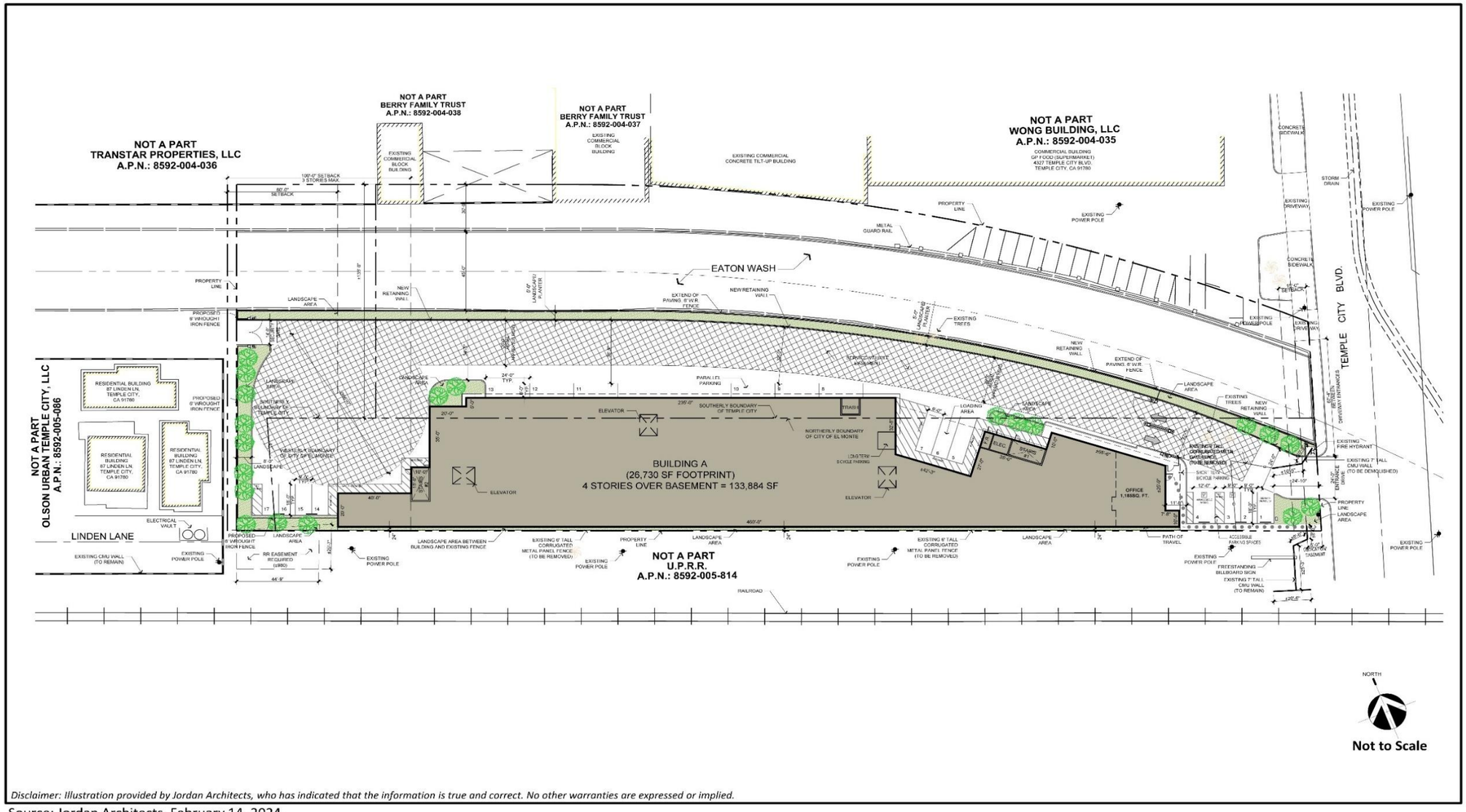
3.2 Project Overview

As shown in **Figure 3.2-1**, the proposed project consists of the development of an approximately 133,460 square foot self-storage facility on an approximately 2.45-acre undeveloped lot. The proposed self-storage facility would have five levels – a basement and four stories above grade elevation, reaching a maximum height of approximately 51 feet. Additionally, the project would develop surface parking and loading areas, landscaping, and install a six-foot-high wrought iron fence around the perimeter of the project site. **Figures 3.2-2** to **3.2-7** provide the floor plans, elevations, section and streetscape of the project.

3.2.1 Self-Storage Units

The proposed project would develop self-storage units on all five levels of the proposed building, ranging from five feet-by-five feet (25 square feet) to 10feet by 25 feet (250 square feet). A total of 1,032 storage spaces will be provided.

Figure 3.2-1
SITE PLAN



Disclaimer: Illustration provided by Jordan Architects, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Jordan Architects, February 14, 2024.

Temple City
Self-Storage Facility
Site Plan

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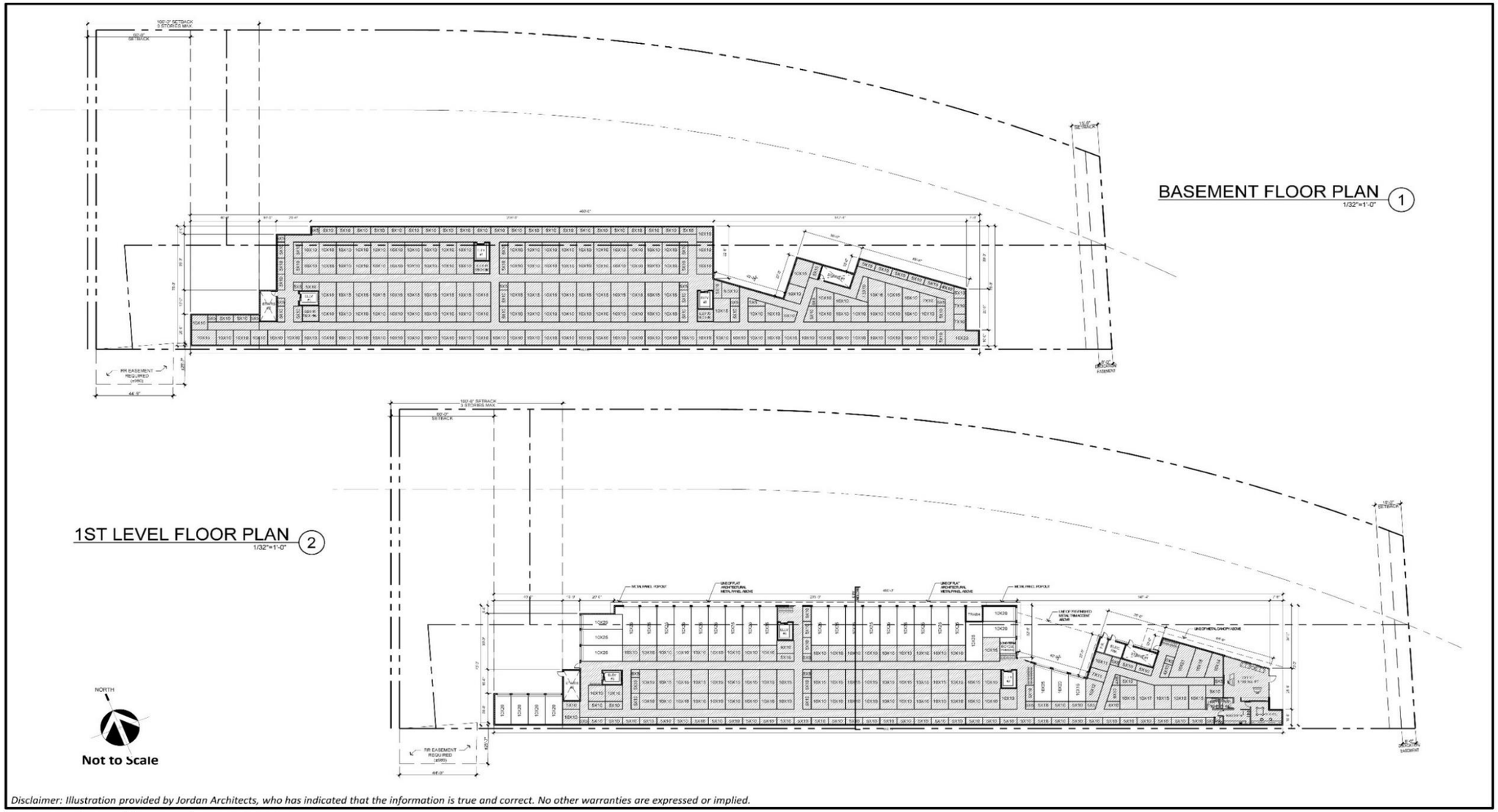
Figure 3.2-2
BASEMENT AND 1ST FLOOR PLAN



Source: Jordan Architects, February 14, 2024.

Temple City
Self-Storage Facility
Basement and 1st Floor Plans

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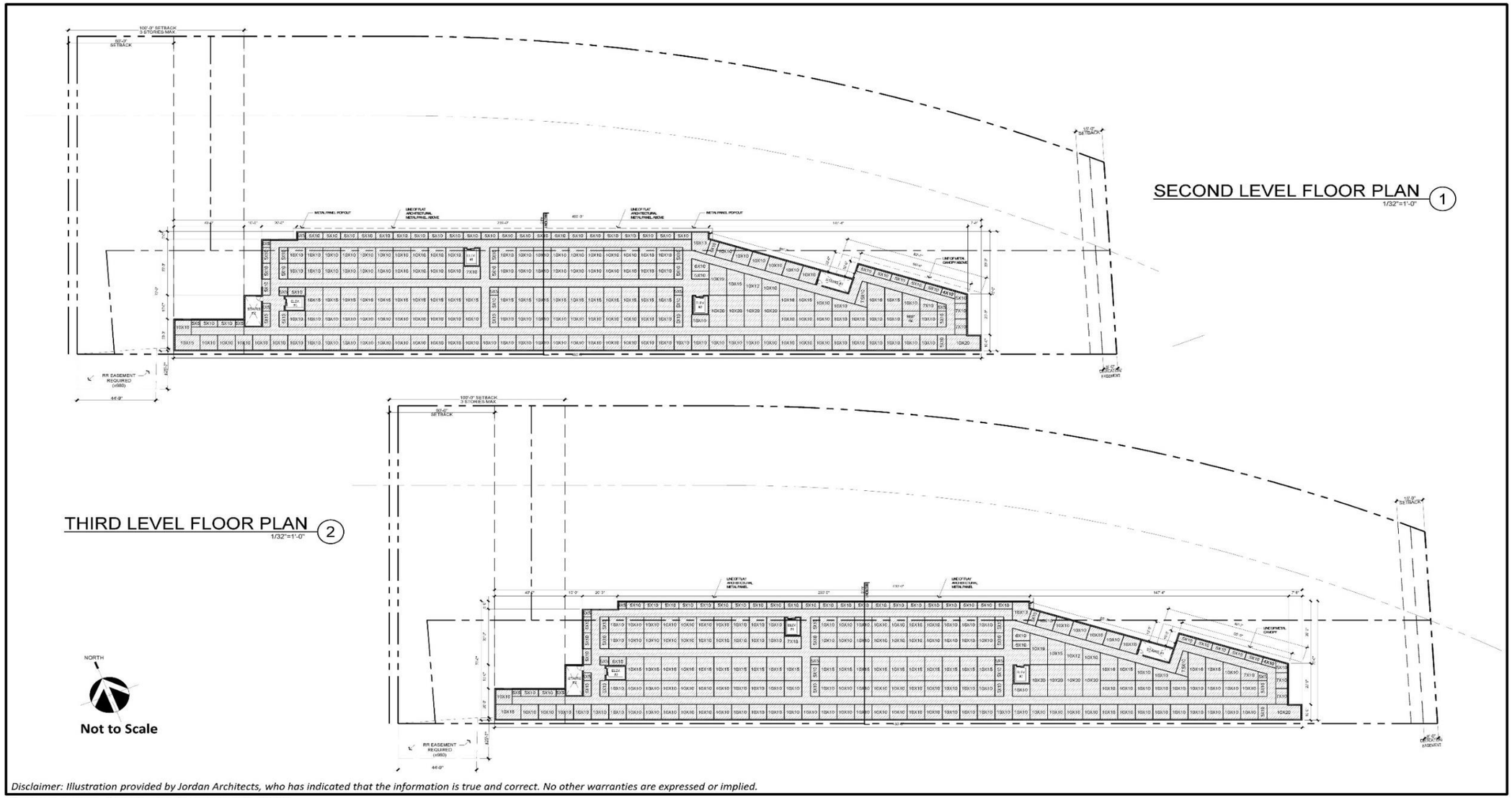
Figure 3.2-3
2ND AND 3RD FLOOR PLAN



Source: Jordan Architects, February 14, 2024.

Temple City
Self-Storage Facility
2nd and 3rd Floor Plans

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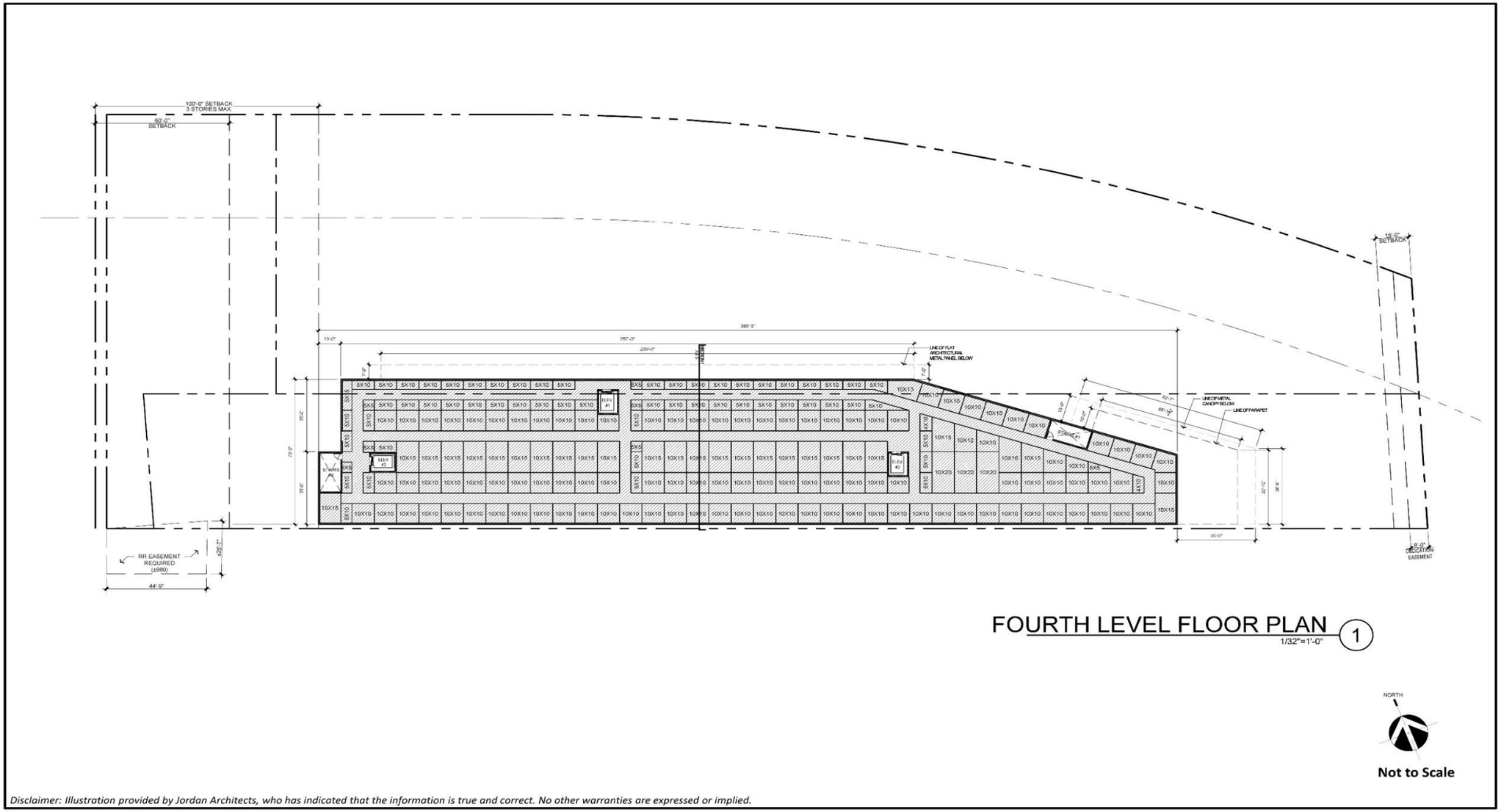
Figure 3.2-4
4TH FLOOR PLAN



Disclaimer: Illustration provided by Jordan Architects, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Jordan Architects, February 14, 2024.

Temple City
Self-Storage Facility
4th Floor Plan

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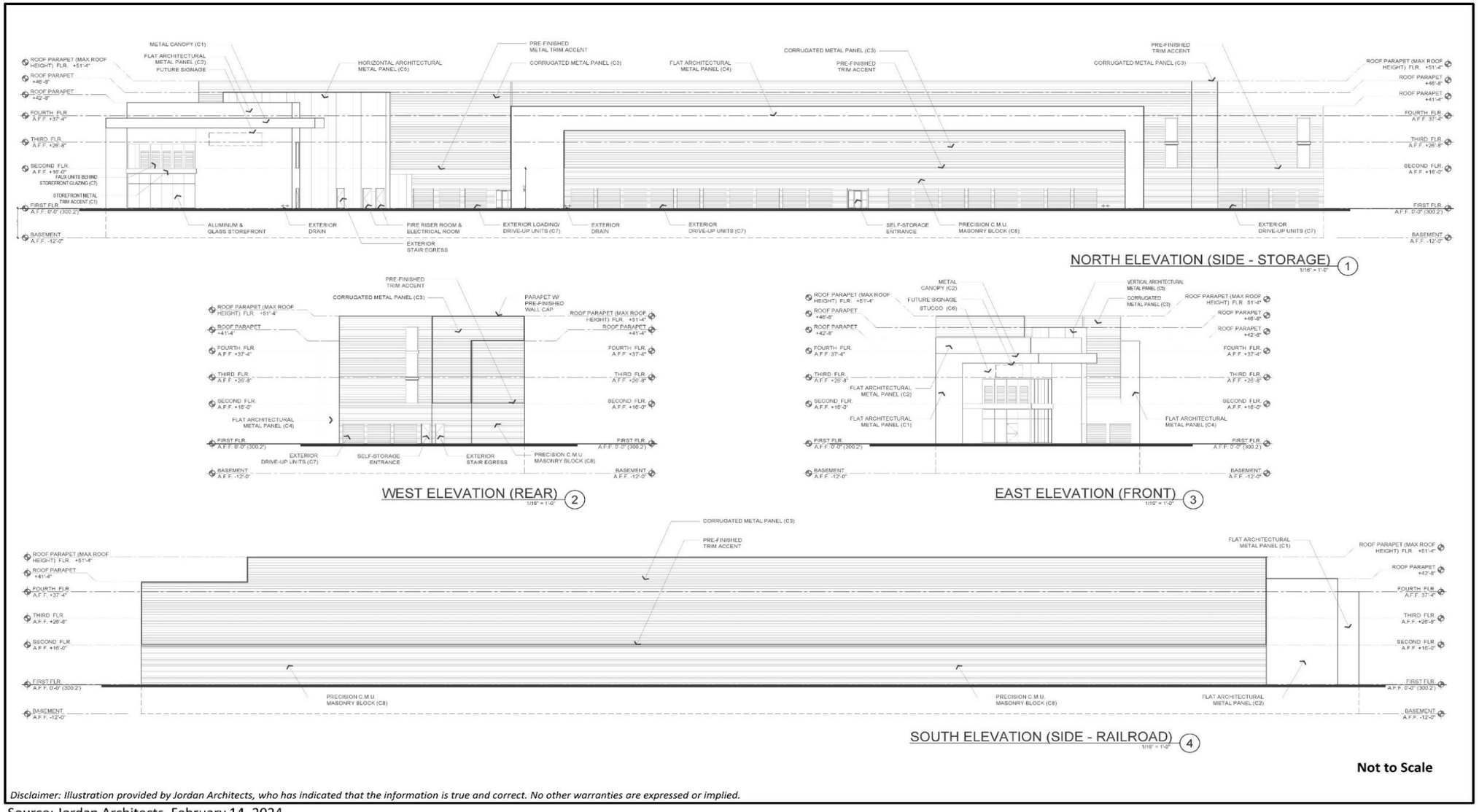
Figure 3.2-5
ELEVATIONS



Disclaimer: Illustration provided by Jordan Architects, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Jordan Architects, February 14, 2024.

Temple City Self-Storage Facility

Elevations

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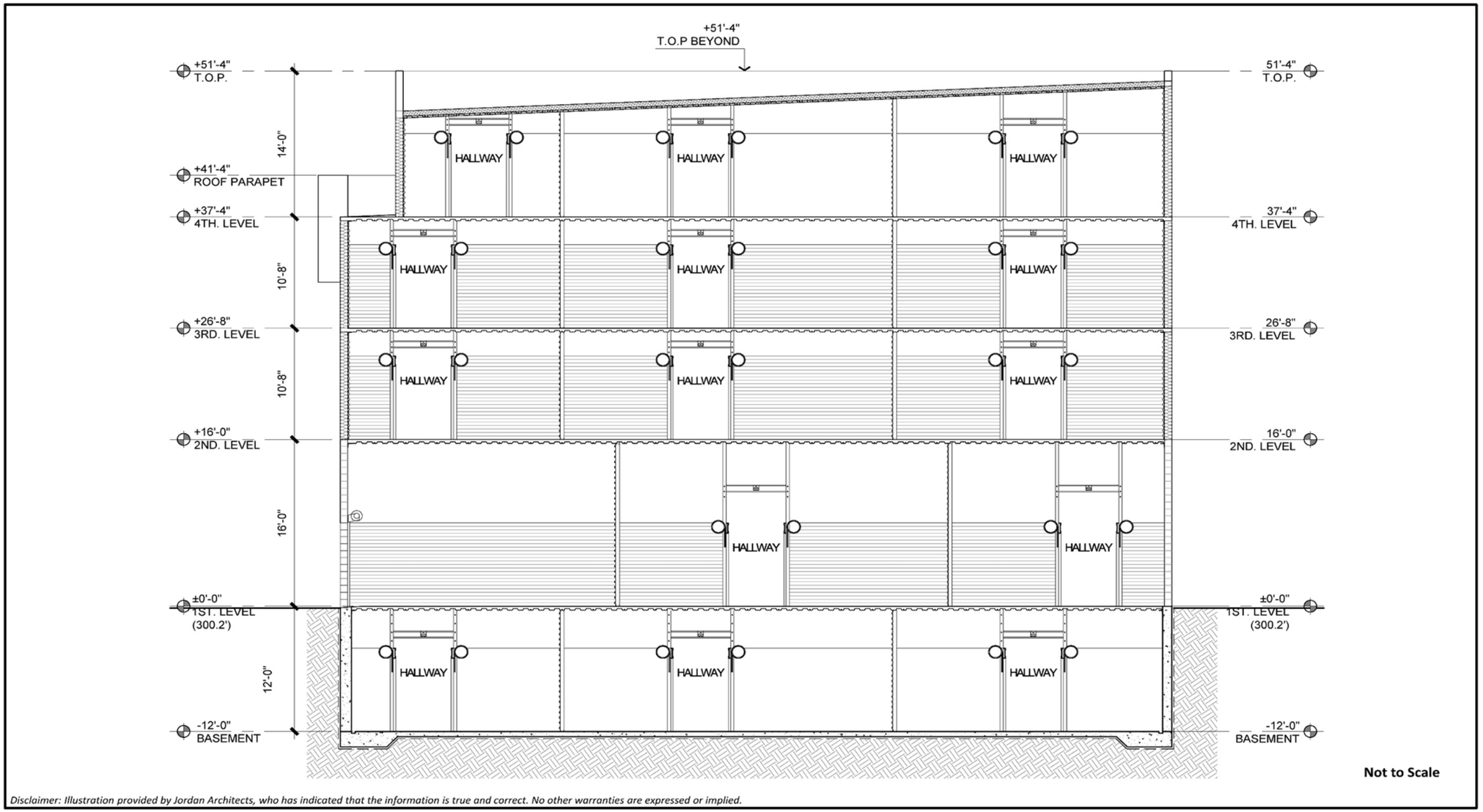
Figure 3.2-6
SECTION



Source: Jordan Architects, February 14, 2024.

Temple City
Self-Storage Facility
Preliminary Section

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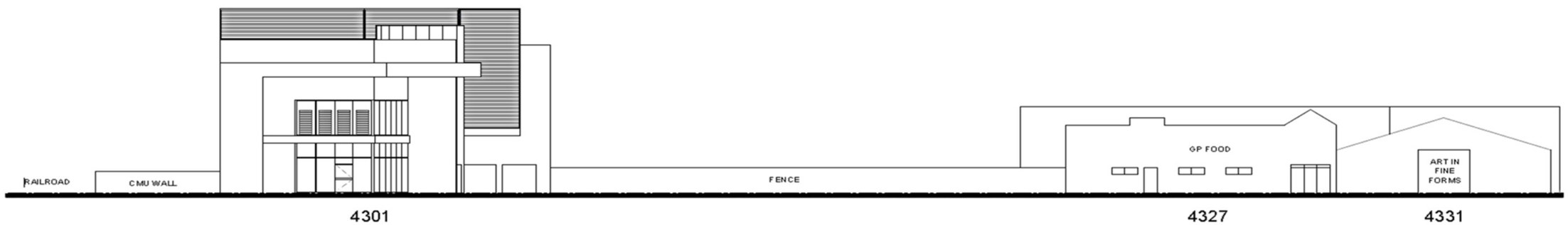
Figure 3.2-7
STREETSCAPE



Not to Scale

Disclaimer: Illustration provided by Jordan Architects, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Jordan Architects, February 14, 2024.

Temple City Self-Storage Facility

Streetscape

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3.2.2 Office

The proposed project would have an approximately 1,185-square-foot office, kitchen and restrooms on the first floor of the proposed building.

3.2.3 Building Circulation

The proposed project would have three elevators, two flights of stairs and hallways to provide circulation throughout the proposed building.

3.2.4 Project Operations

It is anticipated that the project would employ two to three workers in the operational phase and would have daily business hours from 9 a.m. to 6 p.m., with access to units until 10 p.m.

3.2.5 Site Access, Circulation and Parking

Ingress and egress would be along the eastern portion of the project site along Temple City Boulevard. The driveway and surface parking easements would be developed according to applicable regulations to provide adequate emergency access circulation. Circulation would be along the northern portion of the project site. The project will also have a fenced driveway at the northwestern portion of the project site if the City needs access to the Eaton Wash right-of-way (ROW). The project would include 17 parking spaces in total, with five required parking spaces for the office and 12 spaces for the self-storage facility. The project would also provide four spaces for bike parking consisting of two short-term and two long-term bike parking spots.

3.2.6 Exterior Lighting

The proposed project would include installation of exterior lighting fixtures, as necessary, for safety and security. LED exterior fixtures would be mounted on the wall of the building. Latest LED lighting fixtures with photosensors would be provided. Cut off shields would be provided as necessary to prevent light spillage beyond the project boundary. Parking lot lighting would also utilize LED technology.

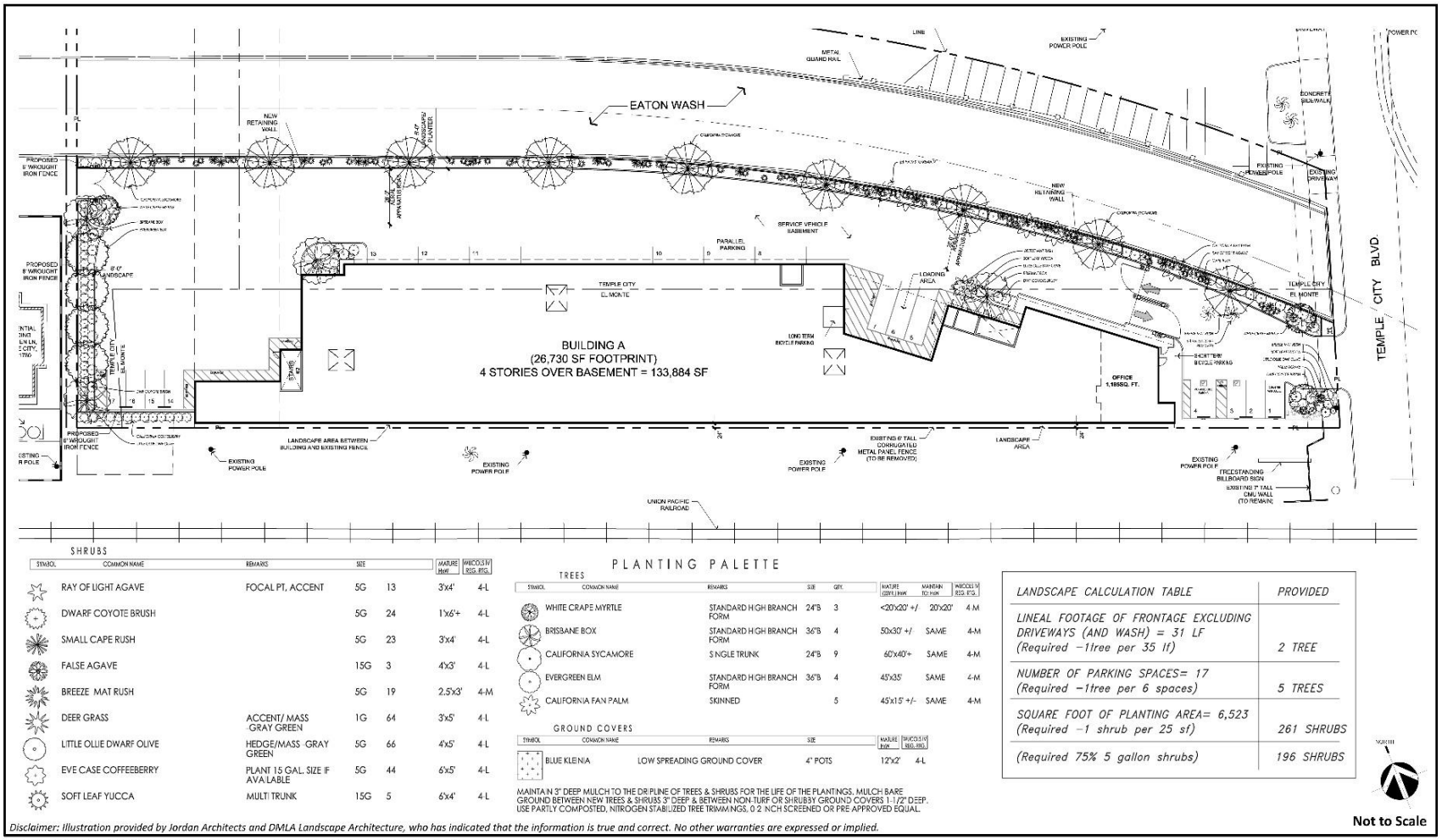
3.2.7 Landscaping

The project would install approximately 6,523 square feet of landscaping and 25 trees throughout the project site. Refer to **Figures 3.2-8** and **3.2-9**, which depict the project's landscape plan and plant palette.

3.2.8 Perimeter Fencing and Exterior Walls

Most of the project site will be surrounded by a six-foot-tall wrought iron fence and the remaining would be surrounded by an existing seven-foot-tall concrete masonry unit (CMU) located at the southeastern portion of the project site.

Figure 3.2-8
LANDSCAPING PLAN



SHRUBS

SYMBOL	COMMON NAME	REMARKS	SIZE		MATURE HWS	WUCOLS IV REG. RTG.
	RAY OF LIGHT AGAVE	FOCAL PT, ACCENT	5G	13	3'x4'	4-L
	DWARF COYOTE BRUSH		5G	24	1'x6'+	4-L
	SMALL CAPE RUSH		5G	23	3'x4'	4-L
	FALSE AGAVE		15G	3	4'x3'	4-L
	BREEZE MAT RUSH		5G	19	2.5'x3'	4-M
	DEER GRASS	ACCENT/ MASS GRAY GREEN	1G	64	3'x5'	4-L
	LITTLE OLLIE DWARF OLIVE	HEDGE/MASS GRAY GREEN	5G	66	4'x5'	4-L
	EVE CASE COFFEEBERRY	PLANT 15 GAL. SIZE IF AVAILABLE	5G	44	6'x5'	4-L
	SOFT LEAF YUCCA	MULTI TRUNK	15G	5	6'x4'	4-L

PLANTING PALETTE

TREES

SYMBOL	COMMON NAME	REMARKS	SIZE	QTY.	MATURE (CITY) HWS	MAINTAIN TO HWS	WUCOLS IV REG. RTG.
	WHITE CRAPE MYRTLE	STANDARD HIGH BRANCH FORM	24"B	3	<20'x20' +/	20'x20'	4-M
	BRISBANE BOX	STANDARD HIGH BRANCH FORM	36"B	4	50x30' +/	SAME	4-M
	CALIFORNIA SYCAMORE	SINGLE TRUNK	24"B	9	60'x40'+	SAME	4-M
	EVERGREEN ELM	STANDARD HIGH BRANCH FORM	36"B	4	45'x35'	SAME	4-M
	CALIFORNIA FAN PALM	SKINNED		5	45'x15' +/-	SAME	4-M

GROUND COVERS

SYMBOL	COMMON NAME	REMARKS	SIZE	MATURE HWS	WUCOLS IV REG. RTG.
	BLUE KLEINIA	LOW SPREADING GROUND COVER	4" POTS	12"x2'	4-L

MAINTAIN 3" DEEP MULCH TO THE DRIPLINE OF TREES & SHRUBS FOR THE LIFE OF THE PLANTINGS. MULCH BARE GROUND BETWEEN NEW TREES & SHRUBS 3" DEEP & BETWEEN NON-TURF OR SHRUBBY GROUND COVERS 1-1/2" DEEP. USE PARTLY COMPOSTED, NITROGEN STABILIZED TREE TRIMMINGS, 0.2 INCH SCREENED OR PRE APPROVED EQUAL.

LANDSCAPE CALCULATION TABLE	PROVIDED
LINEAL FOOTAGE OF FRONTAGE EXCLUDING DRIVEWAYS (AND WASH) = 31 LF (Required –1tree per 35 lf)	2 TREE
NUMBER OF PARKING SPACES= 17 (Required –1tree per 6 spaces)	5 TREES
SQUARE FOOT OF PLANTING AREA= 6,523 (Required –1 shrub per 25 sf)	261 SHRUBS
(Required 75% 5 gallon shrubs)	196 SHRUBS

Disclaimer: Illustration provided by Jordan Architects and DMLA Landscape Architecture, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Jordan Architects and DMLA Landscape Architecture, March 7, 2024.

Temple City Self-Storage Facility
Landscape Plan

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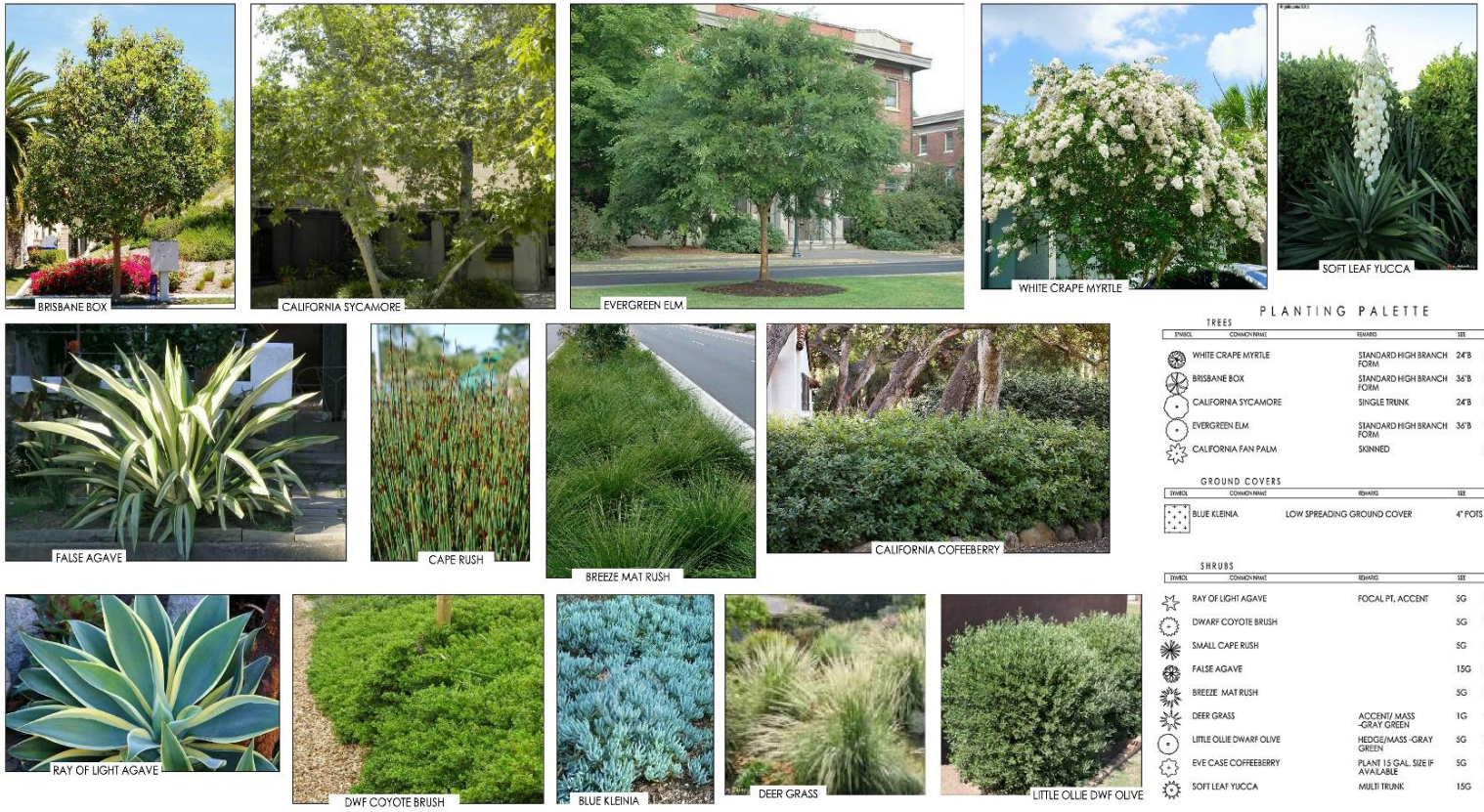
Figure 3.2-9
PLANT PALETTE



PLANTING PALETTE

TREES

SYMBOL	COMMON NAME	REMARKS	SIZE	QTY.	MATURE HEIGHT	MATURE SPREAD	WATER USE REQ.-MPG
	WHITE CRAPE MYRTLE	STANDARD HIGH BRANCH FORM	24"B	3	<20'x20' +/-	20'x20'	4-M
	BRISBANE BOX	STANDARD HIGH BRANCH FORM	36"B	4	50x30' +/-	SAME	4-M
	CALIFORNIA SYCAMORE	SINGLE TRUNK	24"B	9	60'x40'+	SAME	4-M
	EVERGREEN ELM	STANDARD HIGH BRANCH FORM	36"B	4	45'x35'	SAME	4-M
	CALIFORNIA FAN PALM	SKINNED		5	45'x15' +/-	SAME	4-M

GROUND COVERS

SYMBOL	COMMON NAME	REMARKS	SIZE	MATURE HGHT	WATER USE REQ.-MPG
	BLUE KLEINIA	LOW SPREADING GROUND COVER	4" POTS	12'x2'	4-L

SHRUBS

SYMBOL	COMMON NAME	REMARKS	SIZE		MATURE HGHT	WATER USE REQ.-MPG
	RAY OF LIGHT AGAVE	FOCAL PT, ACCENT	5G	13	3'x4'	4-L
	DWARF COYOTE BRUSH		5G	24	1'x6'+	4-L
	SMALL CAPE RUSH		5G	23	3'x4'	4-L
	FALSE AGAVE		15G	3	4'x3'	4-L
	BREEZE MAT RUSH		5G	19	2.5'x3'	4-M
	DEER GRASS	ACCENT/ MASS -GRAY GREEN	1G	64	3'x5'	4-L
	LITTLE OLLIE DWARF OLIVE	HEDGE/MASS -GRAY GREEN	5G	66	4'x5'	4-L
	EVE CASE COFFEEBERRY	PLANT 15 GAL. SIZE IF AVAILABLE	5G	44	6'x5'	4-L
	SOFT LEAF YUCCA	MULTI TRUNK	15G	5	6'x4'	4-L

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Source: Jordan Architects and DMLA Landscape Architecture, March 7, 2024.

Temple City
Self-Storage Facility
Plant Palette

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3.2.9 Utilities

Sanitary Sewer: The proposed project includes offsite sewer improvements to connect the sewer lines from the project site to the existing sewer main in Temple City Boulevard. All sewer line sizes and connections are subject to review by the City. The project applicant will work with the City's Public Works Department for necessary approvals and ensure compliance with applicable requirements. Wastewater services would be provided by the Los Angeles County Sanitation District.

Domestic Water: New water meters would be installed as required to meet the demands calculated by the plumbing contractor for the project and in compliance with the requirements of the City's Public Works Department. The project would extend existing water mains in Temple City Boulevard. Water would be provided by California American Water.

Dry Utilities: Natural gas services would be provided to the project site by the Southern California Gas Company (SoCalGas), Electricity would be provided by Southern California Edison Company (SCE), and solid waste disposal would be provided by Valley Vista Services.

Stormwater: The project would extend existing stormwater drains in Temple City Boulevard. Eaton Wash, a stormwater channel maintained by Los Angeles County Public Works, runs along the northern border of the project site.

3.3 Construction Activities

3.3.1 Construction Phasing and Construction Employees

Construction would consist of six phases: 1) demolition; 2) site preparation; 3) grading; 4) site construction; 5) paving; and 6) architectural coating. For safety reasons, temporary barricades would be used to limit access to the site during project construction. Safe access for construction workers would be maintained throughout construction. It is anticipated that up to 35 workers would be onsite during the peak construction phases and the project will have a planned depth of excavation of approximately 14 feet to accommodate the proposed basement and 17 feet at elevator pits.

Construction staging would be limited to the project site. Project construction workers would park their vehicles on the project site. Below is the anticipated number of construction employees by construction phase:

- Demolition: 8 employees
- Site Preparation: 10 employees
- Grading: 8 employees
- Site construction: 35 employees
- Paving: 15 employees
- Architectural coating: 3 employees

3.3.2 Construction Schedule

Construction is anticipated to begin in November 2025 and take approximately 18 months, ending in May 2027. **Table 3.3-1** below details the project's construction schedule and equipment per phase.

Table 3.3-1
CONSTRUCTION PHASING AND EQUIPMENT DETAILS

Phase/Months	Number of pieces of equipment	Equipment	Number of working days
Phase I			
Demolition: **1 months**	1	Excavator	**20**
	1	Wheel loader	**20**
	• 20 truckloads of export- 10 yds per truck • 10 working days of trucking, Assuming 5 loads per day		
Site Preparation **N/A months** **All work in demo and grading phases**			
Grading **2 months**	1	Excavator	40
	1	Wheel Loader	40
	1	Roller / compactor	25
	• +/- 1,694 truckloads of export- 10 yds per truck 30 working days of trucking, Assuming 65 loads per day		
Site Construction **14 months**	2	Reach Lifts	10 Months
	1	Backhoe / excavator	6 Months
	1	Laser screed	15 days
	• 0 truckloads of export- 0 yds per truck		
Paving **.50 months**	1	Skiploader	3
	1	Asphalt placing machine	1
	1	Asphalt roller	1
	• 0 truckloads of export- 0 yds per truck		
Architectural Coating **1 month**	2	Boom Lifts	20
	• 0 truckloads of export- 0 yds per truck		

3.4 Standard Requirements and Conditions of Approval

The City of El Monte and the City of Temple City have entered a Memorandum of Understanding (MOU) (**Appendix I**) to cooperatively oversee the planning and environmental review of the proposed project, the area of which spans both cities. Recognizing the cross-jurisdictional nature of the project, the MOU designates El Monte as the *Lead Agency* and Temple City as the *Responsible Agency* under CEQA, with El Monte responsible for CEQA review, entitlements, and permit processing. Both cities have committed to collaborating throughout the land use and environmental review process, including staffing coordination, consultation on environmental documents, and compliance with respective municipal codes. The agreement outlines procedures for issuing permits, setting fees, handling public notices, and maintaining independent CEQA judgment, while also detailing the scope of responsibilities, cost-sharing arrangements, and termination provisions for both parties as detailed in the MOU.

The proposed project will undergo comprehensive review by relevant departments and divisions of both the City of El Monte and the City of Temple City, in addition to other vested entities and agencies, each charged with ensuring that the project complies with applicable municipal codes and regulations. City staff from both jurisdictions are responsible for evaluating the proposed project to verify its technical accuracy, adequacy, and full compliance with CEQA. **Tables 3.5-1** and **3.5-2** below outline the specific agencies and entities responsible for conducting technical reviews and providing appropriate conditions of approval to ensure all impacts will be less than significant.

3.5 Discretionary and Ministerial Approvals

Table 3.5-1 provides an overview of all necessary discretionary permits, whereas **Table 3.5-2** delineates the subsequent ministerial permits and approvals required by the municipalities, various public and/or quasi-public agencies (utilities) that are needed following discretionary approvals.

Table 3.5-1
DISCRETIONARY PERMITS AND APPROVALS

Agency	Permit or Approval
City of El Monte Planning Division	Development Application
California Department of Fish and Wildlife	Review for impacts on canal
Los Angeles County Public Works Department	Review for impacts on canal
City of El Monte • Planning Commission (recommendation) • City Council (final approval)	CEQA Analysis and Determination Design Review Variance Conditional Use Permit
City of Temple City • Planning Commission (recommendation) • City Council (final approval)	Major Site Plan Review Map Amendment Development Agreement

Table 3.5-2
MINISTERIAL PERMITS AND APPROVALS

Agency	Permit or Approval
City of El Monte Building Division City of Temple City Building & Safety Division	Building Permits Final Inspections Maintenance Agreement Certificate of Occupancy
City of El Monte Fire Protection Division Los Angeles County Fire Department	Building plan check and approval. Review for compliance with the California Fire Code, California Building Code, California Health & Safety Code, Fire detection, alarm systems, automatic sprinklers.
City of El Monte Public Works Department	Approval of proposed offsite utility improvements.
San Gabriel Valley Water Company	Letter of authorization/consent for improvements to provide water supply connection to new development.
South Coast Air Quality Management District	Demolition and construction compliance.
Southern California Gas Company	Letter of authorization/consent for improvements to provide natural gas connection to new development.
Southern California Edison Company	Letter of authorization/consent for improvements to provide electrical connection to new development.

4.0 ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected

The checked topics below indicate that a "Potentially Significant Impact" or a "Less than Significant Impact with Mitigation Required" are likely with project implementation. In the following pages, these impacts will be identified.

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

Determination (To Be Completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature	Date
Sandra Elias Printed Name	City of El Monte

Evaluation of Environmental Impacts

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

(2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

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

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

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

(a) Earlier Analyses Used. Identify and state where the earlier analysis is available for review.

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

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

(6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached and other sources used, or individuals contacted should be cited in the discussion.

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

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

(9) The explanation of each issue should identify:

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

4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			X	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. In 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?			X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

A "visual environment" includes the built environment (development patterns, buildings, parking areas, and circulation elements) and natural environment features such as hills, vegetation, rock outcroppings, drainage pathways, and soils.

Views are characterized by visual quality, viewer groups and sensitivity, duration, and visual resources.

- *Visual quality* refers to the general aesthetic quality of a view, such as vividness, intactness, and unity.
- *Viewer groups* identify who is most likely to experience the view.
- *High sensitivity land uses* include residences, schools, playgrounds, religious institutions, and passive outdoor spaces such as parks, playgrounds, and recreation areas.
- *Duration* of a view is the amount of time that a particular view can be seen by a specific viewer group.
- *Visual resources* refer to unique views, and views identified in local plans, from scenic highways, or of specific unique structures or landscape features.

a) Except as provided in Public Resources Code Section 21099 would the project have a substantial adverse effect on a scenic vista?

<u>Less than Significant Impact</u>

Scenic vistas generally include extensive panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene or feature of interest.

The project site and surroundings are nearly flat. The site is vacant; the surroundings are built out with industrial and residential uses, a flood control channel, a railroad right-of-way, and a roadway. The project site is in the San Gabriel Valley; scenic vistas visible from Temple City Boulevard next to the west site boundary consist of the San Gabriel Mountains to the north and the Puente Hills to the south. Scenic vistas from the project site are blocked by buildings north of Eaton Wash and south of the BNSF Railway track (see **Figure 4.1-1**).

The proposed development would not obstruct views of distant mountains and hills for motorists traveling along nearby roadways. Therefore, the project would have less than significant impact on scenic vistas.

b) Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact

The California Department of Transportation (Caltrans) provides information regarding officially designated or eligible state scenic highways designated as part of the California Scenic Highway Program. According to Caltrans, there are no officially designated scenic highways within or adjacent to the project area, and there are no roadways near the project site that are currently eligible for scenic highway designation as shown in **Figure 4.12,** *Scenic Highways*. The closest official state scenic highway, State Route 2 (SR-2/Angeles Crest Highway), is approximately 12 miles north of the project site. Therefore, due to the distance between the project site and nearest state scenic highway, the project would have no impacts on trees, rock outcroppings and historic buildings within a state scenic highway.

c) Except as provided in Public Resources Code Section 21099, would the project in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact

The project site is in an urban setting characterized by industrial and residential land uses. **Table 4.1-1** below provides the applicable policies from the City of El Monte General Plan that pertain to aesthetics, along with a description of how the proposed project would be in compliance.

Figure 4.1-1
PHOTOS OF SURROUNDING PROJECT AREA

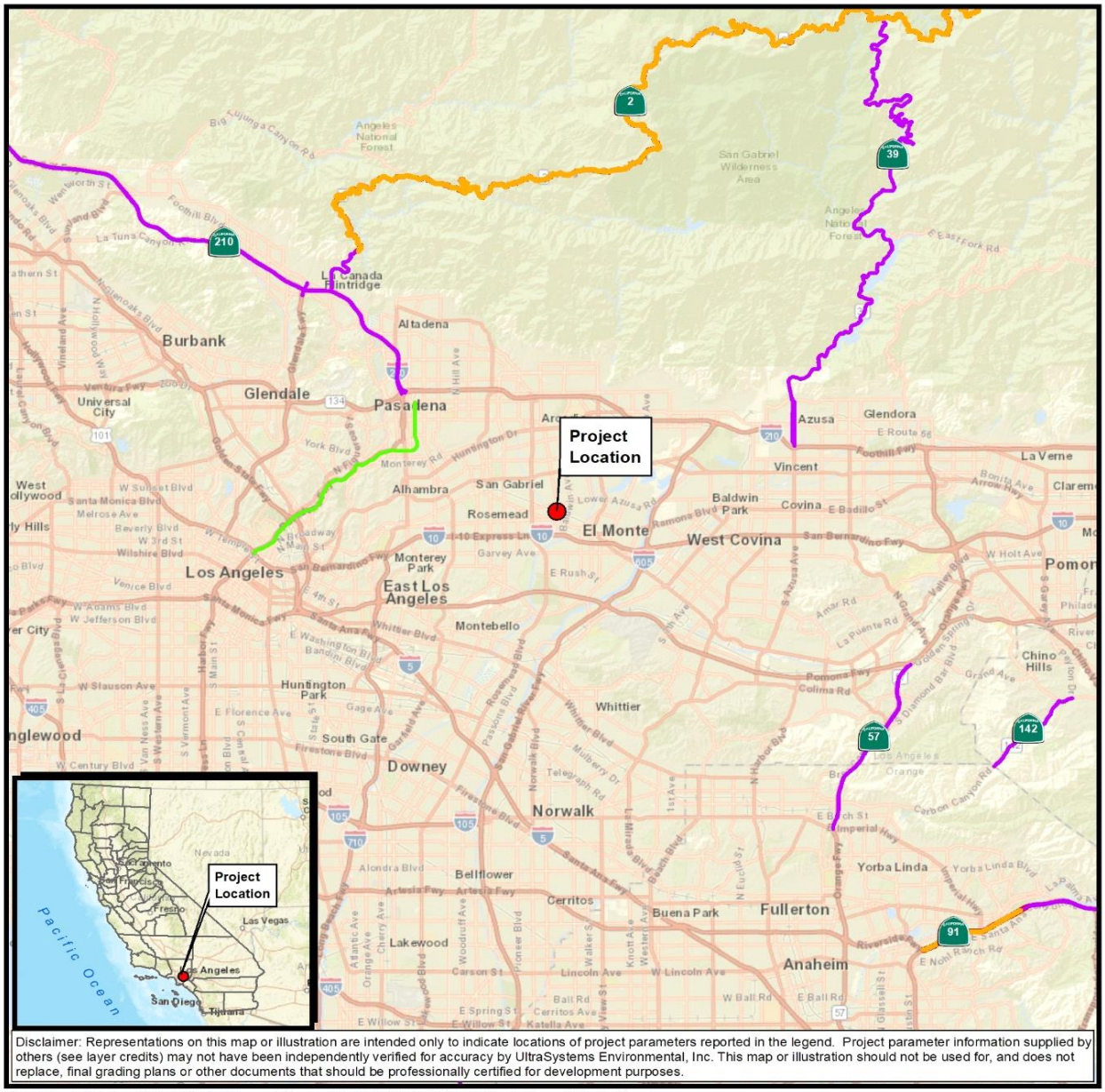
PHOTO 1: View looking west across the project site.

PHOTO 2: View looking west of the project site on the left and Eaton Wash on the right..

PHOTO 3: View looking northeast across the project site.

PHOTO 4: View looking northeast across the project site.

Figure 4.1-2
SCENIC HIGHWAYS



Path: \\Gissvr\gis\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\7275_MVP_4_1_Scenic_Hwys_2024_06_16.mxd
July 16, 2024
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; Caltrans, 2021; UltraSystems Environmental, Inc., 2024.

Scale: 1:316,800

N

0 2.5 5 Miles

0 2.5 5 Kilometers

Legend

- Project Location
- Officially Designated State Scenic Highway
- Eligible State Scenic Highway
- National Scenic Byway

Temple City Self-Storage Facility

Scenic Highways

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Table 4.1-1
PROJECT COMPLIANCE WITH CITY OF EL MONTE GENERAL PLAN POLICIES REGARDING SCENIC QUALITY AND AESTHETICS

General Plan Element	Project Compliance
Community Design element: Goal CD-4: High-quality architectural design of residential, commercial, and industrial buildings evidenced by thoughtful attention and balance of quality materials, durability, aesthetics, functionality, and sustainability concepts.	
Policy CD-4.1: Building Materials. Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces for residential structures, and clean, distinctive materials for nonresidential uses.	The exterior of the building would be constructed of masonry block, corrugated metal panels, metal panels. stucco, and aluminum and glass storefront. The proposed project would not conflict with this policy.
Policy CD-4.2: Building Scale. Reduce the bulk and perceived size of larger buildings by dividing their mass into smaller parts, stepping down to adjacent structures, and using pedestrian-scale features.[1]	The east end of the building, facing Temple City Boulevard, would step down from 51 feet high to 37 feet high, consistent with this policy.

1. The City of El Monte General Plan Community Design Element contains several additional policies relating to massing, architectural details, and rooflines. Respecting the proposed project, those policies are similar to Policy CD-4.2 and a consistency analysis for those policies is not required.

Source: City of El Monte, 2011

As analyzed above, the proposed project would adhere to applicable aesthetic and scenic quality regulations and policies mandated by the City of El Monte General Plan. Additionally, the proposed project would adhere to the city's Municipal Code, which would ensure that building height, setbacks, building design, parking stalls and screening would be within required threshold levels (City of El Monte Municipal Code, 2024). Therefore, impacts would be less than significant.

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

Less Than Significant Impact

The project site is located in an urban area characterized by medium nighttime ambient light levels. Streetlights, parking lot lights, traffic on local streets and exterior lighting in nearby developments are the primary sources of light that contribute to the ambient light levels in the project area. The project is surrounded by industrial and residential uses, a flood control channel, and a railroad right-of-way.

The project proposes new exterior building lighting for safety and security. The new project lighting would be visible from the surrounding area. Therefore, the project's proposed exterior lighting is expected to contribute to ambient nighttime illumination in the project vicinity. However, the proposed project would comply with City of El Monte Municipal Code § 17.60.050, Outdoor Lighting, which requires that all lights shall be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties, onto the public right-of-way and/or driveway areas (City of El Monte Municipal Code, 2024). As shown in the proposed plans identified in **Appendix A**, none of the proposed materials would have a mirror finish or would be highly reflective; thus, project development would not create a new source of substantial daytime or nighttime glare affecting views in the area.

Adherence to applicable City Municipal Codes would ensure that new sources of light or glare would not adversely affect day or nighttime views in the area. Therefore, impacts from a new source of substantial light or glare would be less than significant.

4.2 Agriculture and Forestry Resources

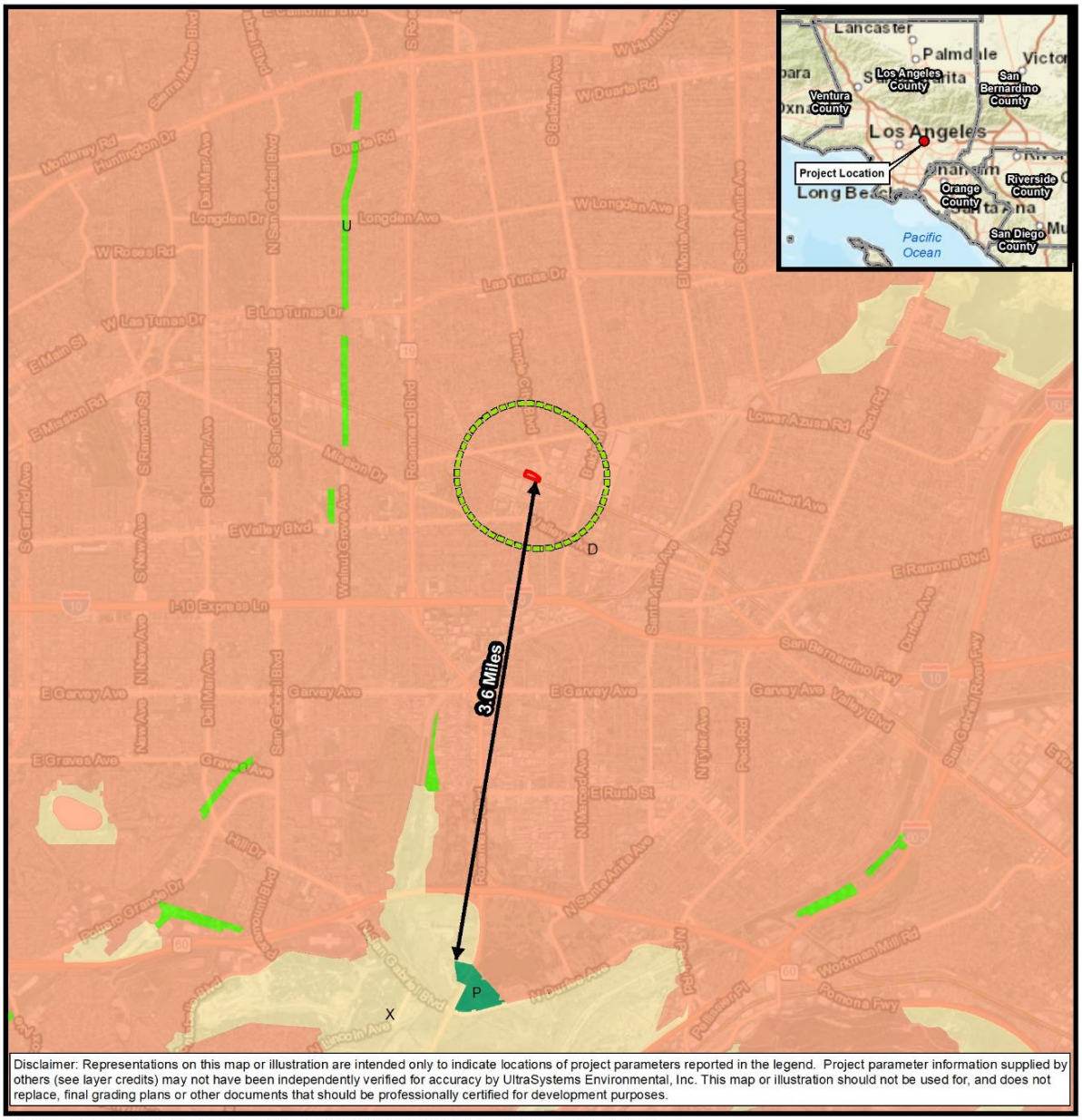
Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

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

No Impact

The Farmland Mapping and Monitoring Program (FMMP) was established in 1982 by the California Department of Conservation (DOC) to analyze critical agricultural farmlands and observe land conversion change over time. The proposed project is deemed as "Urban and Built-up Land," which means that the land has a building density of at least one building to 1.5 acres of land and is mainly utilized for residential, industrial or other non-agricultural business (DOC, 2024). As shown in **Figure 4.2-1**, the project site is about 3.5 miles from the nearest Prime Farmland. Hence, the project would not convert farmland for non-agricultural use. No impact would occur.

Figure 4.2-1
IMPORTANT FARMLAND



Path: \\Gissvr\gis\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\7275_MVP_4_2_Important_Farmlands_2024_07_04.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; CA Dept. of Conservation, 2022; UltraSystems Environmental, Inc., 2024.

July 04, 2024

Scale: 1:63,360

N

0 0.5 1 Miles

0 0.5 1 Kilometers

Legend

Project Boundary

Half-Mile Radius

Farmland Category:

D - Urban and Built-Up Land

P - Prime Farmland

U - Unique Farmland

X - Other Land

Temple City Self-Storage Facility

Important Farmland Categories

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b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

The Williamson Act authorizes local governments to work with private landowners by negotiating an agreement to tax these landowners at lower rates if they restrict specific pieces of land to agricultural or open space use. The project site is not subject to the Williamson Act Contract (DLRP, 2024). The portion of the project site in the City of El Monte is zoned M-2, General Manufacturing (City of El Monte, 2023), and the portion of the site in Temple City is zoned I, Industrial (City of Temple City, 2020). The project site is not zoned for agricultural use. Therefore, the project would not conflict with existing zoning for agriculture uses or any Williamson Act contracts. No impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?

No Impact

The project site is zoned for industrial use and is not zoned for forest land, timberland, or timberland production. No impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

The project site is vacant; thus, proposed project development would not cause the loss and/or conversion of forest land. No impact would occur.

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

No Impact

The proposed project site is vacant and is in an area built out with industrial and residential uses, a flood control channel, and a railroad right-of-way. Therefore, the project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

4.3 Air Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

4.3.1 Pollutants of Concern

Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and an ambient air quality standard has been established by the U.S. Environmental Protection Agency (USEPA) and/or the California Air Resources Board (ARB). The criteria air pollutants of concern are nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide (SO_2), lead (Pb), and ozone, and their precursors, such as reactive organic gases (ROG) (which are ozone precursors). Since the proposed Temple City Self Storage Facility (proposed project or Project) would not generate appreciable SO_2 or Pb emissions,[5] the analysis doesn't need to include those two pollutants.

The project is in the Los Angeles County portion of the South Coast Air Basin (SCAB), for whose air pollution control the South Coast Air Quality Management District (SCAQMD) is substantially responsible.

Table 4.3-1 shows the attainment status of the SCAB for each criteria pollutant for both the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS).

5 Sulfur dioxide emissions will be below 0.05 pound per day during construction and below 0.03 pound per day during operations.

Table 4.3-1
FEDERAL AND STATE ATTAINMENT STATUS

Pollutants	Federal Classification	State Classification
Ozone (O3)	Nonattainment (Extreme)	Nonattainment
Particulate Matter (PM10)	Maintenance (Serious)	Nonattainment
Fine Particulate Matter (PM2.5)	Nonattainment (Serious)	Nonattainment
Carbon Monoxide (CO)	Maintenance (Serious)	Attainment
Nitrogen Dioxide (NO2)	Maintenance (Primary)	Attainment
Sulfur Dioxide (SO2)	Unclassified/Attainment	Attainment
Sulfates	No Federal Standards	Attainment
Lead (Pb)		Attainment
Hydrogen Sulfide (H2S)		Unclassified
Visibility Reducing Particles		Unclassified

Sources: ARB, 2020; USEPA, 2024d.

Nitrogen oxides (NO_X) serve as integral participant in the process of photochemical smog production and are precursors for certain particulate compounds that are formed in the atmosphere and for ozone. A precursor is a directly emitted air contaminant that, when released into the atmosphere, forms, causes to be formed, or contributes to the formation of a secondary air contaminant for which an ambient air quality standard (AAQS) has been adopted, or for which presence in the atmosphere will contribute to the violation of one or more AAQSs. When NO_X and ROG are released into the atmosphere, they can chemically react with one another in the presence of sunlight to form ozone. The two major forms of NO_X are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown pungent gas formed by the combination of NO and oxygen. NO_2 acts as an acute respiratory irritant and eye irritant and increases susceptibility to respiratory pathogens (USEPA, 2011).

Carbon monoxide (CO) is a colorless, odorless non-reactive pollutant produced by incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the project location, automobile exhaust accounts for most CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions. High concentrations are lethal (USEPA, 2023).

Particulate matter (PM) consists of finely divided solids or liquids, such as soot, dust, aerosols, fumes, and mists. Primary PM is emitted directly into the atmosphere from activities such as agricultural operations, industrial processes, construction and demolition activities, and the entrainment of road dust into the air. Secondary PM is formed in the atmosphere from predominantly gaseous combustion by-product precursors, such as sulfur oxides, NO_X, and ROGs.

Particle size is a critical characteristic of PM that primarily determines the location of PM deposition along the respiratory system (and associated health effects) as well as the degradation of visibility through light scattering. In the United States, federal and state agencies have focused on two types of PM. PM_{10} corresponds to the fraction of PM no greater than 10 micrometers in aerodynamic diameter and is commonly called respirable particulate matter, while $PM_{2.5}$ refers to the subset of PM_{10} of aerodynamic diameter smaller than 2.5 micrometers, which is commonly called fine particulate matter.

PM_{10} and $PM_{2.5}$ deposition in the lungs results in irritation that triggers a range of inflammation responses, such as mucus secretion and bronchoconstriction, and exacerbates pulmonary dysfunctions, such as asthma, emphysema, and chronic bronchitis. Sufficiently small particles may penetrate the bloodstream and impact functions such as blood coagulation, cardiac autonomic control, and mobilization of inflammatory cells from the bone marrow. Individuals susceptible to higher health risks from exposure to PM_{10} airborne pollution include children, the elderly, smokers, and people of all ages with low pulmonary/cardiovascular function. For these individuals, adverse health effects of PM_{10} pollution include coughing, wheezing, shortness of breath, phlegm, bronchitis, and aggravation of lung or heart disease, leading, for example, to increased risks of hospitalization and mortality from asthma attacks and heart attacks (USEPA, 2024b).

Reactive organic gases (ROG) are defined as any compound of carbon, excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. It should be noted that there are no state or national ambient air quality standards for ROG because ROGs are not classified as criteria pollutants. They are regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formation of ozone. ROGs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility. The term "ROG" is used by the ARB for this air quality analysis and is defined the same as the federal term "volatile organic compound" (VOC).

Ozone is a secondary pollutant produced through a series of photochemical reactions involving ROG and NO_X. Ozone creation requires ROG and NO_X to be available for approximately three hours in a stable atmosphere with strong sunlight. Because of the long reaction time, peak ozone concentrations frequently occur downwind of the sites where the precursor pollutants are emitted. Thus, ozone is considered a regional, rather than a local, pollutant. The health effects of ozone layers include eye and respiratory irritation, reduction of resistance to lung infection, and possible aggravation of pulmonary conditions in persons with lung disease. Ozone is also damaging to vegetation and untreated rubber (USEPA, 2020).

4.3.2 Climate/Meteorology

Air quality is affected by both the rate and location of pollutant emissions, and by meteorological conditions that influence the movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The project site is located wholly within the SCAB, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The distinctive climate of the SCAB is determined by its terrain and geographical location. The SCAB is in a coastal plain connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent

high-pressure zone of the eastern Pacific. Thus, the climate is mild, tempered by cool sea breezes. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds (SCAQMD, 1993).

The average high and low temperatures as recorded at the San Gabriel Fire Department, California (COOP ID: 047785; 34° 6' 12.6864" N, 118° 5' 59.82"W) (WRCC, 2016), which is approximately 2.66 miles northwest of the project site and has a period of record 1939-2016, are 78.4°F and 51.3°F, respectively. Average high and low winter (December, January, and February) temperatures are approximately 69.7°F and 42.5°F, respectively, and average summer (June, July, and August) high and low temperatures are approximately 87°F and 60°F, respectively. The annual average of total precipitation is approximately 17.2 inches, which occurs mostly during the winter and relatively infrequently during the summer. Monthly precipitation averages approximately 3.3 inches during the winter (December, January, and February), approximately 1.5 inches during the spring (March, April, and May), approximately 0.9 inch during the fall (September, October, and November), and approximately 0.1 inch during the summer (June, July, and August).

4.3.3 Local Air Quality

The SCAQMD has divided the SCAB into source receptor areas (SRAs), based on similar meteorological and topographical features. The project site is in SCAQMD's East San Gabriel Valley air monitoring area (SRA 9) and is served by the SCAQMD's Pasadena-South Wilson Avenue station, 5.15 miles northwest at 752 South Wilson Avenue, Pasadena, California (SCAQMD, 2024). This station monitors ozone, $PM_{2.5}$, and NO_2. SCAQMD's Azusa station, 8.40 miles northeast, located at 752 North Loren Avenue in Azusa, California (SCAQMD, 2022a), monitors PM_{10}. All stations in the SCAB ceased monitoring CO in 2012. The ambient air quality data in the project vicinity as recorded from 2021 through 2023, along with applicable standards, are shown in **Table 4.3-2**.

Table 4.3-2
AMBIENT AIR QUALITY MONITORING DATA

Air Pollutant	Standard/Exceedance	2021	2022	2023
Ozone-Pasadena	Max. 1-hour Concentration (ppm)	0.104	0.143	0.109
	Max. 8-hour Concentration (ppm)	0.087	0.103	0.091
	# Days > Federal 8-hour Std. of 0.070 ppm	25	22	33
	# Days > California 1-hour Std. of 0.09 ppm	12	12	24
	# Days > California 8-hour Std. of 0.070 ppm	25	22	33
$PM_{10\text{-Azusa}}$	Max. 24-hour Concentration (μg/m^3)	79.4	98.2	ND
	Est. # Days > Fed. 24-hour Std. of 150 μg/m^3	0	ND	ND
	Federal Annual Arithmetic Mean (12 μg/m^3)	33.4	38.3	ND
$PM_{2.5\text{-Pasadena}}$	Max. 24-hour Concentration (μg/m^3)	63.6	22.1	52.0
	# Days > Fed. 24-hour Std. of 35 μg/m^3	6.3	0	3.0
	State Annual Average (12 μg/m^3)	10.7	9.1	9
$NO_{2\text{-Pasadena}}$	Max. 1-hour Concentration (ppm)	0.060	0.060	0.060
	State Annual Average (0.030 ppm)	0.013	0.013	0.011
	# Days > California 1-hour Std. of 0.18 ppm	0	0	0

Source: ARB, 2024.
ND - There were insufficient (or no) data available to determine the value.

4.3.4 Air Quality Management Plan (AQMP)

The SCAQMD is required to produce plans to show how air quality would be improved in the region. The California Clean Air Act (CCAA) requires that these plans be updated triennially to incorporate the most recent available technical information.[6] A multi-level partnership of governmental agencies at the federal, state, regional, and local levels implement the programs contained in these plans. Agencies involved include the EPA, ARB, local governments, Southern California Association of Governments (SCAG), and SCAQMD. The SCAQMD and the SCAG are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the SCAB. The SCAQMD updates its AQMP every three years.

The 2022 AQMP (SCAQMD, 2022b) was adopted by the SCAQMD Board on December 2, 2022. It focuses on reducing ozone by limiting the emissions of NO_x, which is a key reactant in ozone formation. The NO_x reductions are through extensive use of zero-emission technologies across all stationery and mobile source categories. Most NO_x emissions are from heavy-duty trucks, ships, and other state and federally regulated mobile sources that are mostly beyond the SCAQMD's control. The SCAQMD's primary authority is over stationary sources, which account for approximately 20 percent of the SCAB's NO_x emissions. The AQMP incorporates updated emission inventory methodologies for various source categories and incorporates the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG (2020). The 2020-2045 RTP/SCS was determined to conform to the federally mandated State Implementation Plan for the attainment and maintenance of the NAAQS. county and city general plans.

4.3.5 Sensitive Receptors

Some people, such as individuals with respiratory illnesses or impaired lung function because of other illnesses, persons over 65 years of age, and children under 14, are particularly sensitive to certain pollutants. Facilities and structures where these sensitive people live or spend considerable amounts of time are known as sensitive receptors. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours (Chico and Koizumi, 2008, p. 3-2). Commercial and industrial facilities are not included in the definition of sensitive receptor, because employees typically are present for shorter periods, such as eight hours. Therefore, applying a 24-hour standard for PM_{10} is appropriate not only because the averaging period for the state standard is 24 hours, but because the sensitive receptor would be present at the location for the full 24 hours.

The nearest sensitive receptors to the project site are the single-family residences located 10 feet (3 meters) west and adjacent to the site along Linden Lane. (See **Figure 4.3-1**.)

4.3.6 Applicable South Coast Air Quality Management District Rules

Rule 403 (Fugitive Dust Rule)

During construction, the project would be subject to SCAQMD Rule 403 (fugitive dust). SCAQMD Rule 403 does not require a permit for construction activities, per se; rather, it sets forth general and specific requirements for all construction sites (as well as other fugitive dust sources) in the SCAB. The general requirement prohibits a person from causing or allowing emissions of fugitive dust from construction (or other fugitive dust source) such that the presence of such dust remains visible in the

6 CCAA of 1988.

atmosphere beyond the property line of the emissions source. SCAQMD Rule 403 also prohibits construction activity from causing an incremental PM_{10} concentration impact, as the difference between upwind and downwind samples, at the property line of more than 50 micrograms per cubic meter as determined through PM_{10} high volume sampling. The concentration standard and associated PM_{10} sampling do not apply if specific measures identified in the rules are implemented and appropriately documented. Other requirements of Rule 403 include not causing or allowing emissions of fugitive dust that would remain visible beyond the property line; no track-out extending 25 feet or more in cumulative length and all track-outs to be removed at the conclusion of each workday; and using the applicable best available control measures included in Table 1 of Rule 403.

Rule 1113 (Architectural Coatings)

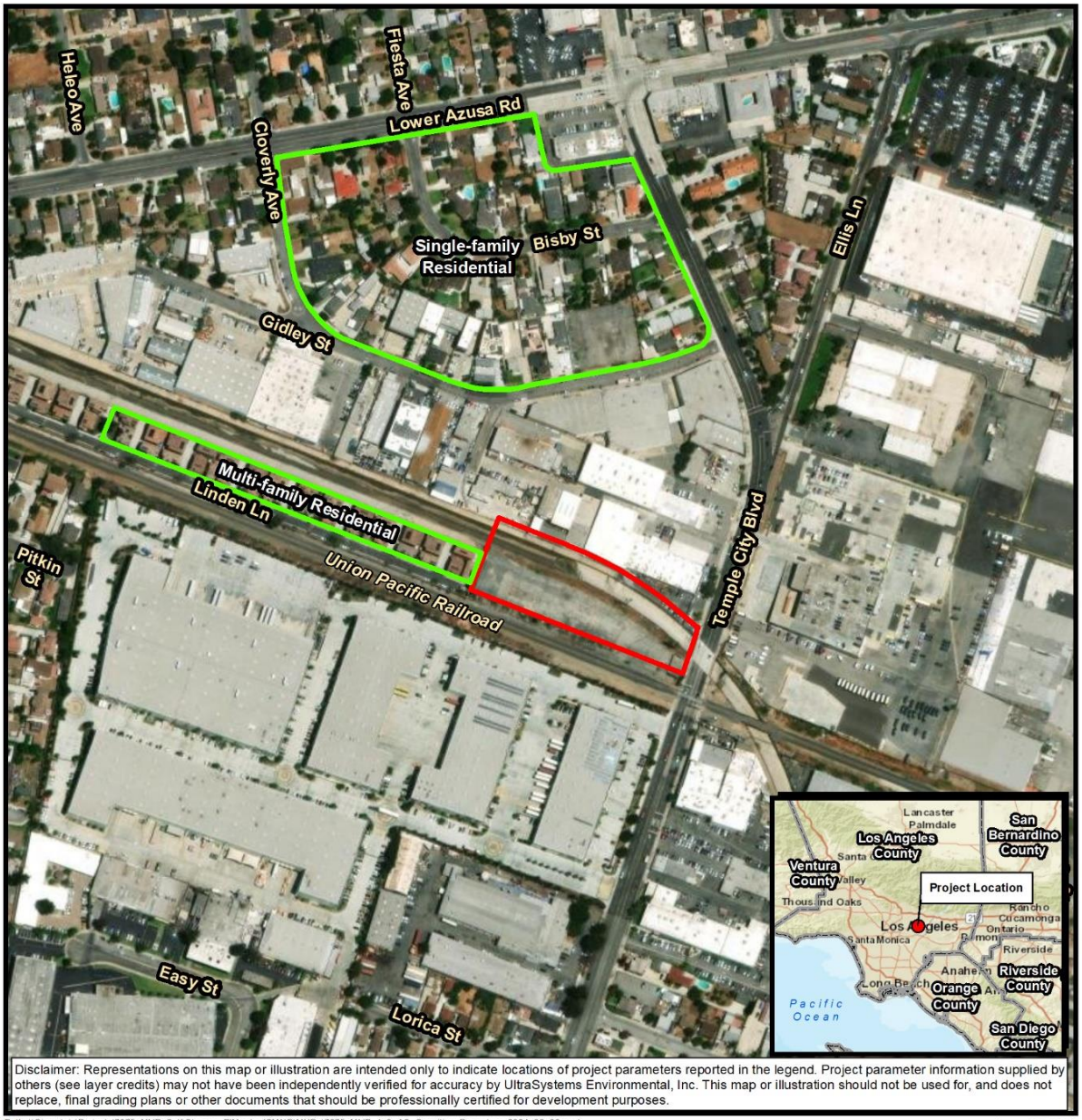
Construction of this project will include the application of architectural coatings and be subject to SCAQMD Rule 1113 (Architectural Coatings). Rule 1113 requires whoever applies, stores at a worksite, or solicits the application of architectural coatings to use coatings that contain VOC less than or equal to the VOC limits specified in Table 1 of the rule.

Rule 2305 (Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions [WAIRE] Program)

The purpose of this rule is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses to assist in meeting state and federal air quality standards for ozone and fine particulate matter. This rule is applicable to warehouses located in the SCAQMD's jurisdiction that have 100,000 square feet or more of indoor floor space in a single building). Warehouse activity is defined under this rule as "the storage and distribution of goods, including but not limited to the storage, labelling, sorting, consolidation and deconsolidation of products into different size packages,"[7] Generally, this rule does not apply to self-storage facilities since goods will not be distributed from the facility. Should the storage units be purposed for operation defined as warehouse activity, applicability of Rule 2305 may be reconsidered.

[7] SCAQMD Rule 2305(c)(33).

Figure 4.3-1
SENSITIVE RECEPTORS



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\Gissvr\gis\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\7275_MVP_4_3_AQ_Sensitive_Receptors_2024_08_08.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community Santa Barbara County, 2020; UltraSystems Environmental, Inc., 2024.

August 08, 2024

Scale: 1:4,200

N

0 175 350 Feet

0 40 80 Meters

Legend

Project Boundary

Sensitive Receptors

Temple City Self-Storage Facility

Air Quality
Sensitive Receptors

UltraSystems
environmental • management • planning

4.3.7 Impact Analysis

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

Less than Significant Impact

The South Coast 2022 AQMP, discussed above, incorporates land use assumptions from local general plans and regional growth projections developed by SCAG to estimate stationary and mobile air emissions associated with projected population and planned land uses. If the proposed land use is consistent with the local general plan, then the impact of the project is presumed to have been accounted for in the AQMP. This is because the land use and transportation control sections of the AQMP are based on the SCAG regional growth forecasts, which incorporate projections from local general plans. The El Monte General Plan land use designation for the project site is Industrial Business Park (City of El Monte, 2023a). The City of El Monte's zoning designation for the project site is General Manufacturing (M-2). The Temple City General Plan land use designation of the project site is Institutional and zoning for the project site is Industrial.

The development regulations of both cities require that project plans be submitted for review and subsequent approval through their respective design review processes. City reviews and approvals will ensure that the project follows the design guidelines and development requirements adopted by the cities. The land use and zoning would continue to be consistent with the local plans and the impacts of the project are still accounted for in the AQMP.

Another measurement tool in evaluating consistency with the AQMP is to determine whether a project would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecasted in the AQMP and how the project would accommodate the expected increase in population or employment. Temple City Self Storage Facility Project would create minimal increase in population and overall vehicle miles traveled (VMT), which would be included in the growth rates forecasted in the AQMP.

Additionally, to assist the implementation of the AQMP, projects must not create regionally significant emissions of regulated pollutants from either short-term construction or long-term operations. SCAQMD has developed criteria in the form of emissions thresholds for determining whether emissions from a project are regionally significant (SCAQMD, 2023). They are useful for estimating whether a project is likely to result in a violation of the NAAQS and/or whether the project conforms with plans to achieve attainment. SCAQMD's significance thresholds for criteria pollutant emissions during construction activities and project operation are summarized in **Table 4.3-3**. A project is considered to have a regional air quality impact if emissions from its construction and/or operational activities exceed the corresponding SCAQMD significance thresholds.

Table 4.3-3
SCAQMD EMISSIONS THRESHOLDS FOR SIGNIFICANT REGIONAL IMPACTS

Pollutant	Construction Thresholds (lbs./day)	Operational Thresholds (lbs./day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Source: SCAQMD, 2023.
Note: lbs. = pounds.

Regional Construction Emissions

Construction activities for the project are anticipated to begin in November 2025 and end in May 2027 and would have five construction phases:

- Demolition
- Grading
- Building Construction
- Paving
- Architectural Coating

Table 4.3-4 shows the project schedule used for the air quality, GHG emissions, and noise analyses.

Table 4.3-4
CONSTRUCTION SCHEDULE

Construction Phase	Start	End
Demolition	November 3, 2025	December 3, 2025
Grading	December 4, 2025,	February 5, 2026
Building Construction	February 6, 2026	April 6, 2027
Paving	April 7, 2027	April 22, 2027
Architectural Coating	April 23, 2027	May 23, 2027

These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would primarily generate NOX emissions. The amounts of emissions generated daily would vary depending on the amounts and types of construction activities occurring at the same time.

Estimated criteria pollutant emissions from the Temple City Self Storage Facility Project's onsite and offsite project construction activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.26 (CAPCOA, 2023). CalEEMod is a planning tool for estimating emissions related to land use projects. Model-predicted emissions from the proposed project are compared with applicable thresholds to assess regional air quality impacts. CalEEMod defaults were used for offroad construction equipment and onroad construction trips and direct and indirect operational emissions.

As shown in **Table 4.3-5**, construction emissions would not exceed SCAQMD regional thresholds. Therefore, the Proposed Project's short-term regional air quality impacts would **be** less than significant**.** Refer to **Appendix B** of this document for air quality calculations.

Table 4.3-5
MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS

Construction Activity	Maximum Emissions (lbs./day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Emissions, 2025	0.4	6.72	5.66	1.1	0.39
Maximum Emissions, 2026	0.64	6.48	9.43	1.08	0.38
Maximum Emissions, 2027	30.9	5.79	9.19	1.04	0.33
SCAQMD Significance Thresholds	***75***	***100***	***550***	***150***	***55***
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.26) (CAPCOA, 2023)

Regional Operational Emissions

The primary source of operational emissions would be vehicle exhaust emissions generated from project-induced vehicle trips, known as "mobile source emissions." Other emissions, identified as "energy source emissions," would be generated from energy consumption for water, and space heating, while "area source emissions" would be generated from structural maintenance and landscaping activities, and the use of consumer products. CalEEMod was also used to estimate operational emissions.

As seen in **Table 4.3-6**, for each criteria pollutant, operational emissions would be below the pollutant's SCAQMD significance threshold. Therefore, operational criteria for pollutant emissions would be less than significant.

Table 4.3-6
MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS

Emission Source	Pollutant (lbs./day)				
	ROG	NOX	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	4.01	0.05	5.83	0.01	0.01
Energy Source Emissions	0.08	1.54	1.29	0.12	0.12
Mobile Source Emissions	0.77	0.64	6.6	1.55	0.04
Total Operational Emissions	4.86	2.23	13.72	1.68	0.17
SCAQMD Significance Thresholds	55	55	550	150	55
Significant? (Yes or No)	No	No	No	No	No

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.26) (CAPCOA, 2023).

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

Less than Significant Impact

Since the SCAB is currently in nonattainment for ozone and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. The SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the District recommends that a project's potential contribution to cumulative impacts be assessed by utilizing the same significance criteria as those for project-specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the project would not exceed any of the SCAQMD's significance thresholds. Also, as discussed below, localized emissions generated by the Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the project would not contribute to a cumulatively considerable increase in emissions for the pollutants for which the SCAB is in nonattainment. Thus, cumulative air quality impacts associated with the project would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact

Construction of the project would generate short-term and intermittent emissions. Following the SCAQMD's *Final Localized Significance Threshold Methodology* (Chico and Koizumi, 2008), only onsite construction emissions were considered in the localized significance analysis. The single-family residence located 10 feet (3 meters) west of the project site along Linden Lane, is the nearest sensitive receptor. Localized significance thresholds for projects in Source Receptor Area 9 (East San Gabriel Valley) were obtained from tables in **Appendix C** of the aforementioned methodology.[8] **Table 4.3-7** shows the results of the localized significance analysis for the project. Localized short-term air quality impacts from the construction of the project would be less than significant**.**

Table 4.3-7
RESULTS OF LOCALIZED SIGNIFICANCE ANALYSIS

Nearest Sensitive Receptor	Maximum Onsite Construction Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum daily unmitigated emissions	5.74	8.2	0.23	0.27
SCAQMD LST for 2.45 acres @ 25 meters	*139.3*	*1070*	*8.1*	*5.5*
Significant (Yes or No)	**No**	**No**	**No**	**No**

Source: Calculated by UltraSystems with CalEEMod (2022.1.1.26) (CAPCOA, 2023); Chico and Koizumi, 2008

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

Less than Significant Impact

A project-related significant adverse effect could occur if the construction or operation of the proposed project would result in the generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD CEQA Air Quality Handbook (SCAQMD, 1993), land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the project. The project would use typical construction techniques, and the odors would be typical of most construction sites and temporary.

The project would not create substantial objectionable odors, and this impact would be less than significant.

[8] According to SCAQMD's Final Localized Significance Threshold Methodology, projects with boundaries closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Interpolation between 2 acres and 5 acres for the project site's area of 2.45 acres was done for 25 meters distance.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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 Wildlife or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

4.4.1 Methodology

UltraSystems biologists researched readily available information, including relevant literature, databases, agency websites, various previously completed reports and management plans, GIS data, maps, aerial imagery from public domain sources, and in-house records to identify the following: 1) habitats, special-status plant and wildlife species, jurisdictional waters, critical habitats, and wildlife corridors that may occur in and near the project site; and 2) local or regional plans, policies, and regulations that may apply to the project. Sources accessed by UltraSystems for analysis include:

- United States Geological Survey (USGS) 7.5-Minute Topographic Map Guasti Quadrangle and current aerial imagery (USGS, 2015; Google Earth Pro, 2024).
- The Web Soil Survey, provided by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) (Soil Survey Staff, 2024).

- California Department of Fish and Wildlife (CDFW) BIOS Habitat Connectivity Viewer (CDFW, 2024a).
- California Natural Diversity Database (CNDDB), provided by the CDFW (CNDDB, 2023a).
- Information, Planning and Conservation (IPaC), provided by the United States Fish and Wildlife Service (USFWS; USFWS, 2023a).
- National Wetlands Inventory (NWI), provided by the USFWS (USFWS, 2023b).
- Inventory of Rare and Endangered Plants of California, 8th Edition, provided by the California Native Plant Society (CNPS, 2023a).
- *A Manual of California Vegetation*, Online Edition (CNPS, 2023b).
- National Hydrography Dataset, provided by the USGS (USGS, 2023).
- Sawyer, J.O., T. Keeler-Wolf, J.M. Evens, 2009. *A Manual of California Vegetation, Second Edition,* provided by California Native Plant Society Press.
- EPA Waters GeoViewer, provided by USEPA (USEPA, 2022f).

Plant and wildlife species listed under the federal Endangered Species Act (ESA) or under the California Endangered Species Act (CESA) are referred to collectively as *listed species* in this section. Plant and wildlife species not listed under ESA or CESA but still protected by federal agencies, state agencies, local or regional plans and/or nonprofit resource organizations, such as the California Native Plant Society (CNPS), are collectively referred to as *sensitive species* in this section. The term *special-status species* is used when collectively referring to both listed and sensitive species.

Aerial imagery was overlaid with geospatial data by utilizing Geographic Information System (GIS) software to identify documented observations of the following biological or environmental components within the project vicinity:

- Previously recorded observations within the project vicinity and geographic range of special status species and potentially suitable habitats
- Special-status vegetation communities
- Protected management lands
- Proposed and final critical habitats
- Waters of the State and waters of the U.S., including wetlands
- Wildlife corridors

An analysis of the biological study area (BSA), which comprises the project site plus a 500-foot buffer around its perimeter, was conducted by UltraSystems biologists to evaluate habitat conditions and assess potential impacts to biological resources (refer to **Figure 4.4-1** *Project Boundary and Biological Study Area [BSA]).*

The project site contains disturbed and developed land cover. The BSA contains segments of Temple City Boulevard in the eastern segment and is bisected by Union Pacific Railroad northwest to southeast, as well as other paved surfaces and landscaped areas (Google Earth Pro, 2024). There are several ornamental trees in the BSA.

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

<u>Less Than Significant with Mitigation Incorporated</u>

Plants: 10-Mile Radius

Based on a literature review of publicly available databases (CNDDB, 2023a; CNPS, 2023a; USFWS, 2023a), a total of 31 special-status plant species (four listed and 27 sensitive), were identified as having been recorded within a 10-mile radius of the project site (plant inventory). Refer to **Appendix C** *Biological Resources Assessment,* for a complete list of all species evaluated in the plant inventory, general habitat information of those species, their respective status rankings, and the definitions of those status rankings.

Plants: CNDDB Two-Mile Query

Five of the 31 species in the plant inventory, Parish's gooseberry (*Ribes divaricatum* var. *parishii*), Peruvian dodder (*Cuscuta obtusiflora* var. *glandulosa*), mesa horkelia (*Horkelia cuneata* var. *puberula*), slender-horned spineflower (*Dodecahema leptoceras*), and southern mountains skullcap (*Scutellaria bolanderi* ssp. *austromontana*), have been reported within a two-mile radius from the project (CNDDB, 2024a). All species were determined to be not expected to occur by results of the literature review (see **Figure 4.4-2**). Suitable habitat types to support these five abovementioned species include dry, coastal chaparral, coastal scrub, wetland-riparian, yellow pine forest, and foothill woodlands, seeps, marshes, swamps, and vernally mesic valley and foothill grasslands (Calflora, 2024). The BSA does not provide any of these habitat conditions.

Furthermore, exposed soils on the site are extremely compacted; soil compaction, in addition to the activity of the existing facility, would prevent special-status plant species from dispersing onto the site.

The results of the literature review determined that none of the species evaluated in the plant inventory are expected to occur in the BSA due to the following factors: lack of suitable habitat and/or the site is outside of the known elevation, and/or general distribution of the target species. The BSA contains highly disturbed and developed areas with impermeable surfaces, significantly limiting the likelihood that special-status plant species would establish there. No impacts to special-status plant species are expected as a result of the project, and mitigation is not required.

Wildlife: 10-Mile Radius

Based on a literature review of publicly available databases (CNDDB, 2023a; eBird 2023; USFWS 2023a; iNaturalist 2024) for reported occurrences within a 10-mile radius of the project site, a total of 38 special-status wildlife species (11 listed and 27 sensitive) were identified as having been recorded within a 10-mile radius of the project site (wildlife inventory). Refer to **Appendix C** *Biological Resources Assessment,* for a list of species evaluated, their respective status rankings, and the definitions of those status rankings.

The special-status species reported in the literature review were evaluated for their potential to occur in the BSA based on habitat, geographic and elevational range and site conditions. Due to biological and physical disturbances within the BSA, it was determined that there is a lack of suitable habitat to support the majority of the species in the wildlife inventory. First, some species for which the BSA overlaps with the appropriate elevation range and species range were excluded because the level of human activity in the surrounding areas generates more noise than ambient conditions and represents a threat level to most species. Second, there is significant coverage by impermeable (developed) surfaces that cannot support vegetation that is necessary to create suitable habitat to support most of these species. Many of the wildlife species in the wildlife inventory require native vegetation for their foraging and nesting requirements. Thus, these species would not be able to access sufficient foraging habitat or cover for nesting or shelter requirements. Existing disturbance (including, but not limited to, paved areas and compacted soils) would likely deter special-status wildlife from utilizing the project BSA for essential functions. Six special-status species were determined to have a low potential to occur by results of the literature review. These species are further discussed below.

Figure 4.4-1
PROJECT BOUNDARY AND BIOLOGICAL STUDY AREA (BSA)

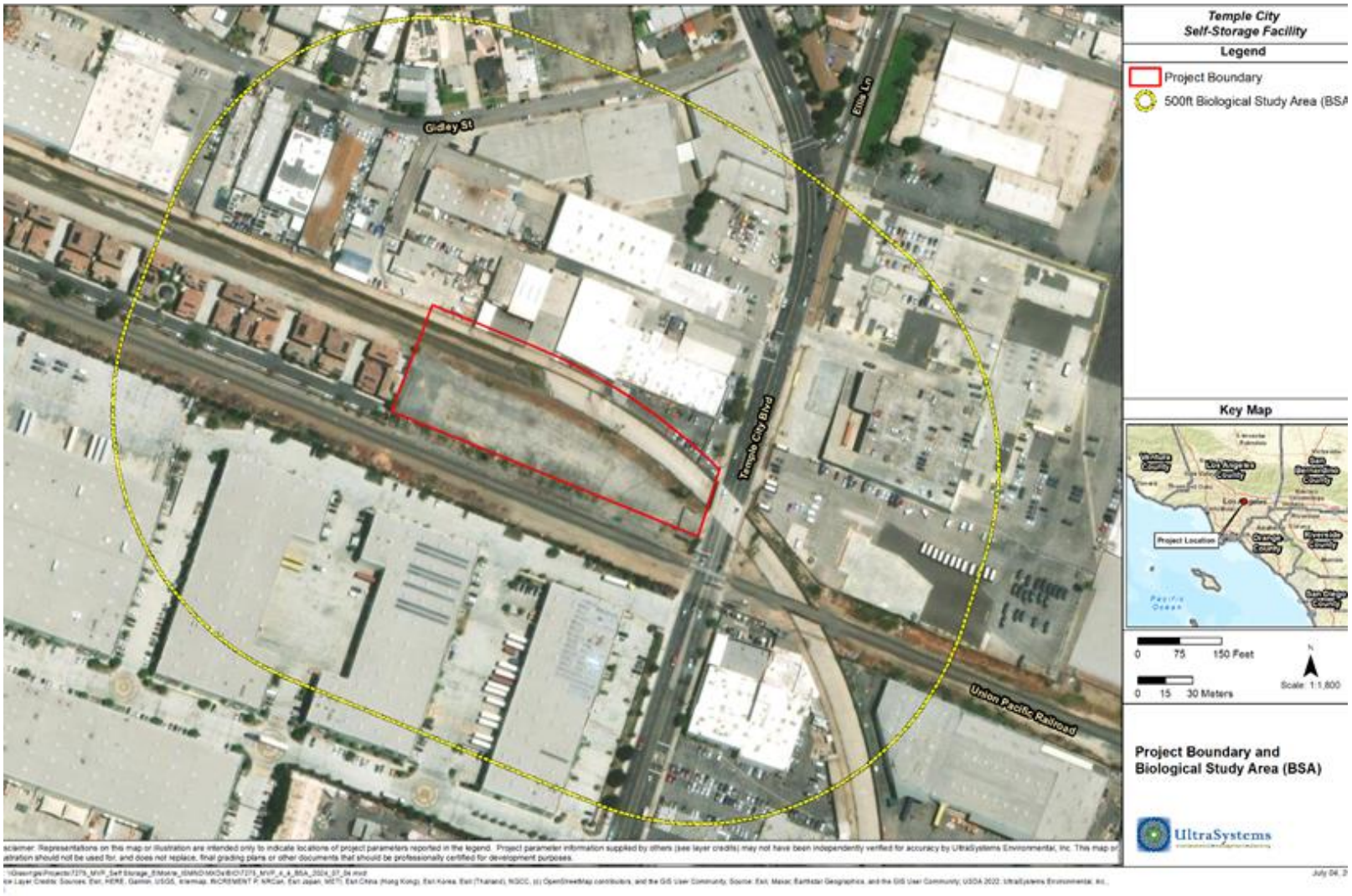
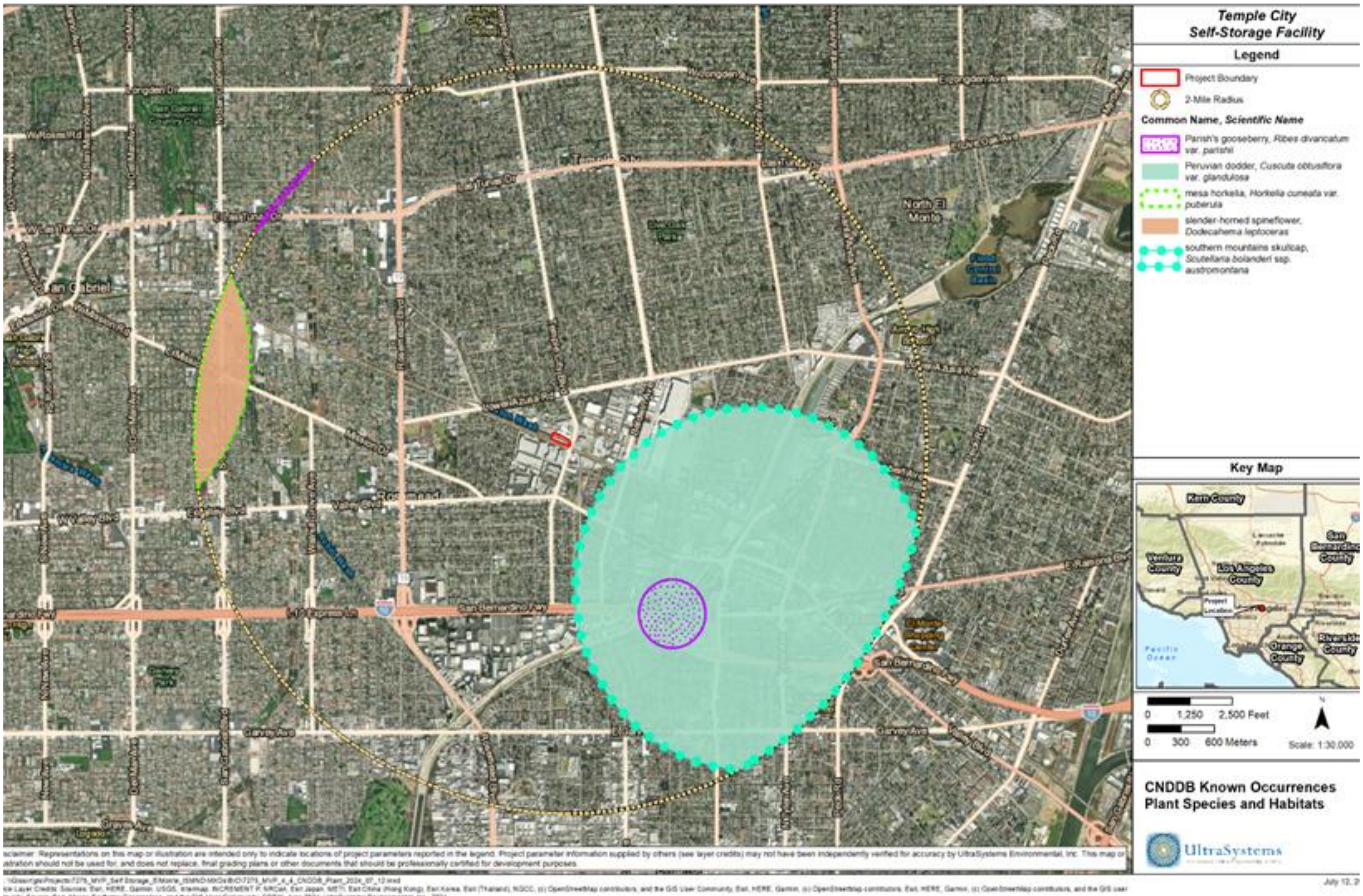


Figure 4.4-2

CNDDB KNOWN OCCURRENCES PLANT SPECIES AND HABITATS – TWO-MILE RADIUS



Wildlife: CNDDB Two-Mile Query

Nine of the 38 species in the wildlife inventory have been reported within a two-mile radius from the project (CNDDB, 2023a; see **Figure 4.4-3,** *CNDDB Known Occurrences: Wildlife Species*).

- American bumblebee (Bombus pensylvanicus)
- Swainson's hawk (Buteo swainsoni)
- Bank swallow (Riparia riparia)
- Coast horned lizard (Phrynosoma blainvillii)
- Coastal California gnatcatcher (Polioptila californica californica)
- Hoary bat (Lasiurus cinereus) least Bell's vireo (Vireo bellii pusillus)
- Pallid bat (Antrozous pallidus)
- Southwestern willow flycatcher (Empidonax traillii extimus)

None of the above wildlife species have been recorded within two miles of the BSA more recently than 1971 (American bumble bee).

The remainder of the abovementioned species were determined to be not expected to occur in the BSA by results of the literature review. These species require one or more of the following habitat conditions, all of which are absent from the BSA: friable soils, sufficient coverage of native vegetation, aquatic habitats, and lack or environmental disturbances.

Low Potential to Occur in the BSA

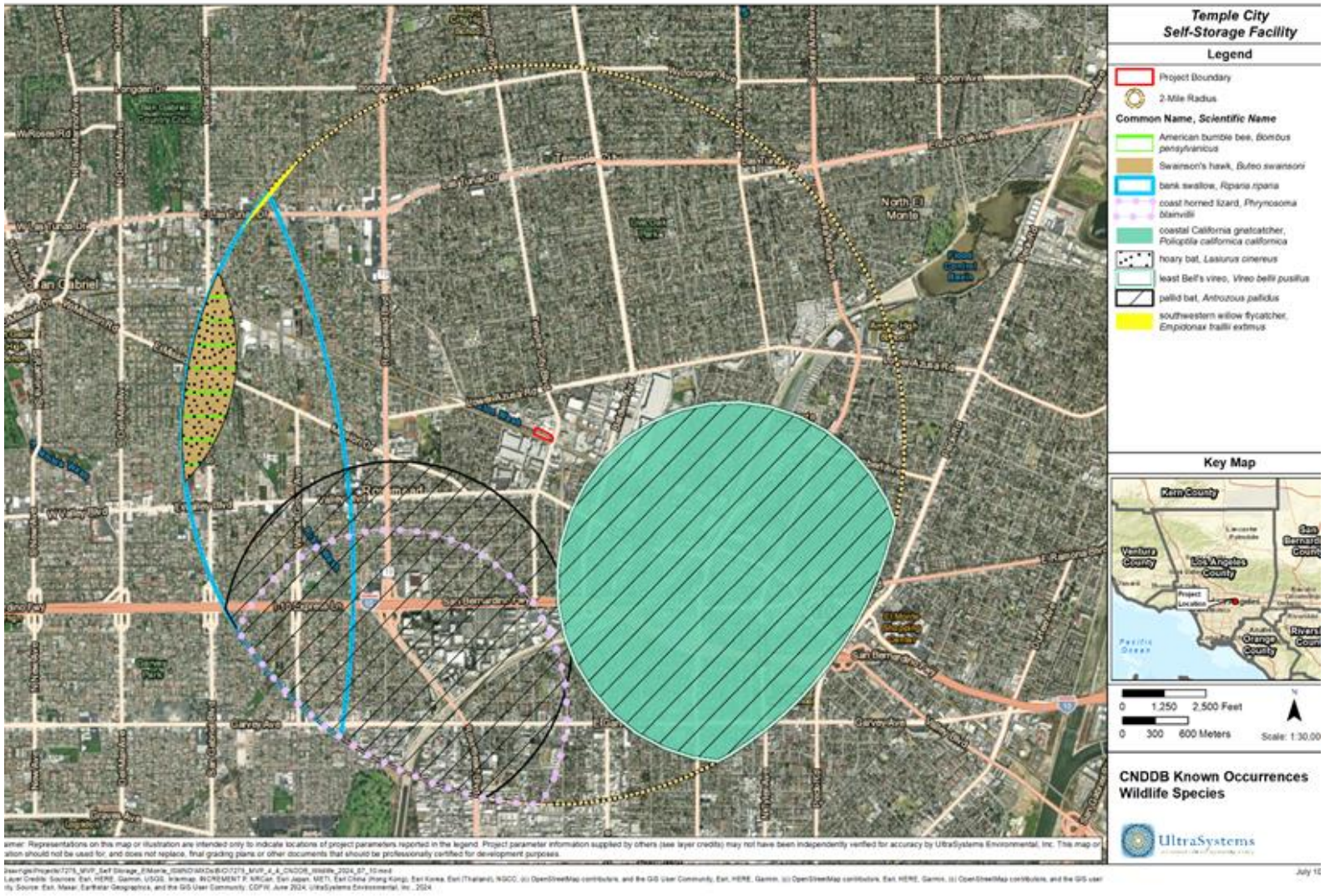
Four special-status wildlife species, Cooper's hawk (*Accipiter cooperii)*, American peregrine falcon (*Falco peregrinus anatum*), western mastiff bat (*Eumops perotis californicus*), and western yellow bat (*Lasiurus xanthinus*) were determined to have a low potential to occur within the BSA.

Results of the literature review determined that the majority of the species evaluated in the wildlife inventory are not expected to occur within the BSA. The four special-status wildlife species determined to have a low potential to occur in the BSA are discussed further below. It is not anticipated that the project would significantly impact these species because they were determined to have only a low potential to occur in the BSA, and these mobile species would likely utilize alternate areas during project activities.

- **Cooper's hawk (*Accipiter cooperii*)** Cooper's hawks are medium-sized hawks of the woodlands. These raptors are commonly sighted in parks, neighborhoods, over fields, and even along busy streets if there are large trees nearby for perching, and adequate prey species such as other birds and small mammals. They prefer to breed in more densely wooded areas than those that occur in the BSA, such as woodland openings and edges of riparian and oak habitat (Cornell Lab or Ornithology, 2023). Cooper's hawks build nests in pines, oaks, Douglas-firs, beeches, spruces, and other trees (Cornell Lab of Ornithology, 2024).

Cooper's hawk is relatively adaptive to urbanized settings such as the BSA and could utilize the area for passage (fly-over), hunting, and foraging. The BSA does not provide optimal nesting woodland habitat to support this species. As discussed previously, the project is not anticipated to significantly impact Cooper's hawk.

Figure 4.4-3
CNDDB KNOWN OCCURRENCES: WILDLIFE SPECIES – TWO MILE RADIUS



American peregrine falcon (*Falco peregrinus anatum*) The American peregrine falcon is a crow-sized species of falcon that can be found throughout North America in a wide variety of ecosystems. The species preys on small mammals such as rabbits and squirrels, reptiles such as snakes and lizards, as well as smaller species of birds. The American peregrine is known to nest on high perches such as cliffsides, bridges, and tall buildings, making it adaptable to urban settings (Cornell Lab of Ornithology, 2024).

The BSA contains structures that may be considered suitable for nesting for this species. However, conditions in the BSA are not optimal habitat, and presence of this species will likely be limited to infrequent foraging and flyover passage.

- **Western mastiff bat (*Eumops perotis californicus*)** Western mastiff bat is an uncommon resident in southeastern San Joaquin Valley and Coastal Ranges from Monterey County southward through southern California, from the coast eastward to the Colorado Desert. The species occurs in many open, semi-arid-to-arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub, and urban areas. Crevices in cliff faces, high buildings, trees, and tunnels are required for roosting; this species is non-migratory and moves among alternate daytime roosts. Western mastiff bats roost alone or in small colonies, usually of fewer than 100 bats; however, this species also commonly shares roosts with other large bats such as big brown bat (*Eptesicus fuscus*), pallid bat (*Antrozous pallidus*), and Brazilian free-tailed bat (*Tadarida brasiliensis*; Zeiner, et al., 1988-1990).

Western mastiff bat may occasionally roost in urban structures and ornamental trees, such as those present in the BSA. However, urbanized settings are not considered optimal to support this species; the BSA does not provide high-quality habitat. As discussed previously, the project is not anticipated to significantly impact western mastiff bat.

Western yellow bat (*Lasiurus xanthinus*) Western yellow bat is an uncommon species of bat that occurs in Southern California, specifically Los Angeles and San Bernadino counties and south to the Mexican border. Western yellow bats can be found most often in habitats that include desert riparian, valley foothill riparian, and palm oasis habitats. This species preys on flying insects and often forages over streams or bodies of water. It is known to roost almost exclusively in palm trees (CDFW, 2008).

The BSA contains palm trees adjacent to a drainage channel that may be suitable for western yellow bats to roost in. However, this is not optimal habitat for this species and the project is unlikely to significantly impact habitat for this species.

Migratory Bird Treaty Act (MBTA) Birds

Ornamental trees within the BSA could provide suitable future or current nesting sites, including nesting sites for species. In addition, bare soil BSA could support ground nesting birds such as horned lark (*Eremophila alpestris*), killdeer (*Charadrius vociferus*), and others.

Migratory birds are protected by the MBTA and also by the California Fish and Game Code, which renders it unlawful to take migratory birds, and their nests, eggs, and young. California courts have held that take includes incidental take and is not limited to hunting and fishing and other activities that are specifically intended to kill protected fish and wildlife.

The project could potentially result in adverse impacts to MBTA birds through removal of suitable nesting areas and project activities that would cause increased dust, vibration, noise, and other

disturbances. Implementation of a pre-construction breeding bird survey (**BIO-1**), discussed below, is recommended as mitigation to offset these impacts.

Mitigation Measures

If construction occurs during the nesting season, indirect impacts to migratory birds could occur from increased noise, vibration, and dust during construction. This could adversely affect the breeding behavior of some birds, and lead to the loss (take) of eggs and chicks, or nest abandonment. Impacts to nesting birds would have a potential significant impact if protected breeding birds are present. To maintain compliance with the MBTA and Fish and Game Code, and to avoid impacts or take of migratory non-game breeding birds and other native birds, their nests, young, and eggs, Mitigation Measure BIO-1 (MM BIO-1) will be implemented.

Implementation of mitigation measure **BIO-1** would minimize or avoid significant impacts to special-status wildlife species to a less than significant level.

MM BIO-1: Pre-Construction Breeding Bird Survey

If construction activities, including staging, are anticipated to commence during the nesting season (between January 1 and August 31 of any given year, or as determined by a local CDFW office), a qualified avian biologist shall conduct a preconstruction nesting bird survey between three to seven days prior to construction.

In accordance with the MBTA and California Fish and Game Code (§§ 3503, 3503.5, 3513), if an active bird nest of a species protected by the MBTA is located during the pre-construction survey and would potentially be affected, a no-activity buffer zone shall be delineated on maps and marked in the field by fencing, stakes, flagging, or other means up to 500 feet for raptors, or 100 feet for non-raptors. Materials used to demarcate the nests will be removed as soon as work is complete, or the fledglings have left the nest. The qualified avian biologist will determine the appropriate size of the buffer zone based on the type of activities planned near the nest and bird species.

The survey will be conducted between three to seven days prior to the onset of scheduled activities, including building demolition and vegetation trimming or removal and will include all potential nest sites, such as open ground, trees, shrubs, grasses, burrows, and structures during the breeding season.

The project applicant will make every effort to conduct the pre-construction survey and subsequent removal of all physical features that could potentially serve as avian nest sites (e.g., staging and stockpiling, structure removal, clear and grub, grading, fill, etc.) to avoid impacts to nesting birds.

If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted by demolition or construction activities, the site will be mapped and the exact location provided to the construction foreman, City, and project applicant. The qualified biologist will establish a buffer zone around the active nest, which will be delimited (fencing, stakes, flagging, orange snow fencing, etc.) at a minimum of 100 feet, or as the qualified biologist determines is appropriate, for the detected species. The biologist will determine the appropriate buffer size based on the planned activities and tolerances of the nesting birds. This

no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities.

Periodic monitoring by the qualified avian biologist will be performed to determine when nesting is complete. After the nesting cycle is complete, project activities may begin within the buffer zone.

If no breeding birds or active nests are observed during the preconstruction survey or they are observed and will not be impacted, project activities may begin, and no further mitigation will be required.

Level of Significance After Mitigation

With implementation of **BIO-1**, the project would result in less than significant impacts to MBTA birds, and no additional mitigation is proposed.

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

No Impact

The project site is comprised of disturbed and developed/ornamental land covers. The BSA also contains primarily paved areas, buildings, sidewalks, and some ornamental landscape vegetation. The BSA does not support riparian habitat or other sensitive natural communities (CDFW, 2023). The project would not impact riparian habitat, or sensitive natural communities identified in local, regional state, or federal plans, policies, or regulations. No impact is anticipated in this regard. Land cover types mapped within the BSA are discussed below and shown in **Figure 4.4-4** *Land Cover Types*.

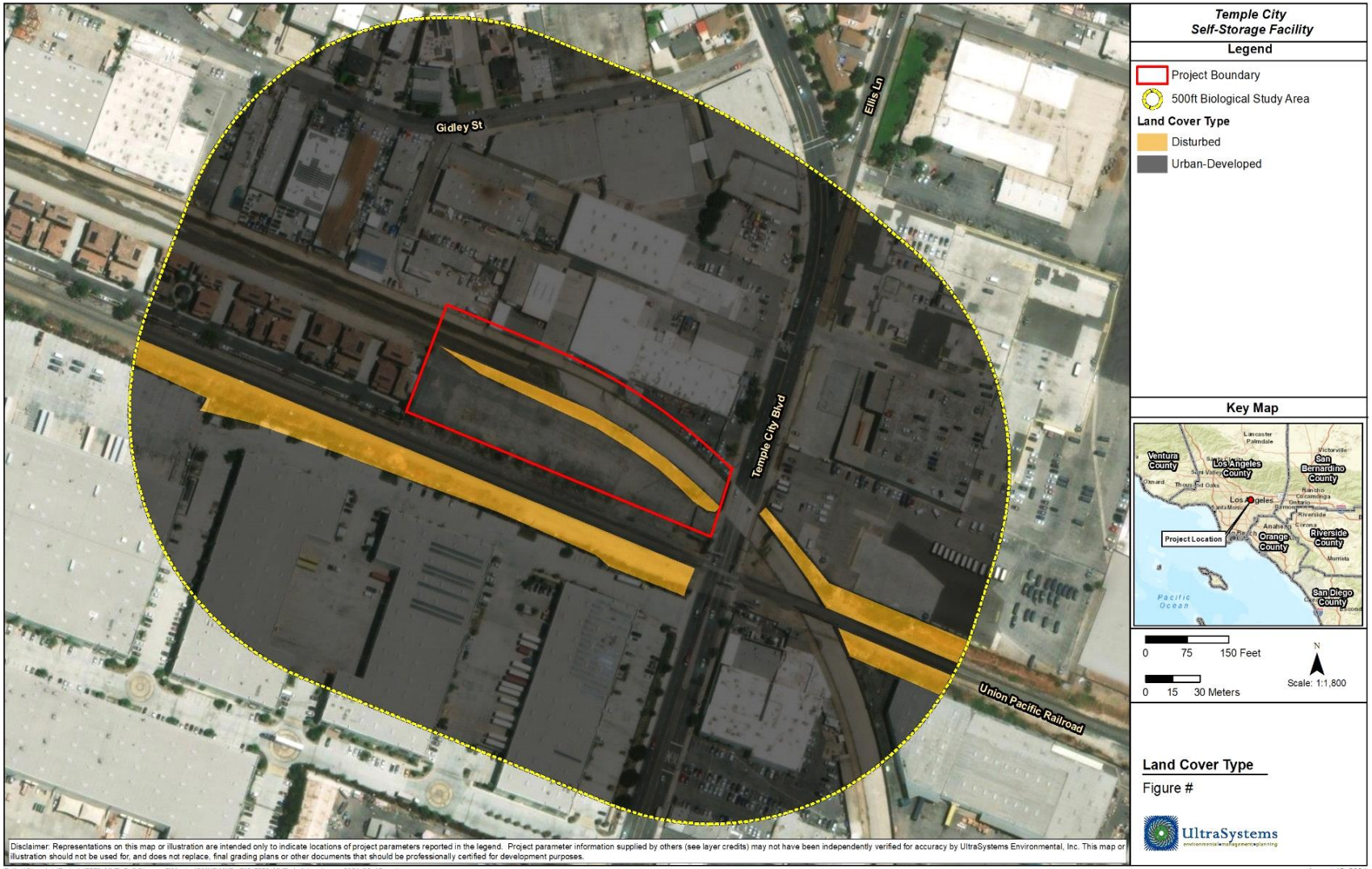
Land Cover Types

Developed/Ornamental: Developed/ornamental land cover type may generally include man-made structures such as houses, sidewalks, buildings, parks, water tanks, flood control channels, transportation infrastructure (roads, bridges), and ornamental landscaping consisting of non-native plant species that occurs in parks, gardens, buildings, and parking lots. Approximately 2.19 acres of developed/ornamental land cover was mapped on the project site, comprising the southern segment. Approximately 35.77 acres of developed/ornamental land cover was mapped in the BSA, comprising the majority of its area.

Disturbed: Disturbed areas that comprise the majority of the project site and other areas in the BSA are characterized by highly compacted surfaces. These surfaces contain highly compacted gravelly soils where there is very low cover of ruderal vegetation. Approximately 2.04 acres of disturbed land cover was mapped within the BSA; approximately 0.27 acres were mapped on the project site, comprising its northern segment.

The BSA does not support riparian habitats or other sensitive natural communities (CDFW, 2023; Google Earth, 2024). The project would not cause impacts on riparian habitat or sensitive natural communities identified in local, regional state, or federal plans, policies, or regulations. No impacts are anticipated in this regard.

Figure 4.4-4
LAND COVER TYPES



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

No Impact

As previously discussed, the project site is situated in a developed area surrounded by commercial and industrial facilities. Wetlands, including marshes, vernal pools, and other waters of the U.S. or State, were not observed during the evaluation. The project would not directly remove, fill, or interrupt the hydrology of state or federal protected wetlands. No impacts are anticipated in this regard.

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

No Impact

The project site and surrounding areas do not support resident or migratory fish species or wildlife nursery sites.

A wildlife corridor is a connection of habitat, generally native vegetation, which joins two or more larger areas of similar habitat that are otherwise separated by natural barriers, changes in vegetation composition, or land permanently altered for human activities (e.g., parks, cemeteries); and by infrastructure, including roads, railroads, residential development, or fencing.

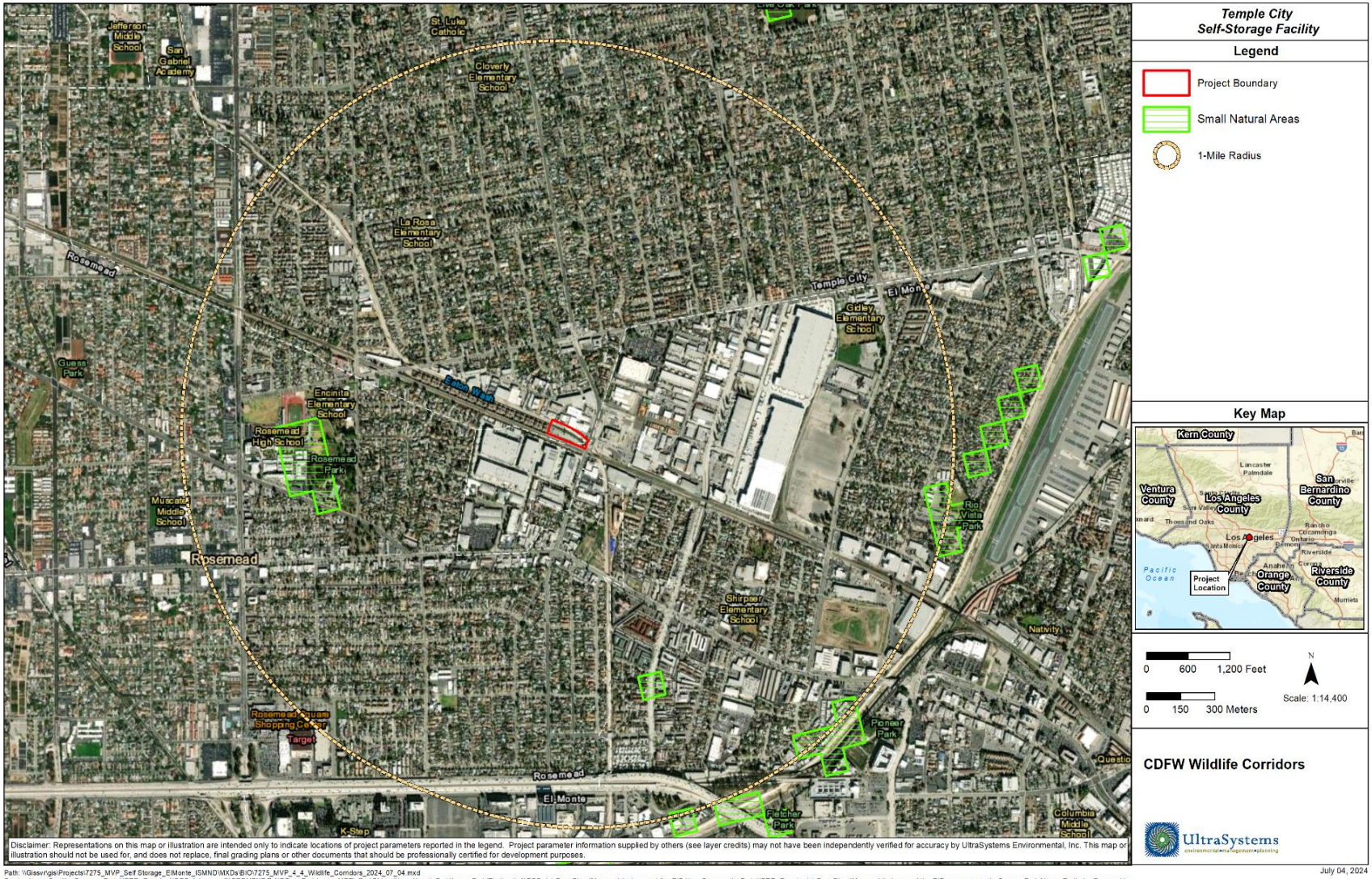
Wildlife corridors may either be contiguous strips of vegetation and habitat, such as ridgelines or riverbeds, or intermittent patches of habitat or physical features spaced closely enough to allow safe travel. Corridors can be natural, such as a riparian corridor, or man-made, such as culverts, tunnels, drainage pipes, walls, underpasses, overpasses, or streets. Man-made corridors are often referred to as "wildlife crossings" and they allow wildlife to pass over, under, or through physical barriers that otherwise hinder movement. Wildlife corridors also vary greatly in size, shape, and composition.

Due to the urbanization of the region, movement of some mammals that require larger dispersal distances would likely be deterred. Species that are less restricted in movement and/or are well-adapted to urbanized areas such as raccoon, skunk, coyote, and mountain lion (*Puma concolor*) are more likely to move through areas of the BSA.

Predators (e.g., coyotes) and smaller mammals (e.g., raccoons [*Procyon lotor*] and striped skunks [*Mephitis mephitis*]) are known to use washes (natural and channelized), culverts, underpasses, and city streets for travelling, often but not necessarily limited to overnight hours when human activity decreases (Baker and Timm, 1998; Grubbs and Krausman, 2009; Ng et. al., 2004).

The BSA does not overlap with CDFW wildlife corridors (CDFW, 2024a). The nearest wildlife corridor, a CDFW Small Natural Area, is located approximately .75 mile west from the project site (see **Figure 4.4-5**, *Wildlife Corridors*). Due to existing urbanization within the BSA, the project would not interfere with or impede the movement of any resident or migratory fish or wildlife species or the use of established resident or migratory wildlife corridors. No impact would occur.

Figure 4.4-5
CDFW WILDLIFE CORRIDORS



Path: \\Gissvr\gis\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\BIO\7275_MVP_4_4_Wildlife_Corridors_2024_07_04.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; Spencer, W.D., P. Beier, K. Penrod, K. Winters, C. Paulman, H. Rustigian-Romsos, J. Strittholt, M. Parisi, and A. Pettler. 2010. California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California. Prepared for California Department of Transportation, California Department of Fish and Game, and Federal Highways Administration; BIOS , 2008-2019; UltraSystems Environmental, Inc., 2024.

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

Less Than Significant Impact

The ornamental trees lining the northern extent of the project boundary (Google Earth Pro, 2024) will be removed during construction. No conflicts with the El Monte, Municipal Code, Title 14, Chapter 14.03 (Tree Protection Ordinance; El Monte, California, Code of Ordinances, 2012) are anticipated as a result of the project. Less than significant impact is anticipated in this regard.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact

The proposed project is not located within an HCP, NCCP, or other approved HCP area (CDFW, 2024a) and therefore would not conflict with the provisions of an adopted habitat conservation plan, natural communities' conservation plan, or other approved local, regional, or state habitat conservation plan. No impacts would occur, and no mitigation is proposed.

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c. Disturb any human remains, including those interred outside of formal cemeteries?		X		

Information from the *Cultural Resources Report,* dated July 31, 2024 (see **Appendix D**), prepared by UltraSystems for the Self-Storage Facility – 4301 Temple City Boulevard Project in the City of El Monte has been used to prepare this section.

4.5.1 Methodology

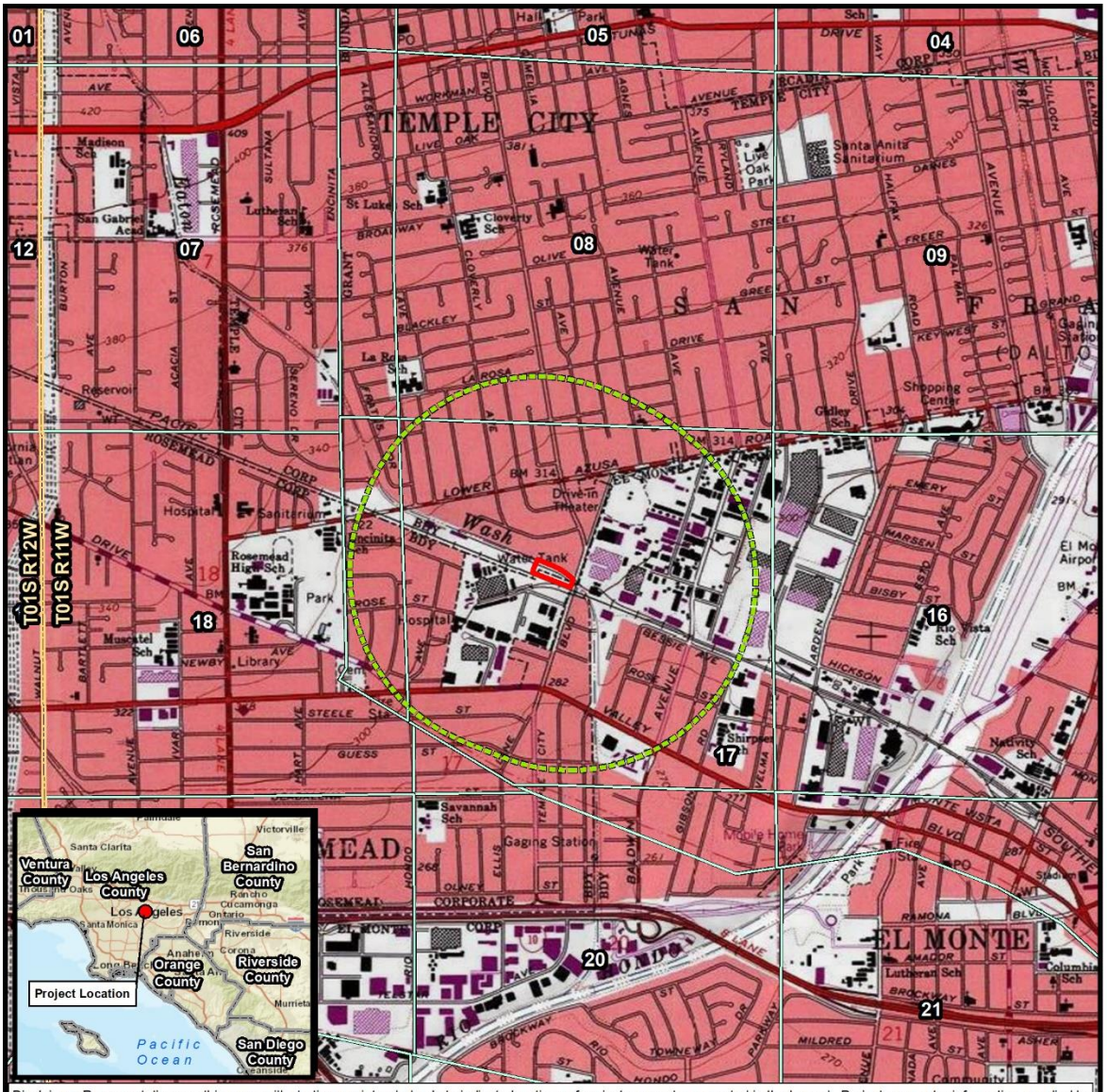
A cultural resources inventory was conducted June 26, 2024, for the Self-Storage Facility Project site (**Figure 4.5-1,** *Topographic Map*) that included a California Historic Resources Inventory System (CHRIS) records and literature search at the South-Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The SCCIC records search was conducted by Megan Doukakis, Assistant Project Archaeologist. Additionally, a request was made to the Native American Heritage Commission (NAHC) to conduct a search of their Sacred Lands File (SLF) for potential traditional cultural properties as well as to provide a list of local Native American tribal organizations and tribal representatives to contact. The NAHC request was made on June 14, 2024, and a reply was received on July 9, 2024; letters were sent to the listed tribes on July 12, 2024, and follow-up telephone calls were conducted following in conclusion of the response period on July 23, 2024. A pedestrian field survey of the project site was conducted on July 5, 2024.

4.5.2 Existing Conditions

Based on the cultural records search, it was determined that no prehistoric and historic cultural resources have been identified previously within the project site boundary, the Area of Potential Effect (APE). Within the 0.5-mile buffer zone, there are three recorded historic-era and no prehistoric cultural resources. **Table 4.1-1** in **Appendix D** summarizes these resources. No prior surveys included the project parcel (see Section 4.1.2 and Table 4.1-2 in **Appendix D**.)

Of those three resources only one has been recorded adjacent to the project site boundary. That is the Union Pacific Railroad (UPRR) that runs through the Los Angeles area and El Monte and passes along the south edge of the project site. This was historically known as the Southern Pacific Railroad (SPRR) (19-186112) and dates to the 1870's. The larger single-track railroad runs from Yuma, Arizona through the Imperial Valley, over the San Bernardino Mountains into the San Gabriel Valley and terminates in Los Angeles County. This was the third railroad to be constructed in the area after the Los Angeles & San Pedro Railroad and the Southern Pacific line. Much of the Union Pacific Railroad track was constructed utilizing materials from the prior railroads.

Figure 4.5-1
TOPOGRAPHIC MAP



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\Gissvr\gis\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\7275_MVP_4_5_Topo_2024_06_25.mxd
June 25, 2024
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Copyright:© 2013 National Geographic Society, i-cubed; California Department of Conservation, 2019; UltraSystems Environmental, Inc., 2024.

Scale: 1:24,000

N

0 1,000 2,000 Feet

0 250 500 Meters

Legend

- Project Boundary
- Half-Mile Radius
- Township Boundary
- Section Boundary

Temple City Self-Storage Facility

Topographic Map
USGS Quadrangle: El Monte
Township: 1S Range: 11W
Section: 17

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During the initial recording of the SPRR in 1999, the resource was recommended eligible for the NRHP listing under Criterion A and B. Although this railroad was the first transcontinental connection from the Los Angeles area, almost none of the original structures remain, making this resource not eligible for the National Register of Historic Places (NRHP; see **Section 4.1.1** in **Appendix D**).

The pedestrian field survey undertaken for this project noted that the main project site had been graded flat and was covered with asphalt, while an approximately 26-foot wide strip of open space along the north boundary adjacent to the Eaton Wash channel was steeply sloped downward to the north and would have been disturbed during construction of the channel (see **Section 4.3** in **Appendix D**).

4.5.3 Impact Analysis

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

No Impact

A historical resource is defined in § 15064.5(a)(3) of the *CEQA Guidelines* as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in or determined eligible for the California Register, included in a local register, or identified as significant in a historic resource survey are also considered as historical resources under CEQA.

Similarly, the National Register criteria (contained in Code of Federal Regulations Title 36 Section 60.4) are used to evaluate resources when complying with Section 106 of the National Historic Preservation Act. Specifically, the National Register criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that (a) are associated with events that have made a significant contribution to the broad patterns of our history; or (b) that are associated with the lives of persons significant in our past; or (c) that embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or (d) that have yielded or may be likely to yield, information important to history or prehistory.

A substantial adverse change in the significance of a historical resource, as a result of a project or development, is considered a significant impact on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. Direct impacts are those that cause substantial adverse physical change to a historic property. Indirect impacts are those that cause substantial adverse change to the immediate surroundings of a historic property, such that the significance of a historical resource would be materially impaired.

There are no historic resources within the project site. The single adjacent historic property, the UPRR tracks, may receive a visual indirect impact only.

A search for the Built Environmental Resource Directory (BERD) provided by the Office of Historic Preservation was conducted for this project. It was determined that the project area does not have any resources present that have been evaluated under the NRHP. It was determined that within the 0.5-mile radius of the project area there are 21 properties that have been evaluated under the NRHP. Nineteen of these are residences. The remaining two properties are commercial/industrial buildings. All listed properties were issued the same evaluation score code of 6Y, which denotes that the property has been determined ineligible for the NRHP by consensus through the Section 106 Process. Code 6Y also indicates that the property has not been evaluated for the California Register or any other local listing. (See Table 4.4 in **Appendix D**.)

With no project impacts to the UPRR anticipated, there would be no substantial adverse change in the significance of a historical resource pursuant to under § 15064.5, and therefore the proposed project would not adversely impact historical resources.

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

<u>Less than Significant Impact with Mitigation Incorporated</u>

An archaeological resource is defined in § 15064.5(c) of the CEQA Guidelines as a site, area or place determined to be historically significant as defined in § 15064(a) of the CEQA Guidelines, or as a unique archaeological resource defined in § 21083.2 of the Public Resources Code as an artifact, object, or site that contains information needed to answer important scientific research questions of public interest or that has a special and particular quality such as being the oldest or best example of its type, or that is directly associated with a scientifically-recognized important prehistoric or historic event or person.

The cultural resources records search conducted at the SCCIC determined that there are no prehistoric cultural resource sites or isolates recorded with the project boundary or within the 0.5-mile buffer area of the project APE (**Section 4.1** in **Appendix D**).

A NAHC SLF search was conducted on and within a 0.5-mile buffer around the project site. The NAHC letter of July 9, 2024, was positive for the presence of a traditional cultural property within this area and to contact the Gabrielino Band of Mission Indians - Kizh Nation for further information. Sixteen representatives of eight Native American tribes were contacted July 10, 2024, via letter and email requesting a reply if they have knowledge of cultural resources in the area that they wished to share and asking if they had any questions or concerns regarding the project. (See Section 4.2 and Attachment C in **Appendix D.**) These tribes included:

- Cahuilla Band of Indians
- Gabrielino Band of Mission Indians – Kizh Nation
- Gabrielino/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

An email response was received on July 10, 2024, from the Admin Specialist for the Gabrieleño Band of Mission Indians – Kizh Nation requesting the lead agency's contact information; the tribe did not provide information on the SLF site. Ms. Doukakis responded on July 12, 2024, that the project is in the early stages, and we do not have information on who the lead agency for this project will be, also that this is a CEQA project and so the lead agency will contact them during the AB 52 process in the future. An email

response was received on July 11, 2024, from Vanessa Minott, Tribal Administrator for the Santa Rosa Band of Cahuilla Indians indicating that the tribe defers comments to the Soboba Band of Luiseño Indians.

An email response was received on July 18, 2024, from Christina Conley, Tribal Consultant and Administrator for the Gabrielino Tongva Indians of California Tribal Council, indicating that the project APE is within a tribally sensitive site and that they wish to monitor ground disturbances and asked about our steps; Ms. Doukakis responded on July 19, 2024, indicating that we are currently preparing the Cultural Resources Inventory and we will include the tribe's response and recommendations in that report. Ms. Doukakis also asked for information that they wish to share on the potentially tribally sensitive site. Ms. Conley responded on July 23, 2024, indicating that the APE is within a sacred area with known/documented findings, and the NAHC deemed the area positive for TCR which confirms the presence of them for the tribe.

Following up on the initial letter and email contacts, telephone calls were conducted by Ms. Doukakis on July 23, 2024, to complete the outreach process. These calls were to the ten tribal contacts who had not already responded to UEI mailing and email. Four telephone calls were placed with no answer and so messages could be left describing the project and requesting a response. These were to BobbyRay Esparza, Cultural Director and Anthony Madrigal, Tribal Historic Preservation Officer for the Cahuilla Band of Indians; Sandonne Goad, Chairperson for the Gabrieleno/Tongva Nation; and Sam Dunlap, Cultural Resource Director for the Gabrieleno/Tongva Nation. The call to Anthony Morales, Chairperson of the Gabrielino/Tongva San Gabriel Band of Mission Indians was not answered, and the call was dropped; therefore, there was no ability to leave a voice message. In the call to Charles Alvarez with the Gabrielino-Tongva Tribe, the phone line was found to be disconnected and so no message could be left. In the call to Erica Schenck, Chairperson for the Cahuilla Band of Indians there was no answer, the mailbox was full, and so no message could be left. There have been no further responses from these tribes to date. During the telephone call of July 23, 2024, Joseph Ontiveros of the Cultural Resource Department for the Soboba Band of Luiseño Indians indicated that the tribe would defer comments to Mr. Anthony Morales, Chairman of the San Gabriel Band of Mission Indians. (See Section 4.2 and Attachment C in **Appendix D.**)

A pedestrian survey of the project site was conducted on July 5, 2024, by Stephen O'Neil, M.A., RPA. The survey consisted of walking, visually inspecting, and photographing the exposed ground surface areas throughout the project site using standard archaeological procedures and techniques. The survey was conducted in an opportunistic manner where exposed surface and landscaping was present. The site was accessed through the south-side fencing west of Temple City Boulevard.

The survey started in the southeast corner of the lot and transects were walked east to west in five-meter segments until the last transect ended in the northwest corner covering the paved surface. Finishing the paved area, the survey proceeded to an open space between the paved surface and the Eaton Wash channel running the length of the project site. This space varies between approximately 27 and 30 feet wide and slopes down four feet to the north. This was walked from east to west in one transect.

The main portion of the project site is a flat asphalt paved surface with no exposed ground surface, though innumerable fissures allow abundant vegetation to grow through. The space between the pavement and the channel is open ground surface though mostly obscured by vegetation, both dried and living.

There is a large scatter of trash and clothing in the northwest corner that may be the remnant of a homeless camp or gathering place, though there is no evidence of overnight occupation. At the base of one of three palm trees in the open space at the northeast corner is a small shelter constructed around the trunk. Further evidence of intrusion can be seen in the southwest corner of the parcel

where fencing has been burned, as well as superficial burning of the trunks of the five palm trees along the north edge of the site. Vegetation in the asphalt cracks consisted of dried grasses and various volunteer non-native weeds. Vegetation in the space between the pavement and the wash channel consisted predominantly of dried wild radish (*Raphanus sativus*) and patches of native Jimson Weed (*Datura wrightii*). Two species of palm trees grow in the space between the paved surface and wash channel – two California fan palms (*Washingtonia filifera*) in the center and three Canary Island palms (*Pheonix canariensis*) in the eastern portion. There was no visibility on the paved surface. In the open space between the along the channel there were several instances of rodent tunnel surface deposits where the soil beneath had been brought up and could be observed.

The result of the pedestrian survey was negative for both prehistoric and historic sites and isolates. (Aerial photos indicate that the project site has been paved since at least the 1980s with a narrow open gap between the pavement and the Easton Wash channel, and construction of the Eaton Wash channel would have thoroughly disturbed the adjacent soil.)

A search of the Built Environmental Resource Directory (BERD) provided by the Office of Historic Preservation (2021) was conducted and it was determined that the project area does not have any resources present that have been evaluated under the NRHP.

The past use of the project site for storage and vehicle parking (see Section 2.2.3.3 in **Appendix D**) suggests that ground on the project site has been disturbed, with little native surface soil remaining. The cultural resources investigation conducted by UltraSystems, which included a CHRIS records search of the project site and buffer zone, a search of the SLF by the NAHC, and pedestrian field survey, suggests there is a low potential for undisturbed unique archeological resources exist on the project site.

The prior fully built environment of the project site, with the Easton Wash Channel that was also constructed here along the north project boundary, suggests that the ground here has been significantly disturbed. There will be subsurface grading for the new structure foundations up to 12 feet for the basement bottom and an additional four feet for the elevator pits for a total of 16 feet excavation below grade. This would reach into previously undisturbed native soil.

The cultural resource study findings suggest that there is a low potential for finding resources during the storage facility construction work. However, grading and trenching activities associated with development of the project would cause new subsurface disturbance and may result in the unanticipated discovery of unique historic and/or prehistoric archaeological resources. In the event of an unanticipated discovery, implementation of mitigation measure **CUL-1** and **CUL-2** described below would ensure that impacts on archeological resources would be less than significant.

Mitigation Measures:

MM CUL-1 In the event of an unexpected discovery of a cultural resource as defined by CEQA Guidelines § 15064.5, during any project-related earth-disturbing activities, all earth-disturbing activities within 60 feet of the find shall be halted and the City of El Monte shall be notified. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to assess the significance of the find. Impacts on any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the

SCCIC. Construction activities may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place.

A Monitoring and Treatment Plan shall be prepared by a qualified archaeologist. The qualified archaeologist shall recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area and afforded the necessary time and funds to recover, analyze, and curate the find(s). Construction activities may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place.

MM CUL-2 Prior to the commencement of grading or excavation, workers conducting construction activities and their foremen will receive Worker Environmental Awareness Program (WEAP) training from a qualified archaeologist regarding the potential for sensitive archaeological and paleontological resources to be unearthed during grading activities. The workers will be directed to report any unusual specimens of bone, stone, ceramics or other archaeological artifacts or features observed during grading and/or other construction activities to their foremen and to cease grading activities in the immediate vicinity of the discovery until a qualified archaeologist or Native American cultural monitor is notified of the discovery by the Superintendent of the project site and can assess their significance. The WEAP shall be implemented to educate all construction personnel of the area's environmental conditions and the environmental protection measures that must be adhered to by all workers throughout the duration of project construction.

Training materials shall be language-appropriate for all construction personnel. Upon completion of the WEAP, workers shall sign a form stating that they attended the program, understand all protection measures, and shall abide by all the rules of the WEAP. A record of all trained personnel shall be kept with the construction foreman at the project field construction office and shall be made available to any resource agency personnel. If new construction personnel are added to the project later, the construction foreman shall ensure that new personnel receive training before they start working. The archaeologist shall provide hard copies of the WEAP presentation to the construction foreman.

Level of Significance After Mitigation

With implementation of Mitigation Measure **MM CUL-1** and **MM CUL-2** above, the project would result in less than significant impacts to archeological resources.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

<u>Less than Significant Impact with Mitigation Incorporated</u>

As previously discussed in **Section 4.5.b)** above**,** the project would be built on heavily disturbed land that has been previously graded and is in a suburban area. No human remains have been previously identified or recorded onsite.

The proposed project includes grading activities for the installation of infrastructure including water, sewer, and utility lines; and for construction of the proposed buildings. Grading would involve new

subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. California Health and Safety Code § 7050.5 specifies the procedures to follow during the unlikely discovery of human remains. CEQA § 15064.5 describes determining the significance of impacts on archeological and historical resources. California Public Resources Code § 5097.98 stipulates the notification process during the discovery of Native American human remains, descendants, disposition of human remains, and associated grave goods.

In the unlikely event of an unexpected discovery, implementation of mitigation measure **CUL-3** would ensure that impacts related to the accidental discovery of human remains would be less than significant.

Mitigation Measure

MM CUL-3 If human remains are encountered during excavations associated with this project, all work will stop within a 30-foot radius of the discovery and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).

Level of Significance After Mitigation

With adherence to applicable codes and regulations protecting cultural resources and with implementation of Mitigation Measure **MM CUL-3** above, the proposed project would result in less than significant impacts to human remains.

4.6 Energy

Would the project:	Potentially Significant Impact	Less than Significant Impact 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?			X	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

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

4.6.1 Electricity

Construction Use

Southern California Edison (SCE) will provide electric power for the proposed project. Temporary electric power for as-necessary lighting and electronic equipment will be provided by SCE. The amount of electricity used during construction would be temporary and minimal, as demand would primarily stem from use of electrically powered hand tools.

Operational Use

Project operation would require electricity for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Additionally, the supply, conveyance, treatment, and distribution of water used by the project would indirectly result in electricity usage. As part of the air quality and greenhouse gas emissions analyses (refer to **Sections 4.3** and **4.8**), the California Emissions Estimator Model (CalEEMod) was used to estimate the electricity demand for the proposed project.

4.6.2 Natural Gas

Construction Use

Southern California Gas Company (SoCalGas) will provide natural gas for the proposed project. Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Any minor amounts of natural gas that may be consumed as a result of project construction would be temporary and negligible.

<u>Operational Use</u>

Natural gas consumption during operation would be required for various purposes, including building heating and cooling. As part of the air quality and greenhouse gas emissions analyses (refer

to **Sections 4.3** and **4.8**), the California Emissions Estimator Model (CalEEMod), was used to estimate natural gas demand for the proposed project.

Petroleum

Construction Use

Petroleum-based fuel consumed by construction equipment would be the primary energy resource expended during construction. Transportation of construction materials and construction workers would also result in petroleum consumption. Heavy-duty construction equipment, vendor trucks, and haul trucks would use diesel fuel. Construction workers would likely travel to and from the project area in gasoline-powered vehicles. California's daily total use of petroleum is approximately 1.8 million barrels (California Policy Center, 2024); petroleum use during construction would be negligible.

During project construction, trucks and construction equipment would be required to comply with the ARB's anti-idling regulations. ARB's In-Use Off-Road Diesel Fueled Fleets regulation would also apply (ARB, 2016).

Operational Use

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site. Annual project operation petroleum usage from on-road motor vehicle fuel consumption was estimated using the California Air Resources Board's Emission Factor model (EMFAC2021). As part of the air quality and greenhouse gas emissions analyses (refer to **Section 4.3** and **Section 4.8**), the California Emissions Estimator Model (CalEEMod), was used to estimate the project's vehicle miles travelled (VMT) which was included in the EMFAC analysis to predict annual diesel and gasoline fuel consumption.

4.6.3 Impact Analysis

Less than Significant Impact

Construction Phase

The amount of electricity used during construction would be temporary and minimal, as demand would primarily stem from use of electrically powered hand tools. Therefore, project construction would not result in wasteful, inefficient, or unnecessary consumption of electricity, and impacts would be less than significant.

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Any minor amounts of natural gas that may be consumed as a result of project construction would be temporary and negligible and would not have an adverse effect; therefore, construction would not result in wasteful, inefficient, or unnecessary consumption of natural gas. Therefore, impacts would be less than significant.

Construction for the proposed project is anticipated to take 18 months, from November 2025 to May 2027. Because of the short-term nature of construction and relatively small scale of the project, the project's petroleum consumption would be negligible when compared to California's daily total use of approximately 1.8 million barrels of petroleum. Vehicles driven to or from the project site (delivery trucks, construction employee vehicles, etc.) are subject to fuel efficiency standards established by the

federal government, such as ARB's anti-idling regulations and ARB's In-Use Off-Road Diesel Fueled Fleets regulation. Therefore, project construction activities regarding fuel use would not result in wasteful, inefficient, or unnecessary consumption, and impacts would be less than significant.

Operational Phase

As part of the air quality and greenhouse gas emissions analyses (refer to **Section 4.3** and **Section 4.8**), the California Emissions Estimator Model (CalEEMod) was used to estimate the petroleum, electric energy and natural gas demand for the proposed project. **Table 4.6-1** shows estimated gasoline and diesel consumption from onroad vehicle travel within the South Coast Air Basin, as well as electricity and natural gas consumption during the proposed project's operational phase. The per capita values are based on an estimated employee population of two which was provided by the client.

Table 4.6-1
ESTIMATED PROJECT OPERATIONAL ENERGY USE

Energy Type	Units	Value	Per Capita[a]
On-road Motor Vehicle Travel (Fuel)[b]	Gallons gasoline/year	24,597	12,298
	Gallons diesel/year	2,546	1,273
Electricity Use	Kilowatt-hours per year	1,291,015	645,507
Natural Gas Use	1,000 BTU per year	5,734,348	2,867,174

[a] Based upon estimated employee population of 2; see **Section 4.14**. The per capita value for the on-road motor vehicle fuel consumption is calculated from fuel consumption by passenger vehicles (automobiles and light-duty trucks).
[b] On-road Motor Vehicle Fuel Consumption calculated by UltraSystems using EMFAC2021(v1.0.2) emissions inventory web platform tool (ARB, 2022) and CalEEMod (2022.1.1.26) (CAPCOA, 2023); see **Appendix B1**.
Electricity use calculated by UltraSystems with CalEEMod (2022.1.1.26).

As shown in **Table 4.6-1**, the project would consume approximately 27,143 gallons of petroleum-based fuel per year during operation. By comparison, approximately 25 billion gallons of petroleum were consumed in California in 2021 (EIA, 2023). The anticipated increase in consumption associated with one year of project operation is 0.00011 percent of the statewide use, which is negligible. Although implementation of the project would result in an increase in petroleum use during operation, over time, vehicles would use less petroleum due to advances in fuel economy. Therefore, petroleum consumption due to the project's operations would not be wasteful, inefficient, or unnecessary, and impacts would be less than significant.

The project would consume approximately 1,291,015 kilowatt-hours (kWh) of electricity per year and 5,734,348 thousand British thermal units (kBtu) of natural gas per year. By comparison, in 2022, the latest year for which data is available, approximately 10,328 gigawatt hours of electricity were consumed by SCE nonresidential customers in Los Angeles County (CEC, 2023a). SoCalGas supplied approximately 29.5 trillion British thermal units (TBtu) in 2022 for the nonresidential customer service area in that same year (CEC, 2023b). The increase in electricity and natural gas demand at the project site would be negligible relative to the use in SCE's and SoCalGas's service areas. Therefore, electricity and natural gas consumption due to the project's operations would not be wasteful, inefficient, or unnecessary, and impacts would be less than significant.

Continued use of energy resources is consistent with the anticipated growth within the city and the general vicinity and would not result in energy consumption that would require a significant increase in energy production for the energy provider. Based on the information provided above, the proposed project would have a less than significant impact regarding wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

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

Less than Significant Impact

Title 24 Building Energy Efficiency Standards

The initial Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Compliance with Title 24 will result in a decrease in GHG emissions.

The Title 24 standards are updated on a three-year schedule, with the most current 2022 standards adopted on August 11, 2021. In December 2021, the 2022 standards were approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The Building Energy Efficiency Standards (Energy Code) apply to newly constructed buildings, additions, and alterations. They are a vital pillar of California's climate action plan. The 2022 Energy Code will produce benefits to support the state's public health, climate, and clean energy goals by encouraging implementation of efficient electric heat pumps, establishing electric-ready requirements for new homes, expanding solar photovoltaic and battery storage standards, strengthening ventilation standards, and more. Buildings with permit applications applied for on or after January 1, 2023, must comply with the 2022 Energy Code. Public Resources Code §§ 25402 subdivisions (a)-(b) and § 25402.1 emphasize the importance of building design and construction flexibility by requiring the California Energy Commission (CEC) to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space (CEC, 2022b).

Title 24 California Green Building Standards Code

The California Green Building Standards Code (Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics.

The provisions of Title 24, Part 6 apply to all buildings for which an application for a building permit or renewal of an existing permit is required by law. They regulate design and construction of the building envelope, space-conditioning and water-heating systems, indoor and outdoor lighting systems of buildings, and signs located either indoors or outdoors. Title 24, Part 6 specifies mandatory, prescriptive and performance measures, all designed to optimize energy use in buildings and decrease overall consumption of energy to construct and operate residential and nonresidential buildings. Mandatory measures establish requirements for manufacturing, construction, and installation of certain systems, equipment, and building components that are installed in buildings.

City of El Monte General Plan

The City of El Monte General Plan, "Vision El Monte General Plan," adopted in 2011, addresses resource efficiency and planning for climate change within the elements of Public Health and Safety, Community Design, Land Use, Park and Recreation and Housing. It includes policies that promote energy-efficient development in El Monte; meet state energy efficiency goals for new construction; promote green building through guidelines and nonfinancial incentives; and continue to promote and implement best practices to conserve water and other natural resources (City of El Monte, 2011b).

The project would comply with all applicable regulations and codes that require achievement of various levels of energy efficiency in building operation. These include (1) the 2022 California Energy Efficiency Standards for Nonresidential Buildings (California Code of Regulations Title 24, Part 6), and (2) the 2022 California Green Building Standards Code (CALGreen; California Code of Regulations Title 24 Part 11). The proposed project will also be built in compliance with the energy-efficient practices outlined in the City of El Monte General Plan. It would adhere to and would not conflict with or obstruct applicable federal, state, and local requirements for energy efficiency, including Title 24 standards and General Plan policies. Therefore, impacts would be less than significant.

4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less than Significant Impact 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.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

This section is based on the following technical reports:

Paleontological Resources Records Search for the Self-Storage Facility Project (7275), by Alyssa Bell, Natural History Museum of Los Angeles County, dated June 23, 2024; and *Geotechnical Investigation, Proposed Self Storage Facility, 4301 Temple City Boulevard, El Monte, California*, completed by Southern California Geotechnical, dated September 2, 2024, Prepared for Magellan Value Partners, LLC. Complete copies of both of these reports are included as Appendices D2 and E, respectively, to this Initial Study.

a) Would the project 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.

No Impact

The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,650 years (i.e., during the Holocene Period). The project site is not located within an Alquist-Priolo (AP) Earthquake Hazard Zone (see **Figure 4.7-1** *Alquist-Priolo Earthquake Fault Zones*). The nearest active fault to the project site mapped by the U.S. Geological Survey is the East Montebello Fault, about 2.7 miles to the southwest (USGS, 2024) (see **Figure 4.7-2**). The geotechnical investigation for the project site did not identify evidence of faulting on or near the project site. Therefore, the possibility of fault rupture onsite is considered low (SCG, 2024, p. 13). No impact would occur.

ii) Strong seismic ground shaking?

Less than Significant Impact

Several active faults in the region are known, including the East Montebello Fault; the Raymond Fault, about 3.5 miles north of the project site; and the Sierra Madre Fault, about six miles north of the site (USGS, 2024) (see Figure 4.7-2). Strong ground shaking is likely to occur onsite within the design lifetimes of the proposed building. The California Building Code (CBC) contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with a specified probability at the site. The geotechnical investigation report includes seismic design parameters estimated pursuant to CBC requirements that must be used in project design. Compliance with recommendations of the geotechnical investigation report would be a condition of the project grading permit. Impacts would be less than significant after compliance with CBC requirements and recommendations of the geotechnical investigation report.

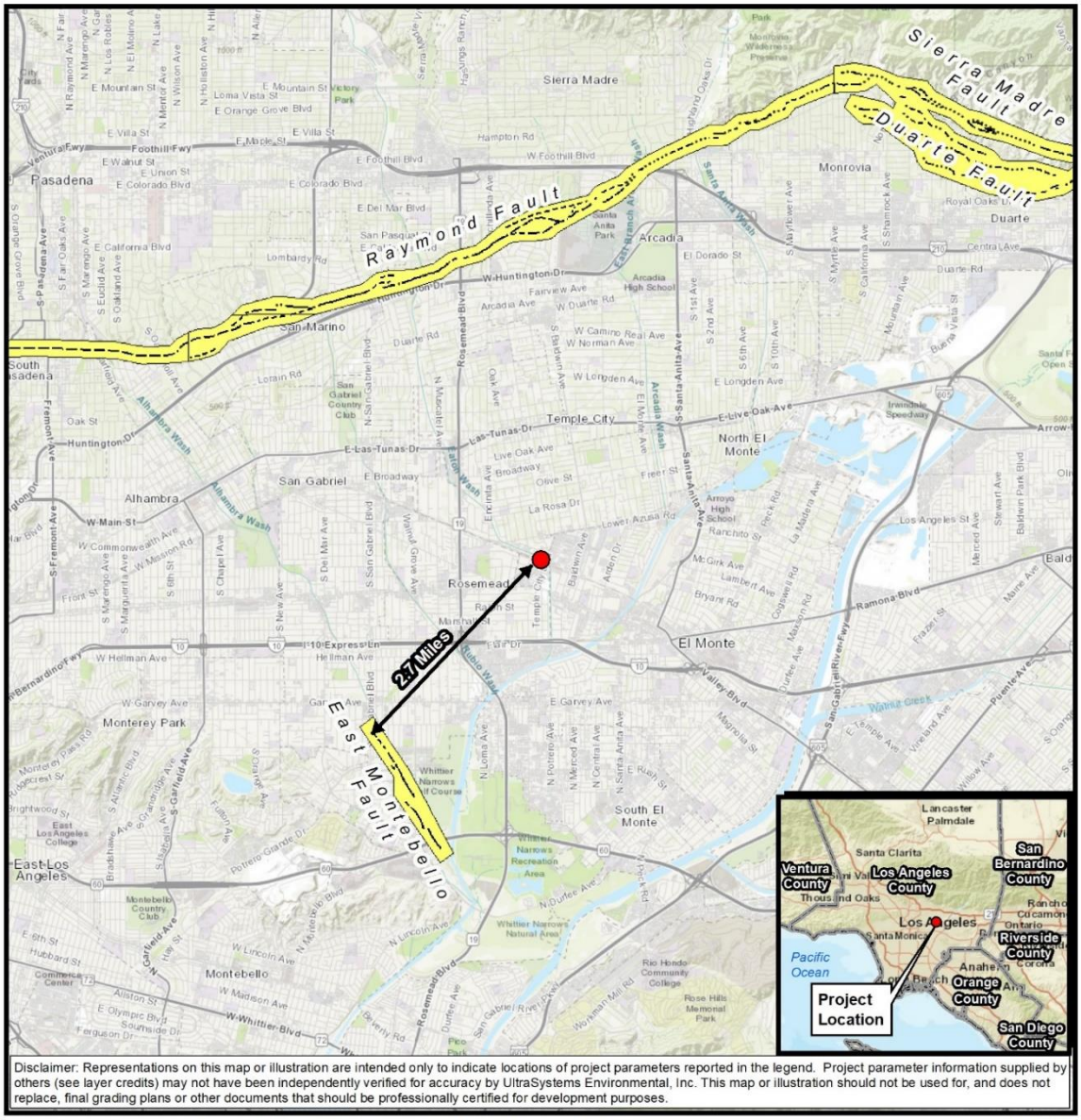
iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact

Liquefaction is the sudden decrease in the strength of cohesionless soil due to dynamic or cyclic shaking. Saturated soils behave temporarily as a viscous fluid (liquefaction) and consequently lose their capacity to support the structures built on them. The potential for liquefaction decreases with increasing clay and gravel content but increases as the ground acceleration and duration of shaking increase. Liquefaction potential has been found to be the greatest where the groundwater level and loose sands occur within 50 feet of the ground surface.

The project site is in a zone of required investigation for liquefaction, as shown on **Figure 4.7-3**. A liquefaction analysis was conducted as part of the geotechnical investigation report; the analysis methods are described in detail in **Appendix E**. The analysis identified potentially liquefiable soils at three of the six boring locations, and one of the five cone penetrometer test (CPT) locations onsite. The historic high groundwater depth was estimated at about 20 feet below ground surface. Dynamic settlements due to liquefaction ranging from 0.19 inch to 1.07 inches are estimated in soil from the borings, and dynamic settlement of 0.45 inch is estimated based on one of the CPT tests. Differential settlement of up to 0.5 inch over 50 feet is estimated (SCG, 2024, p. 17).

Figure 4.7-1
ALQUIST-PRIOLO EARTHQUAKE FAULT ZONES



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\Gissvr\gis\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\7275_MVP_4_7_Alquist_Priolo_2024_07_10.mxd

July 10, 2024

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Seismic Hazards Program, California Geological Survey, California Department of Conservation, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community; CA Dept. of Conservation, September 2021; UltraSystems Environmental, Inc., 2024.

Temple City Self-Storage Facility

Alquist Priolo Earthquake Fault Zones

Scale: 1:95,040

N

0 0.75 1.5 Miles

0 0.75 1.5 Kilometers

Legend

- Project Location
- Alquist Priolo Special Study Zone Boundary
- Alquist Priolo Potentially Active Fault

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Figure 4.7-2
REGIONALLY ACTIVE FAULTS

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Path: \\gissvr\GIS\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\7275_MVP_4_7_Active_Faults_2024_09_10.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community; U.S./California Geological Survey, 2006; UltraSystems Environmental, Inc., 2024.

September 10, 2024

Temple City Self-Storage Facility
Regionally Active Faults

Scale: 1:63,360

N

0 0.5 1 Miles

0 0.5 1 Kilometers

Legend

- Project Location
- Active Faults
- Older Quaternary Faults
- Class B, Unspecified Quaternary, Undifferentiated Quaternary

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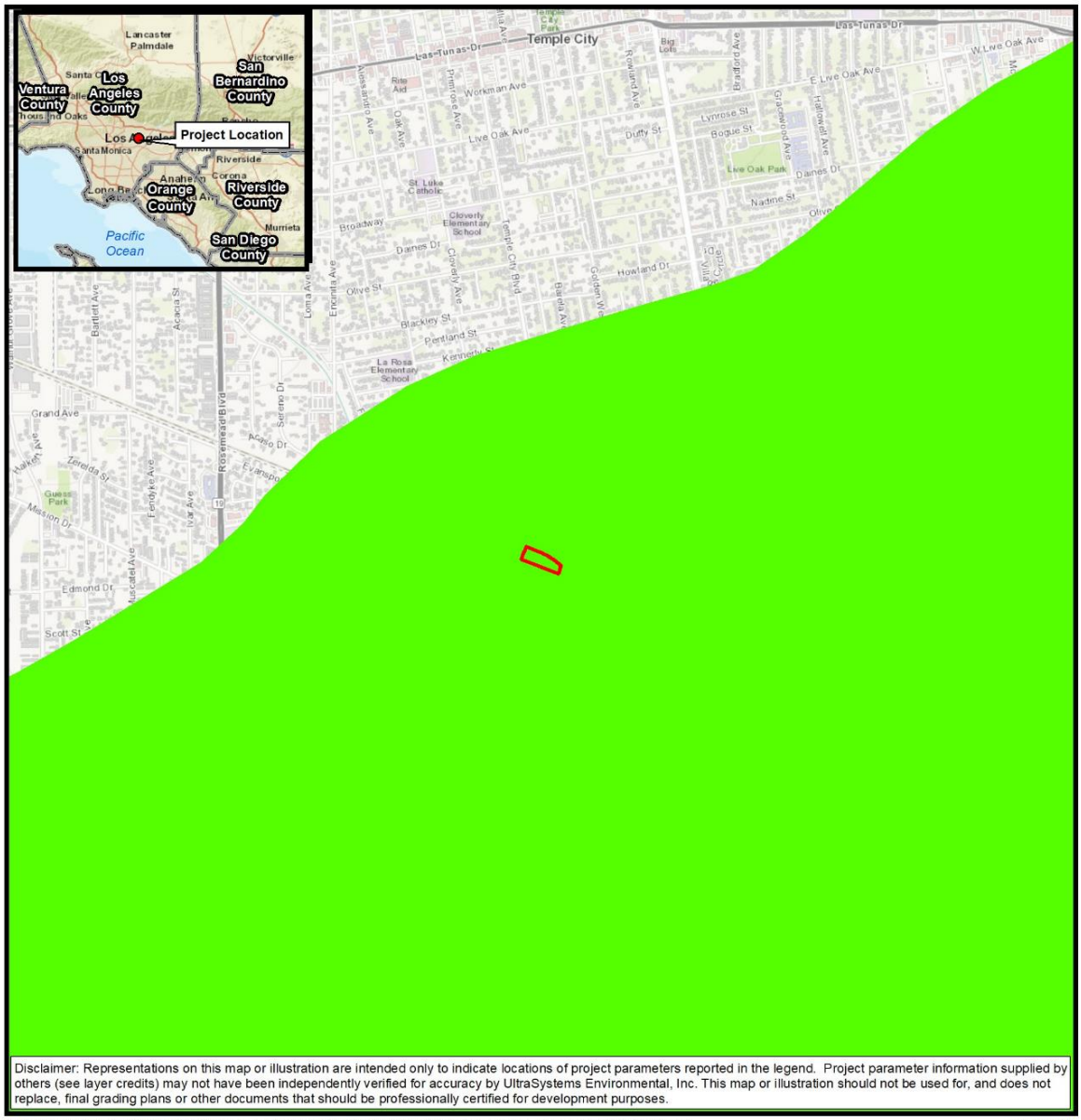
Figure 4.7-3
LANDSLIDES AND LIQUEFACTION HAZARD ZONES



The geotechnical investigation report recommends use of shallow foundations consisting of square and rectangular footings; or a mat-slab foundation (SCG, 2024, pp. 25-26). The project design would comply with the recommendations of the geotechnical investigation report, as a condition of the project grading permit. Impacts would be less than significant after compliance with CBC requirements and recommendations of the geotechnical investigation report.

iv) Landslides?

No Impact

The project site is relatively flat, and the site surroundings are built out with urban uses. Thus, project development would not exacerbate landslide hazards, and no impact would occur.

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

Less Than Significant Impact

Construction

Erosion is the detaching of soil particles from the soil surface; common causes of erosion in the project region are wind, water, and tracking of soil offsite by vehicles. Site clearance, grading, and construction would disturb and expose large amounts of soil, leaving the soil vulnerable to erosion. The project applicant would be required by the California State Water Resources Control Board (SWRCB) to obtain coverage under a *National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (General Permit; Order No. 2022-0057-DWQ). The General Permit regulates discharges to waters of the U.S. from stormwater and authorized non-stormwater associated with construction activity from sites that disturb one or more acres of land.

The Construction General Permit requires potential dischargers of pollutants into waters of the U.S. to prepare a site-specific Stormwater Pollution Prevention Plan (SWPPP), which establishes enforceable limits on discharges, requires effluent monitoring, designates reporting requirements, and requires implementation of construction best management practices (BMPs) to reduce or eliminate point and non-point source discharges of pollutants, including sediment resulting from wind or water erosion.

Implementation of standard wind and water erosion BMPs during construction are intended to minimize or avoid soil erosion. Therefore, construction-related impacts regarding soil erosion or the loss of topsoil would be less than significant.

Operation

At project completion the entire project site would be developed with the proposed building, parking lot, and landscaped areas. Therefore, the potential for substantial soil erosion or the loss of topsoil during the operational phase of the project would be less than significant.

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

Less than Significant Impact

The currently improved portion of the project site surface consists of asphalt concrete about 1 to 3 inches

thick overlying up to 6 inches of aggregate base; in turn overlying alluvium. The alluvial soils within the upper 12 to 19½± feet generally consist of very loose to medium dense silty fine sands, silty fine to medium sands and fine sandy silts. At greater depths, the alluvium generally consists of loose to dense fine sands, fine to medium sands, fine to coarse sands, silty fine to medium sands, and fine sandy silts (SCG, 2024, p. 8).

Landslides

Project development would not exacerbate landslide hazards, as substantiated above **in Section 4.7.a.iv** on page 4.7-5 above.

Liquefaction

The liquefaction analysis for the project identified liquefiable soils underlying the site, and the geotechnical investigation report recommended shallow foundations to minimize hazards from liquefaction; see **Section 4.7.a.iii** on page 4.7-5 above.

Lateral Spreading

Lateral spreading is the rapid downslope movement of surface sediment, in a fluid-like flow, due to liquefaction in a subsurface layer. The project site is relatively flat. The one free face near the project site, the south bank of Eaton Wash, is an engineered concrete drainage channel wall and therefore, does not contribute to lateral spreading hazard onsite. Project development would not exacerbate existing risks from lateral spreading; impacts would be less than significant.

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. The project site is not in an area of ground subsidence mapped by the U.S. Geological Survey (USGS, 2024). Project development would not exacerbate hazards related to ground subsidence, and impacts would be less than significant.

Collapse

Collapsible soils consist of loose, dry, low-density materials that collapse and compact with the addition of water and/or excessive loading. Collapsible soils result in structural damage such as cracking of the foundation, floors, and walls in response to settlement.

The geotechnical investigation report determined that artificial fill soils and near-surface native alluvium are compressible and recommend removal of existing soils to a depth of 15 feet below the ground surface or at least 3 feet below the proposed basement subgrade, whichever is deeper; and replacement of such soils as compacted structural fill (SCG, 2024, p. 21). Compliance with recommendations of the geotechnical investigation report would be a condition of the project grading permit. Impacts would be less than significant after implementation of the recommendations of the geotechnical investigation report.

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

<u>Less than Significant Impact</u>

Expansive soils shrink and swells with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Repeated changes in soil volume due to water content fluctuations may compromise structure foundations. The geotechnical investigation report determined that near-surface site soils have very low to non-expansive expansion potentials (expansion indices of 0 and 2; SCG, 2024, p. 18). The foundation and floor slab design recommendations in the geotechnical investigation report were made in consideration of the expansion index test results. Compliance with recommendations of the geotechnical investigation report would be a condition of the project grading permit. Impacts would be less than significant after implementation of recommendations in the geotechnical investigation report.

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

No Impact

The project would include construction of sewer laterals connecting to an existing sewer main; therefore, the project would not include septic tanks or alternative wastewater disposal systems. No impact would occur.

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

Less than Significant Impact with Mitigation Incorporated

The San Gabriel Basin region is dominated by unconsolidated to semi-consolidated alluvium deposited by streams flowing out of the San Gabriel Mountains. These deposits include Pleistocene and Holocene (11,700 years ago to the present) alluvium and the lower Pleistocene San Pedro Formation. The sediment underlaying the project site and surroundings is described as "Young alluvial fan deposits" of Holocene and latest Pleistocene origin – "Unconsolidated deposits of alluvial fans and headwater drainages of fans. Consists predominantly of gravel, sand, and silt" (map symbol Qyf; Campbell, et al. 2014).

Los Angeles County Natural History Museum (LACM) records indicate that there are no fossil localities within the project site, but there are fossil localities nearby from the same sedimentary deposits that occur in the proposed project area, either at the surface or at depth (Bell 2024:1). These localities are described in **Table 4.7-1** below.

Table 4.7-1
FOSSIL LOCALITIES IN THE PROEJECT REGION

Locality Number	Location	Formation	Taxa	Depth
LACM VP 2027	1600 block, Bridgen Rd., Pasadena	Unknown Formation (Pleistocene)	Mammoth (*Mammuthus*)	Unknown
LACM VP 3363	W of Monterey Pass Road in Coyote Pass; Monterey Park	Unknown Formation (Pleistocene; sand and silt)	Horse (*Equus*)	Unknown
LACM IP 20258	Brickyard, S Ferris Ave, Belvedere Gardens	Unknown Formation (Pleistocene)	Invertebrates (common tower shell [*Turitella*], moon snail [Naticidae])	Unknown
LACM VP 7702	Intersection of 26th St and Atlantic Blvd, Bell Gardens	Unknown Formation (Pleistocene; silt)	Fish (*Gasterosteus*); Snake (Colubridae), Rodents (*Thomomys, Microtus, Reithrodontomys)*; Rabbit (*Sylvilagus*)	30 ft bgs

Source: Bell, 2024

The project includes a basement with finished floor 12 feet below ground surface (bgs). The project geotechnical investigation report recommends removal, engineering, and replacement of soils to depths of 15 feet below the ground surface or at least 3 feet below the proposed basement subgrade, whichever is deeper. Considering the known fossil localities in the project region, fossils could be present in soils under the project site and could be damaged by project ground-disturbing activities.

Any substantial excavations below the uppermost layers should be closely monitored to quickly and professionally collect any specimens without impeding development. Grading and excavation activities associated with development of the project would cause new subsurface disturbance and could result in the unanticipated discovery of paleontological resources. In the event of an unexpected discovery, implementation of mitigation measure **GEO-1** below**,** would ensure paleontological resources or unique geologic features are not significantly affected.

Mitigation Measure

MM GEO-1 Before the beginning of project ground-disturbing activities, the project proponent shall retain a paleontologist to be available on-call during ground-disturbing activities. If paleontological resources are uncovered during project construction, the contractor shall halt construction activities within 50 feet of the find and notify the City of El Monte Planning Division. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that are found during construction on the project site.

Level of Significance After Mitigation

With implementation of mitigation measure **GEO-1** above, potential impacts related to paleontological resources would be less than significant.

4.8 Greenhouse Gas Emissions

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

4.8.1 Background Information on Greenhouse Gas Emissions

4.8.1.1 Introduction

Life on earth depends on energy coming from the sun. About half the light reaching Earth's atmosphere passes through the air and clouds to the surface, where it is absorbed and then radiated upward in the form of infrared heat. About 90 percent of this heat is then absorbed by carbon dioxide (CO_2) and other greenhouse gases (GHG) and radiated back toward the surface, which is warmed to a life supporting average of 59 degrees Fahrenheit (°F) (NASA, 2023).

Human activities are changing the natural greenhouse. Over the last century, the burning of fossil fuels such as coal and oil has increased the concentration of atmospheric CO_2. This happens because the coal or oil burning process combines carbon in the fuel with oxygen in the air to make CO_2. To a lesser extent, the clearing of land for agriculture, industry, and other human activities has increased concentrations of GHGs (NASA, 2023).

GHGs are defined under the California Global Warming Solutions Act of 2006 (AB 32) as CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6). Associated with each GHG species is a "global warming potential" (GWP), which is a value used to compare the abilities of different GHGs to trap heat in the atmosphere. GWPs are based on the heat absorbing ability of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years). The GWPs of CH_4 and N_2O are 25 and 298, respectively (GMI, 2023). "Carbon dioxide equivalent" (CO_2e) emissions are calculated by weighing each GHG compound's emissions by its GWP and then summing the products. HFCs, PFCs, and SF_6 would not be emitted in significant amounts by the Temple City Self Storage Facility project sources, so they are not discussed further.

Carbon Dioxide (CO_2). Carbon dioxide is a colorless, odorless gas consisting of molecules made up of two oxygen atoms and one carbon atom. It is produced when an organic carbon compound (such as wood) or fossilized organic matter (such as coal, oil, or natural gas) is burned in the presence of oxygen. Since the industrial revolution began in the mid1700s, industrial activities have increased in scale and distribution. Prior to the industrial revolution, CO_2 concentrations were stable at a range of 275 to 285 ppm (IPCC, 2007). The National Oceanic and Atmospheric Administration's Earth System Research Laboratory indicates that the global monthly mean concentration of CO_2 was 423.43 parts per million (ppm) in May 2024 (ESRL, 2024). These concentrations of CO_2 exceed by far the natural range over the last 650,000 years (180 to 300 ppm) as determined from ice cores.

Methane (CH_4). Methane is a colorless, odorless nontoxic gas consisting of molecules made up of four hydrogen atoms and one carbon atom. CH_4 is combustible, and is the main constituent of natural gas, a fossil fuel. It is released when organic matter decomposes in low oxygen environments. Natural sources include wetlands, swamps and marshes, termites, and oceans. Anthropogenic sources include the mining of fossil fuels and transportation of natural gas, digestive processes in ruminant animals such as cattle, rice paddies, and the buried waste in landfills. Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH_4. Other anthropogenic sources include fossil fuel combustion and biomass burning.

Nitrous Oxide (N_2O). Nitrous oxide is a colorless, nonflammable gas with a sweetish odor, commonly known as "laughing gas," and sometimes used as an anesthetic. N_2O is naturally produced in the oceans and in rainforests (USEPA, 2011). Manmade sources of N_2O include the use of fertilizers in agriculture, nylon and nitric acid production, cars with catalytic converters and the burning of organic matter. Concentrations of N_2O also began to rise at the beginning of the industrial revolution.

4.8.1.2 Regulatory Setting

GHGs are regulated at the national, state, and air basin level; each agency has a different degree of control. The United States Environmental Protection Agency (USEPA) regulates at the national level, the California Air Resources Board (ARB) regulates at the state level, and the South Coast Air Quality Management District (SCAQMD) regulates at the air basin level in the Temple City Self Storage Facility project area.

4.8.1.3 Federal Regulations

The USEPA collects several types of GHG emissions data. These data help policy makers, businesses, and the USEPA track GHG emissions trends and identify opportunities for reducing emissions and increasing efficiency. The USEPA has been maintaining a national inventory of GHG emissions since 1990 and in 2009 established mandatory reporting of GHG emissions from large GHG emissions sources.

The EPA is also achieving GHG reductions through partnerships and initiatives, evaluating policy options, costs, and benefits, advancing the science, partnering internationally and with states, localities, and tribes, and helping communities adapt.

Corporate Average Fuel Economy (CAFE) Standards

National Highway Traffic Safety Administration's (NHTSA) Corporate Average Fuel Economy (CAFE) standards regulate the distance vehicles must cover per gallon of fuel. The agency establishes CAFE standards for passenger cars and light trucks (referred to as light-duty vehicles), as well as separate guidelines for fuel consumption by medium- and heavy-duty trucks and engines. The latest CAFE standards were proposed by the NHTSA in July 2023 and finalized in June 2024 (NHTSA, 2023). Effective August 23, 2024, passenger cars and light trucks will see an increase of two percent annually for passenger cars in model years 2027–2031. For light trucks, the increase will be zero percent per year for model years 2027–2028 and two percent per year for model years 2029–31. Additionally, NHTSA is setting final fuel efficiency standards for heavy-duty pickup trucks and vans (HDPUVs) with a 10 percent annual increase for model years 2030–32 and further increases for model years 2033–35.

Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule

On March 31, 2020, the USEPA and the NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program, revoked California's authority to set its own GHG

emissions standards and set zero emission vehicle (ZEV) mandates in California. The loss of the ZEV sales requirements would likely result in additional gasoline-fueled vehicles being sold in the State and criteria emissions increasing. On April 30, 2020, during the Trump administration, USEPA and NHTSA issued the Final SAFE Rule (NHTSA, 2020), which relaxed the federal GHG emissions and CAFE standards and would probably have resulted in increased CO_2 emissions. However, this regulation was repealed on December 21, 2021, by the Biden administration (USEPA, 2024).

4.8.1.4 State Regulations

Executive Order (EO) S 305

On June 1, 2005, the governor issued EO S 305, which set the following GHG emission reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

To meet these targets, the Climate Action Team (CAT) prepared a report to the Governor in 2006 that contained recommendations and strategies to help ensure that the targets in EO S305 are met.

Assembly Bill 32 (AB 32)

In 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006, also known as AB 32. AB 32 focuses on reducing GHG emissions in California. It required that GHGs emitted in California be reduced to 1990 levels by the year 2020. The ARB is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming. AB 32 also required that by January 1, 2008, the ARB determine what the statewide GHG emissions level was in 1990, and that it approve a statewide GHG emissions limit, so it may be applied to the 2020 benchmark. The ARB approved a 1990 GHG emissions level of 427 million metric tons of CO_2e ($MMTCO_2e$), on December 6, 2007, in its Staff Report. Therefore, in 2020, emissions in California were required to be at or below 427 $MMTCO_2e$.

Under the "business as usual or (BAU)" scenario established in 2008, statewide emissions were increasing at a rate of approximately one percent per year, as noted below. It was determined that the 2020 estimated BAU of 596 $MMTCO_2e$ would have required a 28 percent reduction to reach the 1990 level of 427 $MMTCO_2e$.

As part of the 2014 update, the ARB revised the 2020 Statewide limit to 431 million MT of CO_2e, an approximately one percent increase from the original estimate. The 2020 business as usual forecast in the update is 509 million MT of CO_2e. The state would need to reduce those emissions by 15.3 percent to meet the 431 million MT of CO_2e 2020 limit.

Climate Change Scoping Plan

The first AB 32 Scoping Plan (ARB, 2008) contained the main strategies to achieve the 2020 emissions cap. These included direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

In December 2022, the ARB approved its Final 2022 Scoping Plan Update (ARB, 2022), which adds carbon neutrality to the former Scoping Plan and identifies a technologically feasible, cost-effective path to reduce GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045 or earlier. The 2022 Plan focuses on efforts to shift away from fossil fuels resulting in a 94 percent decrease in liquid petroleum demand, a 71 percent decrease in smog-related pollutants, a job increase of four million, and $200 billion of health cost savings for Californians (ARB, 2022).

Renewables Portfolio Standard (Scoping Action E3)

The California Energy Commission estimates that in 2000 about 12 percent of California's retail electric load was met with renewable resources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. California's current RPS is intended to increase that share to 44 percent by 2024. Increased use of renewables will decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. Governor Brown signed Senate Bill (SB) 350 in October 2015, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030.

Senate Bill 375 (SB 375)

Senate Bill (SB) 375 passed the Senate on August 30, 2008, and was signed by the Governor on September 30, 2008. Per SB 375, the transportation sector is the largest contributor of GHG emissions and contributes approximately 45 percent of the GHG emissions in California, with automobiles and light trucks alone contributing almost 30 percent. SB 375 indicates that GHGs from automobiles and light trucks can be reduced by new vehicle technology. However, significant reductions from changed land use patterns and improved transportation also are necessary. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions; (2) aligns planning for transportation and housing; and (3) creates specified incentives for the implementation of the strategies.

Executive Order B-30-15

On April 29, 2015, the governor issued Executive Order B-30-15, which added an interim target of GHG emissions reductions to help ensure the State meets its 80 percent reduction by 2050, as set in EO S-3-05. The interim target is to reduce GHG emissions by 40 percent by 2030. It also directs state agencies to update the Scoping Plan, update Adaptation Strategy every three years, and take climate change into account in their planning and investment strategies. Additionally, it requires the state's Five-Year Infrastructure Plan will take current and future climate change impacts into account in all infrastructure projects.

Title 24

Although not originally intended to reduce GHGs, California Code of Regulations Title 24 Part 6: California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. The California Energy Commission updates the standards every three years. The 2022 standard, effective January 1, 2023, encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more (CEC, 2024).

4.8.1.5 Local Regulations

Los Angeles County Climate Action Plan

The County of Los Angeles is committed to planning sustainably for the future while ensuring a livable, equitable, and economically vibrant community. Planning sustainably includes acknowledging the local role in climate change and how the County can mitigate its greenhouse gas (GHG) emissions and prepare for (i.e., adapt to) anticipated climate-related changes. The County adopted a Climate Action Plan (2045 CAP) on June 25, 2024, which builds upon the Unincorporated Los Angeles County Community Climate Action Plan 2020 and the Air Quality Element of the Los Angeles County General Plan 2035. The 2045 CAP provides the GHG emissions inventory for the year 2018, and GHG reduction targets for 2030, 2035, and 2045. The County aims to reduce GHG emissions by 40 percent below 2015 levels by 2030, 50 percent by 2035, and 83 percent by 2045. The County has implemented strategies, measures, and actions to reduce its GHG emissions and meet the reduction targets.

The State has set goals for reducing GHG emissions by 2020, 2030, and 2045 through AB 32, SB 32, SB-100, EO-B-55-18. The State passed an executive order (EO-B-55-18), which mandate statewide net carbon neutrality by 2045. In the interim, the State has also provided a target of 40 percent below 2020 levels by 2030. The 2030 target will put the County on a path toward the State's long-term goal to achieve zero net carbon emissions by 2045 (County of Los Angeles, 2024). In 2030, Los Angeles County would need to reduce its emissions to 1,580,723 $MTCO_2e$ to meet the GHG reduction target of 40 percent below 2020 levels. **Table 4.8-1** shows countywide targets for reducing GHG emissions.

Table 4.8-1
LOS ANGELES COUNTY GHG REDUCTION TARGETS FOR COUNTYWIDE EMISSIONS

Strategy	Target
2025 Target	Reduce GHG emissions Countywide by 25 percent below 2015 levels.
2035 Target	Reduce GHG emissions Countywide by 50 percent below 2015 levels.
2045 Target	Achieve carbon neutrality for County municipal operations.
2050 Target	Achieve carbon neutrality Countywide.

Source: County of Los Angeles, 2024, p.2-10

City of El Monte

Vision El Monte General Plan, the City of El Monte General Plan adopted in 2011, addresses resource efficiency and planning for climate change within the Public Health and Safety Element. A description of climate vulnerability findings along with the City's climate adaptation goals, policies, and actions are provided in this element. The General Plan discusses an adopted Hazard Mitigation Plan (HMP) which provides the City with information on climate change vulnerability (City of El Monte, 2011b). The 2021 Public Health and Safety Element technical update presents an assessment of climate vulnerability and the necessary adaptation policies mandated by state law, and it includes the most recent version of the HMP in the General Plan by reference.

Impact Analysis

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

Less Than Significant Impact

Impact Thresholds

As discussed earlier, California has enacted several pieces of legislation that relate to GHG emissions and climate change, many of which set aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a numerical threshold of significance nor any specific mitigations are included or provided in these CEQA Guideline amendments.

The following thresholds of significance are based on criteria in **Appendix G** of the State CEQA Guidelines. A project has the potential to create a significant environmental impact if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHG.

GHG Significance Threshold

Neither the City of El Monte, the SCAQMD nor the State CEQA Guidelines Amendments provide adopted quantitative thresholds of significance for addressing a commercial project's GHG emissions. Nonetheless, § 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in § 15064.4, this analysis includes an impact determination based on: (1) an estimate of the amount of greenhouse gas emissions resulting from the project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

SCAQMD's guidance uses a tiered approach rather than a single numerical emissions threshold. If a project's GHG emissions "fail" the non-significance of a given tier, then one goes to the next one.

The threshold selected for this analysis is Tier 3, which establishes a screening significance threshold level to determine significance using a 90 percent emission capture rate. For Tier 3, the SCAQMD estimated that at a threshold of approximately 3,000 metric tons (tonnes) CO_2e per year, emissions would capture 90 percent of the GHG emissions from new residential or commercial projects (SCAQMD, 2008).

Construction GHG Emissions

Construction is an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment, import or export of soil, and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from

construction activities, only GHG emissions from onsite construction activities and offsite hauling and construction worker commuting are considered as project generated. As explained by the California Air Pollution Control Officers Association (CAPCOA) in its 2008 white paper (CAPCOA, 2008), the information needed to characterize GHG emissions from manufacture, transport, and end of life of construction materials would be speculative at the CEQA analysis level; CEQA does not require an evaluation of speculative impacts (CEQA Guidelines § 15145). Therefore, the construction analysis does not consider such GHG emissions but does consider non speculative ones.

Estimated criteria pollutant emissions from the Temple City Self Storage Facility project were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.26 (CAPCOA, 2023), which was described in **Section 4.3.7**. The results of this analysis are presented in **Table 4.8-2**. The total construction GHG emissions would be **530.2 metric tons CO_2e**. Thus, consistent with SCAQMD recommendations (SCAQMD, 2008, p. 3-10), construction GHG emissions have been amortized over a 30-year period and included with the operational GHG emissions. For each construction year, annual GHG emissions would be far below the threshold of 3,000 MT of CO_2e per year and therefore would be less than significant.

Table 4.8-2
PROJECT CONSTRUCTION RELATED GHG EMISSIONS

Year/Phase	Annual Emissions (MT/yr)			
	CO_2	CH_4	N_2O	CO_2e
2025	40.7	< 0.005	< 0.005	42.2
2026	373	0.01	0.02	380
2027	107	< 0.005	< 0.005	108
Total	**520.7**	**0.02**	**0.03**	**530.2**

Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.26) (CAPCOA, 2022).

Operational GHG Emissions

The proposed Temple City Self Storage Facility Project would construct a 133,460 square-foot self-storage facility, which would include approximately1,185 square feet of office, kitchen and restroom space. Operational emissions would result from area sources, motor vehicles, and energy demand, as presented in **Table 4.8-3**. Amortized construction emissions are also included in the operational calculations because some GHG pollutants emitted during construction remain in the atmosphere for long periods of time, and subsequently their impacts occur in the future years during operation after construction is complete.

Table 4.8-3
PROJECT OPERATIONAL GHG EMISSIONS

Emission Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Mobile (Motor Vehicles)	233
Area Sources	2.73
Energy Demand (Electricity & Natural Gas)	618
Water Demand	88.1
Solid Waste Generation	51.9
Construction Emissions[a]	17.67
Total	**1,011.4**

[a] Total construction GHG emissions were amortized over 30 years and added to those resulting from the operation of the project.
Source: Calculated by UltraSystems with CalEEMod (Version 2022.1.1.26) (CAPCOA, 2022).

Thus, consistent with SCAQMD recommendations (SCAQMD, 2008, p. 3-10), construction GHG emissions have been amortized over a 30-year period and included with the operational GHG emissions presented in **Table 4.83.** The amortized value of 17.67 $MTCO_2e$ (532.2 $MTCO_2e$ divided by 30) from the construction emissions calculations has been added to the proposed project's annual operational GHG emissions. For a reasonable maximum emissions case, it was assumed that the base current GHG emissions at the project site are zero. The operational GHG emissions calculated by CalEEMod Version 2022.1.1.26 (CAPCOA, 2022) are shown in **Table 4.83**. Total annual unmitigated emissions from the Temple City Self Storage Facility project, including the amortized construction emissions, would be **1,011.4 $MTCO_2e$ per year**. This is far below the SCAQMD criterion of 3,000 tonnes per year. Under the first significance criterion, therefore, operational GHG emissions would be less than significant.

Therefore, under the first significance criterion, GHG emissions would be less than significant.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?

<u>Less than Significant Impact</u>

The City of El Monte does not have an adopted climate action plan. An approach to identifying potential conflict with GHG reduction plans, policies, or regulations is to examine General Plan provisions that prescribe or enable GHG emissions control, such as the Public Health and Safety Element technical update. The Final EIR for the General Plan (City of El Monte, 2011a) lists policies and mitigation measures to reduce GHG emissions and help to quantify emissions reductions. However, the policies prescribe actions to be taken by the City and not measures to be implemented by a project proponent. Nevertheless, the proposed project would not conflict with any of the GHG emission reduction policies. As was demonstrated in **Section 4.11,** the proposed project would have less than significant impacts in relation to consistency with local land use policies or regulations and the project would not hinder the GHG emission reductions of the General Plan Update.

The proposed project would also be designed and built in compliance with the California Green Building Standards (CAL Green) Code (California Code of Regulations, Title 24, Part 11). It would not conflict with any of the applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHG, as discussed in **Section 4.8.2**, and thus impacts would be less than significant.

4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	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?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		X		
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

The information on hazardous materials sites in this section is based on a search of the GeoTracker database, maintained by the State Water Resources Control Board, on July 23, 2024.

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

<u>Less than Significant Impact</u>

Construction

Transportation of hazardous materials/waste is regulated by *California Code of Regulations* (CCR) Title 26. The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce federal and state regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary among federal, state and local

governmental authorities and private persons through a state-mandated Emergency Response Plan. Due to the significant short-term risks to public health and the environment associated with hazardous waste management during transportation of wastes, specific Commercial Hazardous Waste Shipping Routes are designated with the intent of minimizing the distance that wastes are transported and the proximity to vulnerable locations.

The proposed construction of a self-storage facility would be a temporary activity and would involve transport, storage, and use of chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. Chemical transport, storage, and use would comply with Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); Occupational Safety and Health Administration (OSHA); California hazardous waste control law; California Division of Safety and Health (DOSH); South Coast Air Quality Management District (SCAQMD), and Los Angeles County Fire Department (LACoFD) requirements.[9] The proposed project would comply with all applicable laws and regulations. Construction impacts regarding hazardous materials would be less than significant.

Operation

Operation of the self-storage facility is not expected to involve storage of substantial amounts of hazardous materials. Self-storage operators are responsible for the cost of removal of hazardous materials found on their premises (insideselfstorage.com, 2003).

The self-storage business would be required to comply with existing regulations, standards, and guidelines established by the US Environmental Protection Agency, State of California, and LACoFD related to storage, use, and disposal of hazardous materials, which would reduce the potential risk of hazardous materials exposure to a level that is less than significant.

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

<u>Less than Significant Impact</u>

Construction

Project construction would involve transport, storage, and use of chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. The construction contractor would maintain equipment and supplies onsite for containing and cleaning up small spills of hazardous materials, and in the event of a release of hazardous materials of quantity and/or toxicity that onsite workers could not safely contain and clean up, would notify the LACoFD immediately. Therefore, compliance with applicable laws and regulations during project construction would reduce the potential for accidental releases of hazardous materials, and construction hazards impacts would be less than significant.

Operation

[9] The Los Angeles County Fire Department is the Certified Unified Program Agency (CUPA) for the city of El Monte; the Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

Operation of the proposed self-storage facility would involve use of small amounts of hazardous materials, such as cleansers, paints, pesticides, and fertilizers, for cleaning and maintenance purposes. The use, storage, transport, and disposal of hazardous materials during project operation would be conducted in compliance with the regulations identified above. Impacts would be less than significant after such regulatory compliance.

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

No Impact

The project is not located within 0.25 mile of a school. The closest school to the project site, Shirpser Elementary School, is approximately 0.6 mile southeast of the project site (Google Earth Pro, 2024). Therefore, there would be no impact.

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

No Impact

Government Code § 65962.5 requires the Department of Toxic Substances Control (DTSC) to compile and update, at least annually, lists of the following:

- Hazardous waste and substances sites from the DTSC EnviroStor database.
- Leaking Underground Storage Tank (LUST) sites by county and fiscal year in the State Water Resources Control Board (SWRCB) GeoTracker database.
- Solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside waste management units.
- SWRCB Cease and Desist Orders (CDOs) and Cleanup and Abatement Orders (CAOs).
- Hazardous waste facilities subject to corrective action pursuant to § 25187.5 of the Health and Safety Code, identified by DTSC.

These lists are collectively referred to as the "Cortese List." The project site is not included in the Cortese List (CalEPA, 2023). Cortese List sites within 0.25 mile of the project site are listed below in **Table 4.9-1** and mapped on **Figure 4.9-1**).

Figure 4.9-1
CORTESE LIST SITES

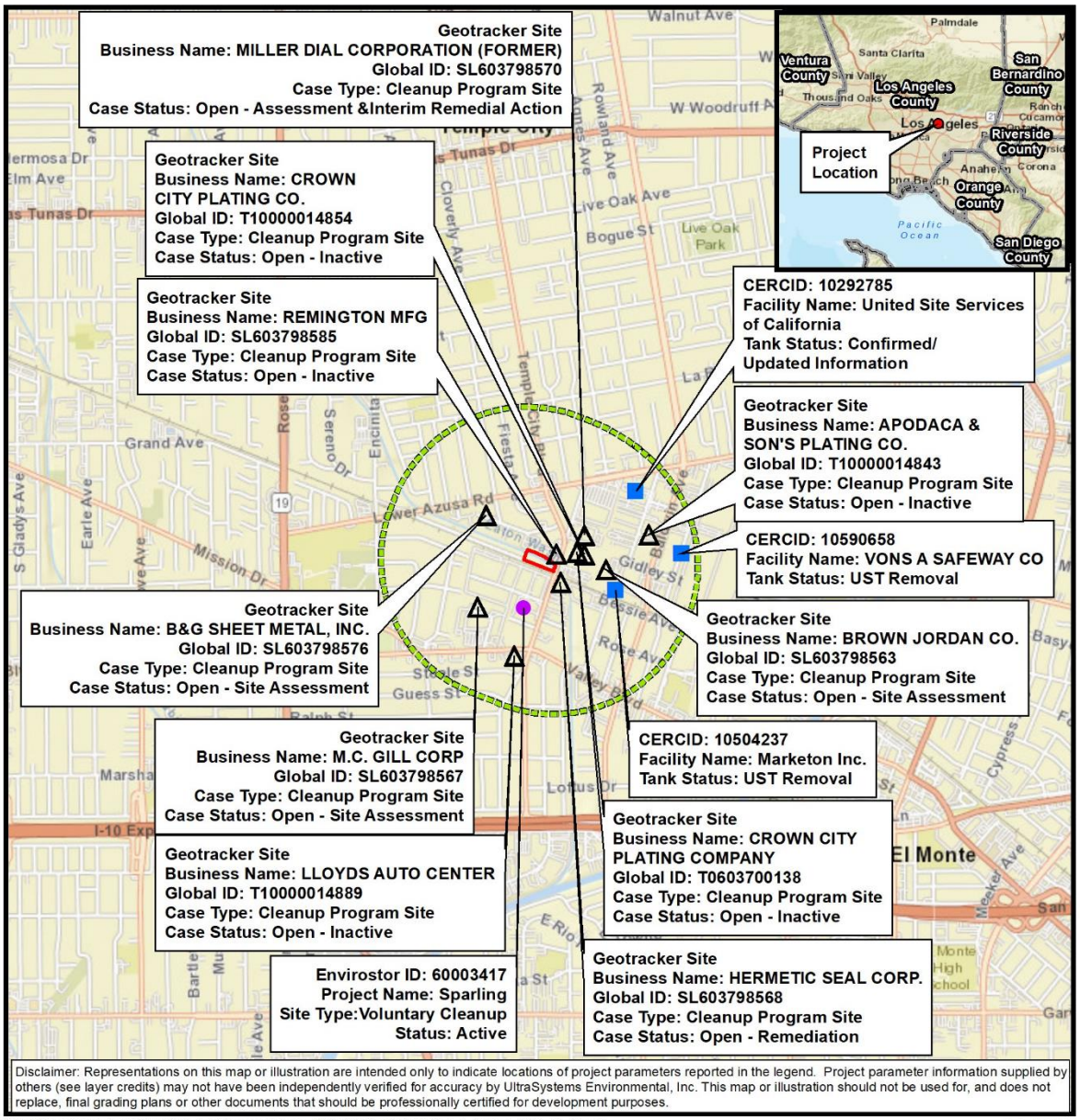


Table 4.9-1
HAZARDOUS MATERIALS SITES WITHIN 660 FEET OF THE PROJECT SITE

Site Name **Address** **Distance and Direction from project site**	**Additional information**
Remington Mfg. 4331 Temple City Blvd., Temple City 230 feet north	Cleanup Program Site Release of tetrachloroethylene (PCE) affected drinking water aquifer Case open
Acme Converting Company (formerly Sabin Construction) 4327 Temple City Blvd., Temple City 140 feet north	Cleanup Program Site Release of alcohols affected drinking water aquifer Case closed 1999
Hermetic Seal Corporation 4232 Temple City Blvd 130 feet south	Cleanup Program Site Release of chromium, metals/heavy metals, semi-volatile organic compounds, and volatile organic compounds affected drinking water aquifer Case open
Crown City Plating Company 4250 Temple City Blvd 400 feet northeast	Cleanup Program Site Release of solvents affected drinking water aquifer Case open
	Corrective Action Site Release of metals and volatile organic compounds affected groundwater other than drinking water, soil, soil vapor, indoor air Referred to USEPA
Miller Dial Corporation (Former) 4400 N. Temple City Blvd 750 feet northeast	Cleanup Program Site Release of volatile organic compounds affected drinking water aquifer Case open
Brown Jordan Co. 9860 Gidley St, El Monte 800 feet east	Cleanup Program Site Release of chromium, metals/heavy metals, semi-volatile organic compounds, and volatile organic compounds affected drinking water aquifer Case open
Sparling 4097 Temple City Blvd 650 feet south	Cleanup Program Site Contaminants and media affected not specified Case closed 1998
B&G Sheet Metal, Inc. 9415 Gidley St, Temple City 1,070 feet northwest	Cleanup Program Site Release of volatile organic compounds affected drinking water aquifer Case open
M. C. Gill Corp. 4056 Easy St, El Monte 1,060 feet southwest	Cleanup Program Site Release of chromium, metals/heavy metals, and volatile organic compounds affected drinking water aquifer Case open

Source: SWRCB, 2024

The hazardous materials sites listed above in **Table 4.9-1** are not considered environmental concerns for the project site because they are known to the SWRCB; because assessments of the sites have been conducted; and because of the distances of the sites from the project site. Impacts would be less than significant.

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

Less than Significant Impact

The closest airport to the project site, the San Gabriel Valley Airport, is located approximately 1.3 miles east of the project site (see **Figure 4.9-2**; Google Earth Pro, 2024). The project is outside of zones surrounding San Gabriel Valley Airport where land uses are regulated to minimize hazards to people on the ground; and noise contours for the airport (LACALUC, 2024). Therefore, impacts would be less than significant.

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

Less than Significant with Mitigation Incorporated

Construction

The project would comply with applicable City regulations, such as City's Fire Code, in regard to providing adequate emergency access. Prior to the issuance of building permits, the City of El Monte would review project site plans, including location of all buildings, fences, access driveways and other features that may affect emergency access. Fire lanes would be provided for adequate emergency access. The site design for the proposed project includes access and fire lanes that would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. All onsite access and sight-distance requirements would be in accordance with City and Caltrans design requirements. The City's review process and compliance with applicable regulations and standards would ensure that adequate emergency access would be provided at the project site.

Additionally, as discussed in **Section 4.17**, *Transportation and Traffic*, the City requires preparation and implementation of a Transportation Management Plan (TMP) for all projects that require construction in the public right-of-way (ROW). The TMP must be reviewed and approved by the City's Traffic Engineer prior to the start of construction activity in the public ROW. The typical TMP requires such things as the installation of K-rail between the construction area and open traffic lanes, the use of flagmen and directional signage to direct traffic where only one travel lane is available or when equipment movement creates temporary hazards, and the installation of steel plates to cover trenches under construction. Emergency access must be maintained. Therefore, the proposed project would implement mitigation measure **TRANS-1**. With implementation of mitigation measure **TRANS-1**, impacts in regard to emergency access during construction would be less than significant.

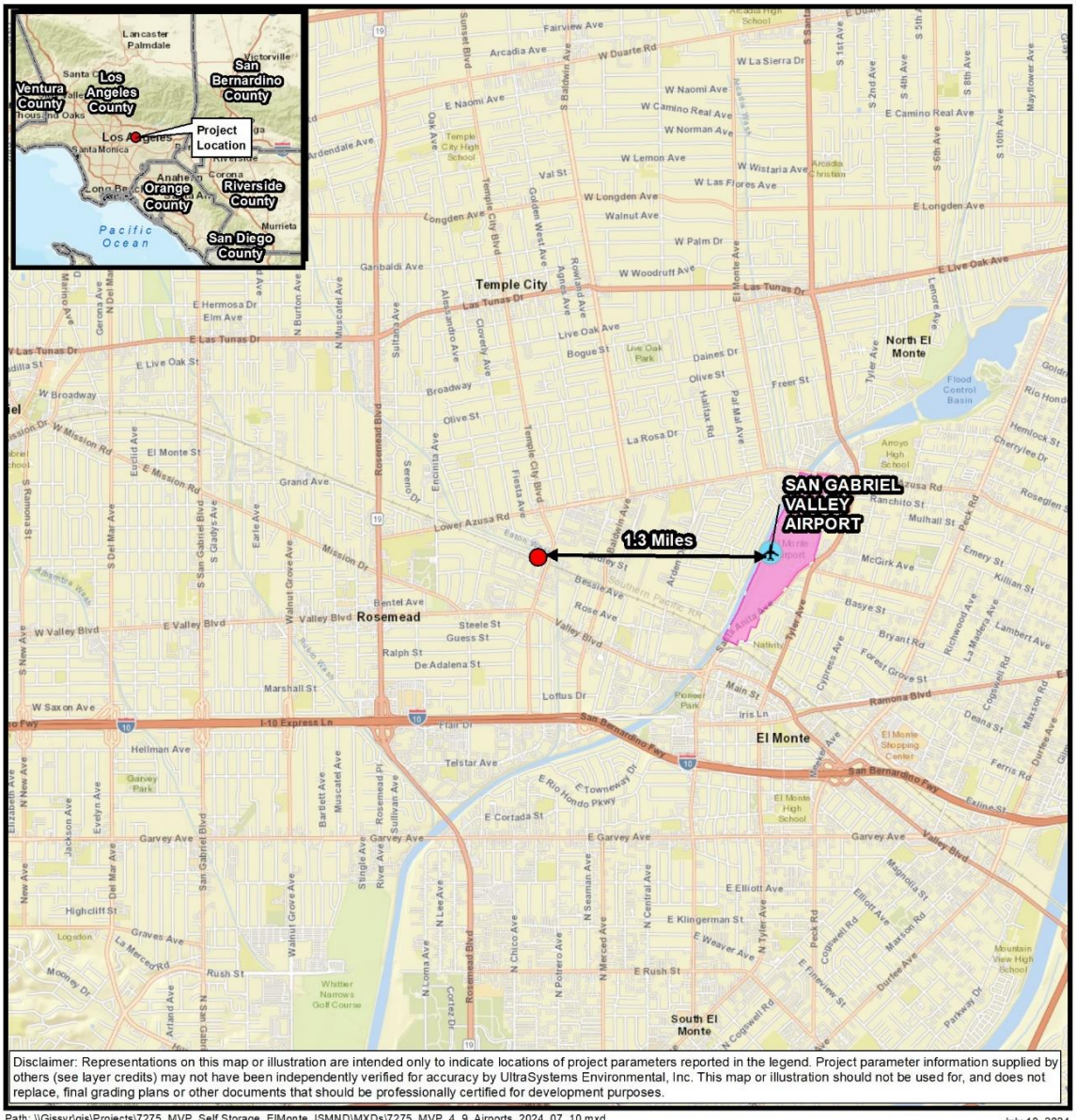
Mitigation Measures

Refer to mitigation measure **TRANS-1** in Section 4.17.

Level of Significance After Mitigation

After implementation of mitigation measure **TRANS-1** above, the project would have less than significant construction-phase impacts on emergency access.

Figure 4.9-2
AIRPORTS



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\Gissvr\gis\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\7275_MVP_4_9_Airports_2024_07_10.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; Los Angeles County Airport Land Use Commission, 2021; UltraSystems Environmental, Inc., 2024.

July 10, 2024

Scale: 1:48,000

N

0 2,000 4,000 Feet

0 490 980 Meters

Legend

Project Location

Airport Influence Area

Public-Use Airports

Metropolitan

Temple City Self-Storage Facility

Airport and Airport Influence Area

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Operation

City of El Monte Local Hazard Mitigation Plan

The purpose of the City's Local Hazard Mitigation Plan (LHMP) is to reduce risk from hazards by identifying resources, information, and strategies for risk reduction, while helping to guide and coordinate mitigation activities throughout the City. The goals of the LHMP are to: protect life and property; enhance public awareness; preserve natural systems; encourage partnerships and implementation; and strengthen emergency services (City of El Monte, 2017, p. 12). The nearest disaster route to the project site is Valley Boulevard (LACPW, 2024). The proposed project site is not adjacent to Valley Boulevard; therefore, the proposed project would not interfere with the City of El Monte's emergency response and evacuation routes. Additionally, as mentioned above, the proposed project design would undergo a site design review to ensure that there would be adequate emergency ingress and egress within the project site. Therefore, the proposed project would have less than significant impacts regarding emergency and evacuation plans.

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

<u>No Impact</u>

The California Department of Forestry and Fire Protection (CAL FIRE) developed Fire Hazard Severity Zones (FHSZ) for State Responsibility Areas (SRA) and Very High FHSZs for Local Responsibility Areas (LRA). As shown on **Figure 4.20-1** *Fire Hazard Severity Zone– State Responsibility Area* **in Section 4.20,** *Wildfire***,** and **Figure 4.20-2**, *Fire Hazard Severity Zone – Local Responsibility Area*, the project site is not located within either an SRA FHSZ or a Very High FHSZ in LRA for Los Angeles County (CAL FIRE, 2024).

The State of California Department of Forestry and Fire Protection (CAL FIRE) has created, and continues to revise, a map of all FHSZs within the state, including those in Los Angeles County. The "Very High FHSZ" can be used to enforce enhanced regulations from the State Fire Marshal published within the California Building Code that relate to ignition and ember-resistive building construction within the city.

The proposed project site is located within an industrialized area and is surrounded by development. The project site is not located adjacent to wildlands that may increase the risk of wildland fires. Additionally, the project would be developed in compliance with all applicable fire codes. The project would have no impact.

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?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or offsite;			X	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
(iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

In preparation of this analysis, UltraSystems staff researched readily available information, including: 1) relevant literature, databases, agency web sites, various previously completed reports and management plans, GIS data, maps, aerial imagery from public domain sources, and in-house records; 2) local or regional plans, policies, and regulations that may apply to the project.

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

<u>Less than Significant Impact</u>

The project site is currently developed with a broken concrete slab. Under existing conditions, stormwater leaving the project site tends to pool onsite in low and broken areas in the concrete; during large precipitation events, water may drain north toward Eaton Wash and southeast toward Temple City Boulevard, and then into the existing City storm drain system and receiving waters of Eaton Wash.

Impacts related to water quality would occur during four different periods: (1) during the demolition phase; (2) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; (3) following construction, prior to the establishment of ground cover in the landscaped areas, when the erosion potential may remain relatively high; and (4) following completion of the project, when impacts related to sedimentation would diminish, but those associated with urban runoff would increase.

Construction Pollutant Controls

The project owner would be required by the California State Water Resources Control Board (SWRCB) to obtain coverage under a *National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (General Permit; Order No. 2022-0057-DWQ, NPDES No. CAS000002). The General Permit regulates discharges to waters of the U.S. from stormwater and authorized non-stormwater associated with construction activity from sites that disturb one or more acres of land.

The Construction General Permit requires potential dischargers of pollutants into waters of the U.S. to prepare a site-specific Stormwater Pollution Prevention Plan (SWPPP), which establishes enforceable limits on discharges, requires effluent monitoring, designates reporting requirements, and requires construction best management practices (BMPs) to reduce or eliminate point and non-point source discharges of pollutants, including sediment resulting from wind or erosion.

The project would be required to obtain coverage under the General Permit by preparing and implementing a SWPPP, and implementing construction stormwater BMPs prescribed in the SWPPP prior to commencement of construction activities. Additionally, BMPs must be maintained, inspected before and after each precipitation event, and repaired or replaced, as necessary. Because the project is required by the SWRCB to comply with all applicable conditions of General Permit Order No. 2022-0057-DWQ, NPDES No. CAS000002, potential violations of water quality standards or stormwater and authorized non-stormwater discharge requirements during project construction would be less than significant.

Operational Pollutant Controls

The *Regional Phase I MS4 NPDES Permit: Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties* regulates, through Order No. R4-2021-0105 and NPDES No. CAS004004, the discharge of pollutants into waters of the U.S. through stormwater and urban runoff conveyance systems, including flood control facilities. These conveyance systems are commonly referred to as municipal separate storm sewer systems (MS4s), or storm drains. In this context, the NPDES Permit is also referred to as an MS4 Permit.

Pursuant to the MS4 Permit, Principal Permittees (i.e., the Los Angeles County Flood Control District) and Co-Permittees (the Cities of El Monte and Temple City are Co-Permittees) must regulate discharges of pollutants in urban runoff from anthropogenic sources into storm water conveyance systems within their jurisdiction.

As new development and redevelopment occurs, it can significantly increase pollutant loads in stormwater and urban runoff, because increased development intensity results in proportionately higher levels of vehicle emissions, vehicle maintenance wastes, municipal sewage wastes, household hazardous wastes, fertilizers, pet waste, trash, and other anthropogenic pollutants (SWRCB, 2013).

The MS4 Permit requires new development and significant redevelopment projects to incorporate post-construction low-impact development (LID) BMPs into project design to reduce or eliminate the quantity, and improve the quality of, stormwater being discharged from the project site.

A preliminary Water Quality Management Plan will be prepared for the proposed project site. The MS4 and the associated WQMP require the implementation of Low Impact Development (LID) features to ensure that most stormwater runoff is treated and retained onsite.

The WQMP may contain structural and non-structural source control BMPs including storm drain system stenciling and signage, education of tenants and property owners on stormwater BMPs, activity restrictions, landscape management BMPs, BMP maintenance, compliance with applicable local water quality ordinances, spill contingency plan, litter/debris control program, employee training, catch basin inspection program, housekeeping of loading docks, vacuuming, and compliance with all applicable NPDES permits.

With implementation of construction and operational BMPs, potential impacts to water quality would be less than significant and mitigation is not proposed.

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

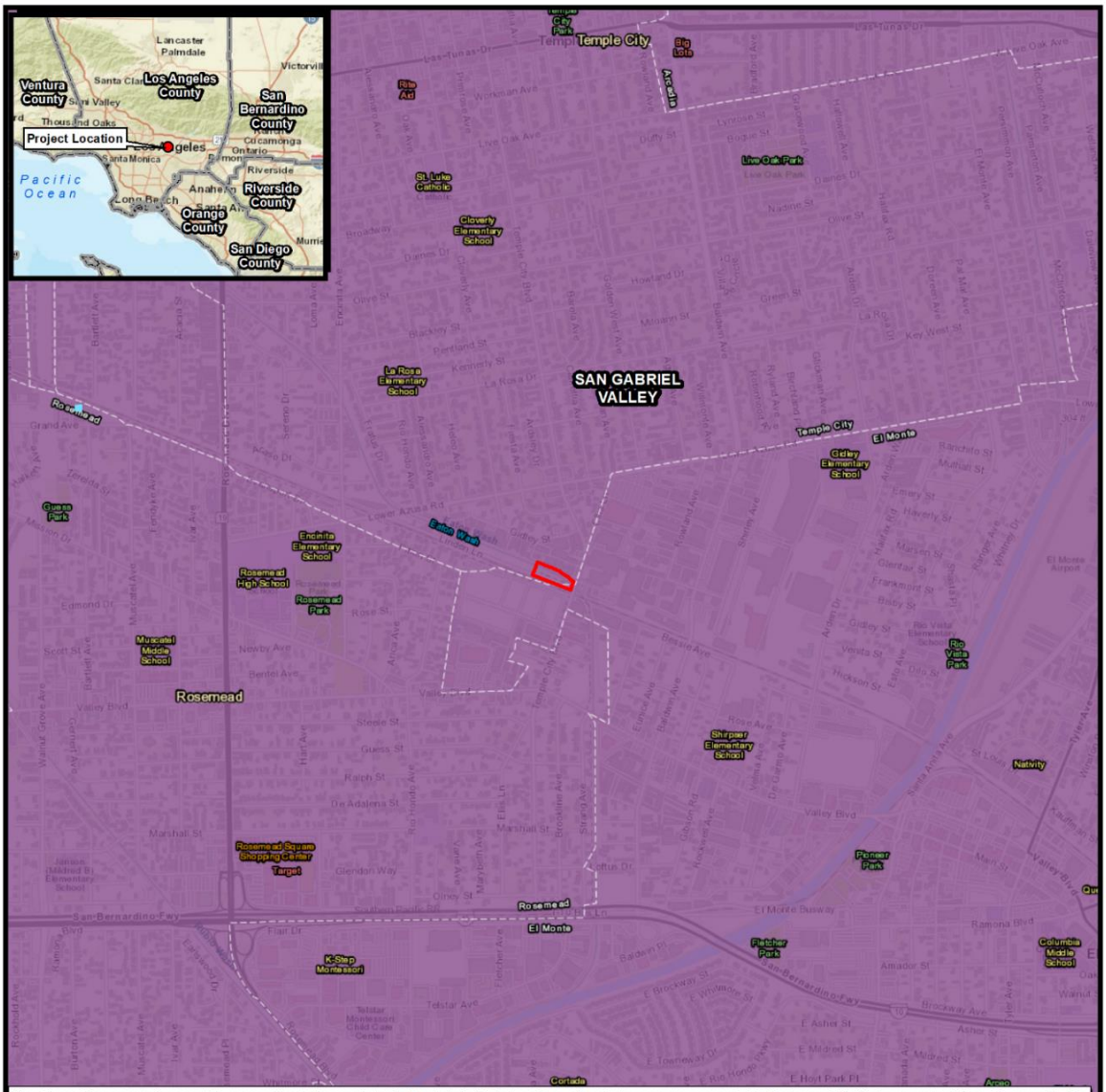
Less Than Significant Impact

The geographical location of the project is within the San Gabriel Valley Groundwater Basin (Basin ID 4-13), as depicted in Figure 4.10-1, situated in the eastern region of Los Angeles County. The Basin spans approximately 255 square miles, bordered to the north by the Raymond fault along with the interface between Quaternary sediments and consolidated basement rocks of the San Gabriel Mountains. As discussed in **Section 4.19**, the proposed project is located within the service area of California American Water (CAW), specifically in the Southern Division Los Angeles County District (LACD).

California American Water sources its water supply through purchases from **a** combination of groundwater, rights to the San Gabriel River, and wholesale transactions (CAW, 2021, p. 4-2). California American Water purchases water from the Metropolitan Water District of Southern California (MWD) via the City of San Marino; Upper San Gabriel Valley Municipal Water District (Upper District) via the Main San Gabriel Basin (MSGB) Watermaster; and West Basin Municipal Water District (WBMWD**;** CAW, 2021, p. 2-3). Water demands of the project would be temporary and associated with construction activities (e.g., dust suppression; see **Section 4.19**).

The project would result in only a temporary minor increase in water demand. Additionally, CAW purchases water from multiple sources and does not rely on the local aquifer for their water supply. Consequently, the project is expected to have minimal impact on groundwater supplies and on sustainable groundwater management practices.

Figure 4.10-1
GROUNDWATER BASINS, SUBBASINS, AND RECHARGE BASINS



Path: \\Gissvr\gis\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\7275_MVP_4_10_Groundwater_Basins_Recharge_2024_07_15.mxd
July 16, 2024
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community; California Department of Water Resources 2021-(Bulletin 118, 2021); UltraSystems Environmental, Inc., 2024.

Legend

- Project Boundary
- USGS Waterbody

CDWR Bulletin 118 Groundwater Subbasins (2021):

- SAN GABRIEL VALLEY

Temple City Self-Storage Facility

Groundwater Basins, Subbasins and Recharge Basins

Scale: 1:24,000

N

0 1,000 2,000 Feet

0 300 600 Meters

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c) Would the project 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 offsite;

Less Than Significant Impact

The proposed project site is situated on relatively level ground. No water features, including streams or rivers were observed on the project site.

Site preparation and grading at the project site would comply with grading code requirements of the Cities of El Monte and Temple City. Furthermore, construction of the proposed project would disturb more than one acre of ground and therefore, as noted earlier, it would be required to obtain coverage under the Construction General Permit. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit (Order No. 2022-0057-DWQ,) from the SWRCB. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling and excavation but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

The General Permit requires the development of a SWPPP by a certified qualified SWPPP developer. The required SWPPP would be project-specific and would prescribe site-specific stormwater BMPs which would be intended to minimize or avoid onsite erosion, through either stormwater or wind, and thus minimize or avoid siltation in receiving waters.

With implementation of a project-specific SWPPP and proper maintenance and replacement of required stormwater BMPs (as necessary), potential impacts resulting in substantial erosion or siltation on- or offsite would be minimized or avoided, and impacts would be less than significant.

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

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

Less than Significant Impact

As discussed in **Section 4.10 a) above,** the proposed project would incorporate operational LID BMPs in compliance with MS4 requirements. The project design would include structural LID BMPs that would capture and retain stormwater generated on the project site; only precipitation events that exceed the 85th percentile, 24-hour storm event would overflow the retention and infiltration systems and directly enter the municipal storm drain system.

Installation and maintenance of the structural LID BMPs required by the MS4 permit would reduce the volume of stormwater runoff leaving the project site. Therefore, the potential for the proposed project to 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 is less than significant and mitigation is not required. The MS4 also requires the implementation of water quality features to ensure that runoff is treated prior to discharge into receiving waters (infiltration), storm

drains or other regional conveyance facilities, as described above. With adherence to existing state water quality requirements, including MS4 requirements, the proposed project would minimize or avoid causing a substantial increase in the rate or amount of surface runoff in a manner which would not: (1) result in flooding on- or offsite; (2) 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 (3) 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. Impacts would be less than significant.

iv) Impede or redirect flood flows?

No Impact

The project site is in Zone X, *Other Flood Areas*, as shown in **Figure 4.10-2**. Zone X includes *areas of 0.2 % annual chance* [500-year] *flood, areas of 1% annual chance* [100-year] *flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.* The 500-year flood Zone describes a flood event that has a 0.2 percent chance of occurring in any year, and the 100-year flood Zone describes a flood event that has a 1 percent chance of occurring in any year.

Since the project site is above the 100-year floodplain, it is not anticipated that floodwaters would reach the project site, or that the proposed project would impede or redirect flood flows. Therefore, no impacts associated with flooding would occur, and no mitigation is proposed.

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

No Impact

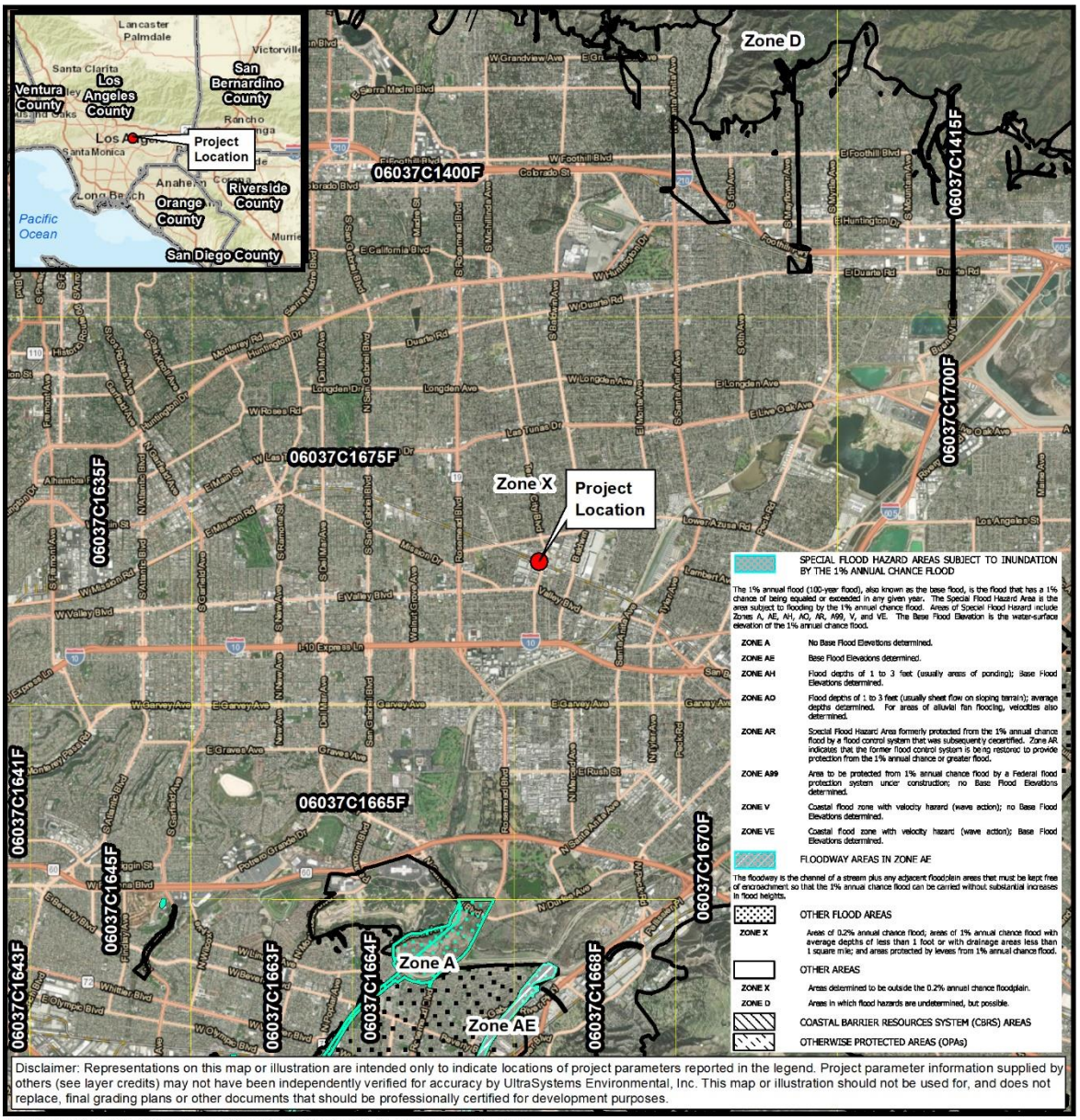
As described above, the proposed project site is above the 100-year flood hazard zone, and it is not anticipated that the site would become inundated due to flood. No impact would occur.

A tsunami is a sea wave (or series of waves) of local or distant origin that results from large-scale seafloor displacements associated with large earthquakes, major submarine slides, or exploding volcanic islands (California Seismic Safety Commission, 2024). The project site is approximately 24.5 miles northeast of the Pacific Ocean and the nearest tsunami zones are in Santa Monica Bay.

A seiche is an oscillating wave caused by wind, tidal forces, earthquakes, landslides and other phenomena in a closed or partially closed water body such as a river, lake, reservoir, pond, and other large inland water body. A review of aerial imagery revealed the nearest waterbody large enough to experience a seiche is at the Peck Road Water Conservation Park, approximately 2.25 miles northeast of the project site. The project would not be as risk of seiche, and impacts would not occur.

Because of the project's inland location, relatively flat topography, and lack of an adjacent body of water, the project site would not be at risk of flood hazard, tsunami, or seiche, and therefore would not be at risk of release of pollutants through inundation. No impact would occur.

Figure 4.10-1
FEMA FIRM MAP



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

Less than Significant Impact

The California Porter-Cologne Water Quality Control Act (Porter-Cologne) defines water quality objectives as the "allowable limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses of water or the prevention of nuisance within a specific area." Thus, water quality objectives are intended to protect the public health and welfare, and to maintain or enhance water quality in relation to the existing and/or potential beneficial uses of the water. Water quality objectives apply to both waters of the United States and waters of the State.

As required by Porter-Cologne, the State Water Resources Control Board (SWRCB) requires individual Regional Water Quality Control Boards (RWQCBs) to develop Water Quality Control Plans (Basin Plans), which are "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 antidegradation policy, and (iii) describes implementation programs to protect all waters in the Region[s]. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

The proposed project is under the jurisdiction of the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan; RWQCB 2014, as amended). As discussed in **Sections 4.10 a)** and **4.10 b**), the proposed project would not conflict with or obstruct implementation of the water quality control plans or sustainable groundwater management plans of the RWQCB. Impacts would be less than significant.

No sustainable groundwater management plan (SGMP) has been completed for the San Gabriel Valley Groundwater Basin (Basin), and the Basin has a very low priority for SGMP development (DWR, 2024). Project development would not conflict with an SGMP, and no impact would occur.

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

a) Would the project physically divide an established community?

No Impact

The project site currently consists of a fenced hardscape lot that is currently vacant. The proposed project would remain within its limits and would not expand into the right-of-way or adjacent properties. Therefore, the project would not divide an established community and there would be no impact.

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

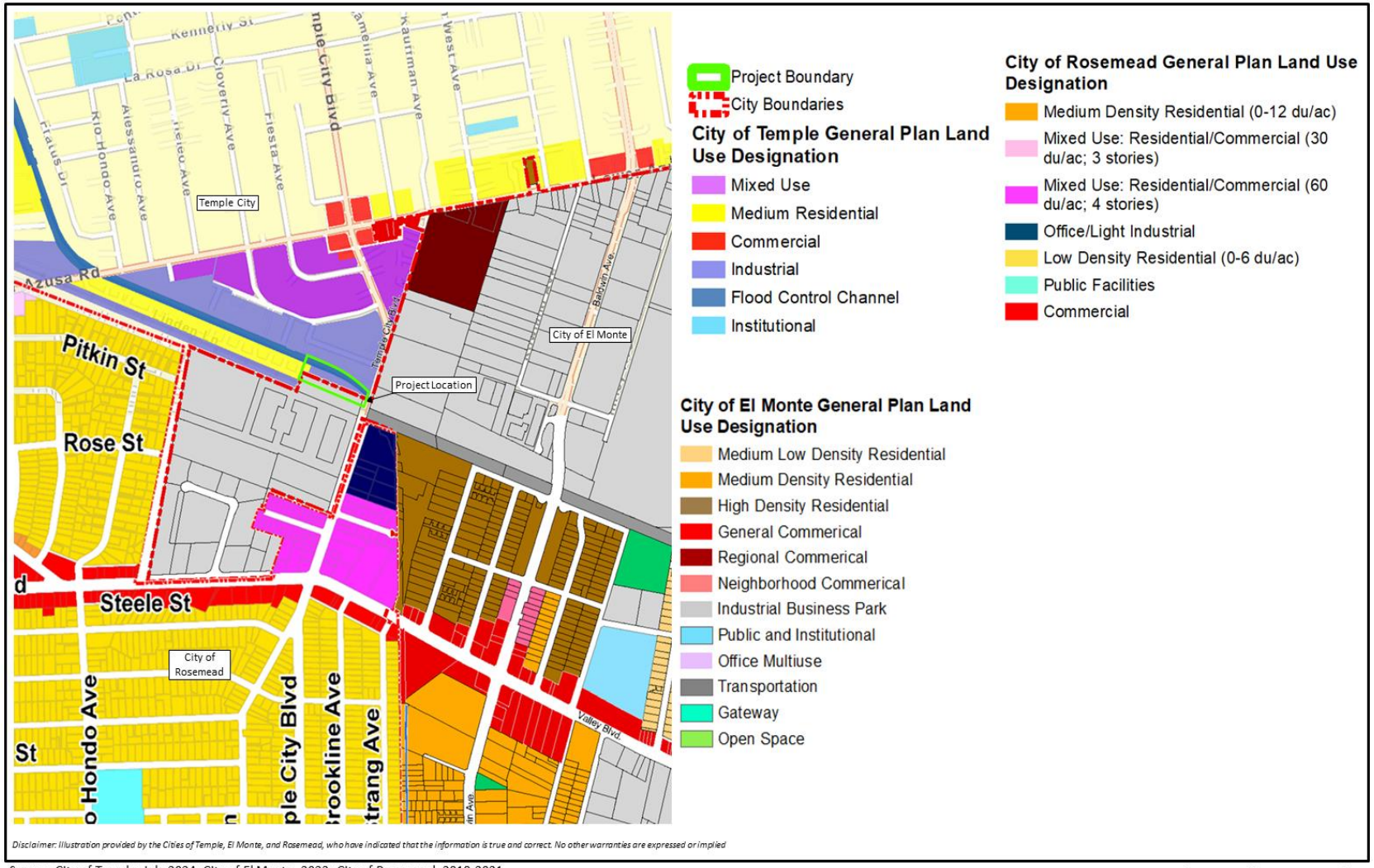
Less than Significant Impact

Within the City of El Monte, the project site is designated Industrial/Business Park in the General Plan (see **Figure 4.11-1**) and zoned General Manufacturing (M-2) under the El Monte Zoning Code (see **Figure 4.11-2**). The M-2 zone lies within the Northwest Industrial District, which permits a variety of industrial uses including manufacturing, research and development, warehousing, wholesaling, utility yards, and distribution, in accordance with El Monte Municipal Code § 17.42.010. While self-storage facilities are not permitted by-right in the M-2 zone, they are conditionally permitted subject to the City's discretionary entitlement process, which includes a Design Review, Variance, and a Conditional Use Permit. These entitlements require recommendations from the Planning Commission and final approval by City Council review and approval to assess land use compatibility, zoning consistency, and General Plan conformity for the El Monte portion.

In the City of Temple City, the project site is designated Industrial in the General Plan (**Figure 4.11-1**) and zoned Industrial under the City's Zoning Code **(Figure 4.11-2**). The intent of this zone, as outlined in Ordinance 19-1036, is to support manufacturing, research, professional services, technology, telecommunications, and product distribution. Self-storage facilities are not a permitted use in this zone per the Temple City Municipal Code. Therefore, the project requires a discretionary land use entitlement process to establish regulatory consistency, including a Major Site Plan Review, a Map Amendment, and a Development Agreement. These entitlements similarly require Planning Commission recommendation and City Council review and approval to evaluate policy compliance, potential land use conflicts, and General Plan consistency within the City of Temple City.

Because the project spans two cities with distinct zoning codes and land use policies, CEQA review must address potential interjurisdictional land use inconsistencies, and ensure that proposed entitlements in both jurisdictions align with applicable planning frameworks and do not result in unmitigated environmental impacts.

Figure 4.11-1
GENERAL PLAN LAND USE DESIGNATION



Source: City of Temple, July 2024; City of El Monte, 2023; City of Rosemead, 2018-2021.

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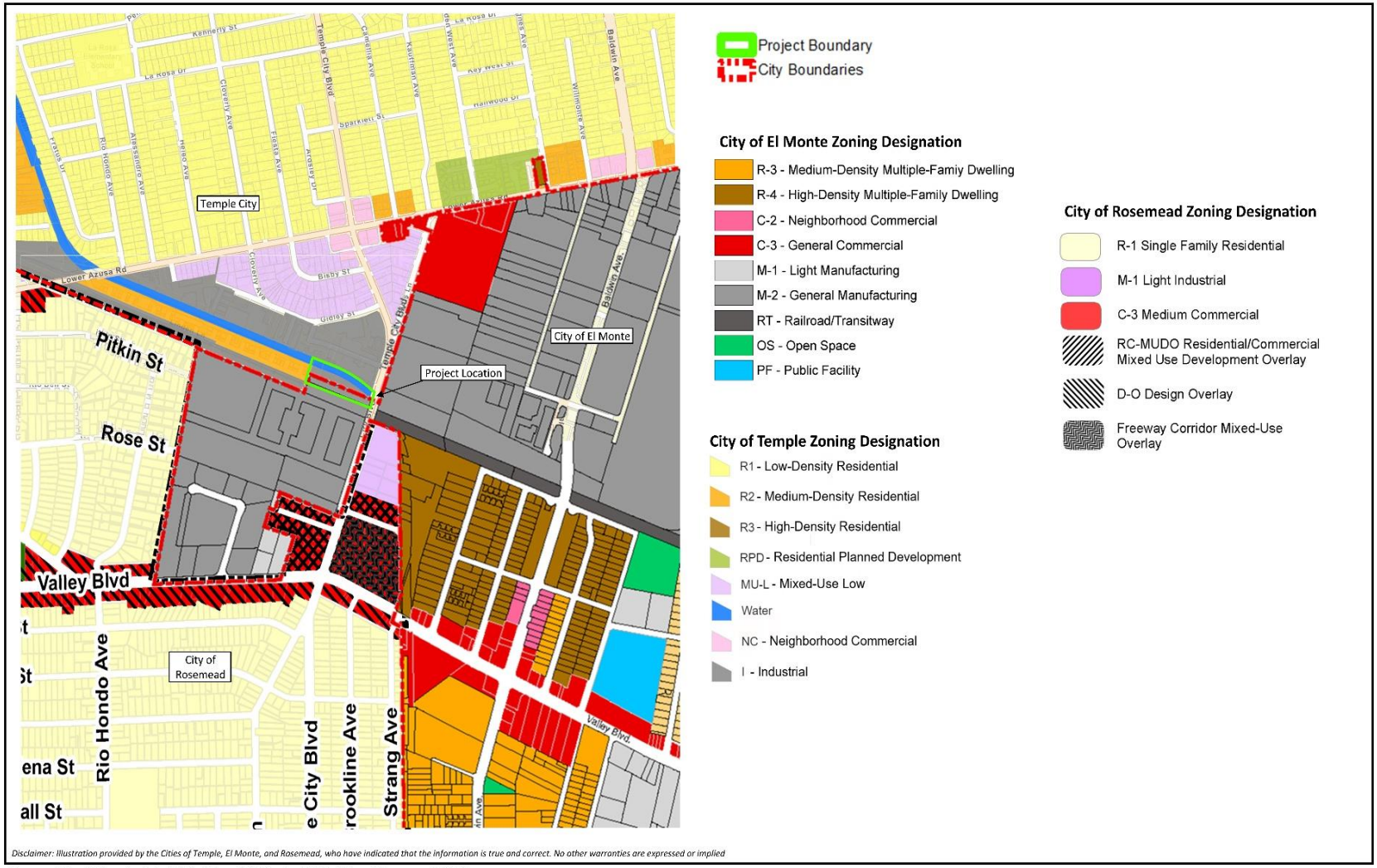
Temple City Self-Storage Facility

General Plan
Land Use Designation

Figure 4.11-2
ZONING DISTRICT DESIGNATION



Source: City of Temple, July 2024; City of El Monte, 2023; City of Rosemead, 2021.

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Temple City Self-Storage Facility

Zoning Designation

The proposed project will undergo comprehensive discretionary review by both the City of El Monte and City of Temple City, each of which retains authority to impose Conditions of Approval to ensure compliance with applicable zoning regulations, General Plan policies, and community development objectives. As part of the CEQA-required public process, the entitlement proceedings will include noticed public hearings before the Planning Commissions and City Councils, allowing for meaningful public participation and ensuring transparency in decision-making.

Given that the project will be conditioned to conform with the required land use entitlements—including, but not limited to, a Conditional Use Permit, Design Review, Major Site Plan Review, Map Amendment, and Development Agreement—and will be evaluated for consistency with both cities' adopted General Plans and zoning ordinances, the project is not expected to result in a substantial land use conflict.

Therefore, with adherence to established municipal review procedures and implementation of all Conditions of Approval, land use impacts under CEQA would be less than significant.

4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	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?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

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

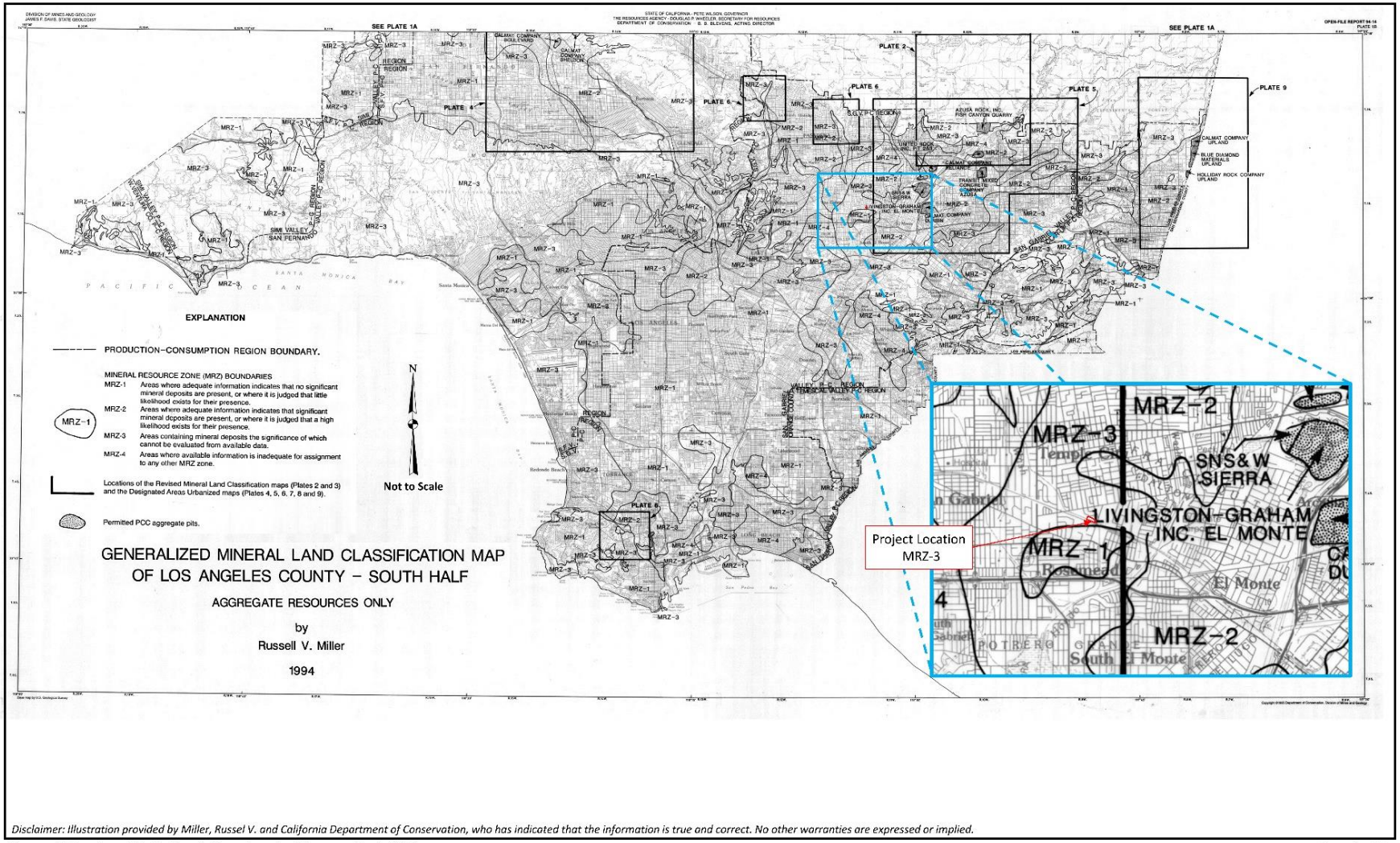
No Impact

The proposed project site is located within Mineral Resource Zone (MRZ)-3, as shown in **Figure 4.12-1**. MRZ-3 is an area considered to have moderate potential for the discovery of economic mineral deposits (DOC, 1998. p. 5). Although this project is located within an MRZ-3 area, where significant amounts of deposits may be present, the project cannot and will not interfere with the availability of these resources, as they cannot be accessed due to the requirements of General Plans of both the City of El Monte and Temple City, neither of which allows active mining within their city limits.

Neither the City of El Monte General Plan nor the Temple City General Plan includes mining in any of its zoning categories. It is unlikely that anyone would propose establishing new surface mining operations in or near the project location, as mining is not allowed within these cities. According to the 'Well Finder' tool generated by the California Department of Conservation Division of Oil, Gas & Geothermal Resources, the project site is not located near (i.e., within a mile of) oil or gas wells or geothermal wells. As shown in **Figure 4.12-2,** the nearest active oil or gas well is located 3.7 miles to the south of the project site, and the nearest active geothermal well is located 40 miles to the southeast of the project, as shown in **Figure 4.12-3**.

The proposed project site would not result in the loss of availability of a mineral resource; Therefore, the project would have no impact on the availability of mineral resources.

Figure 4.12-1
DESIGNATED MINERAL RESOURCE ZONES



Disclaimer: Illustration provided by Miller, Russel V. and California Department of Conservation, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Miller, Russel V. (California Department of Conservation), 1994

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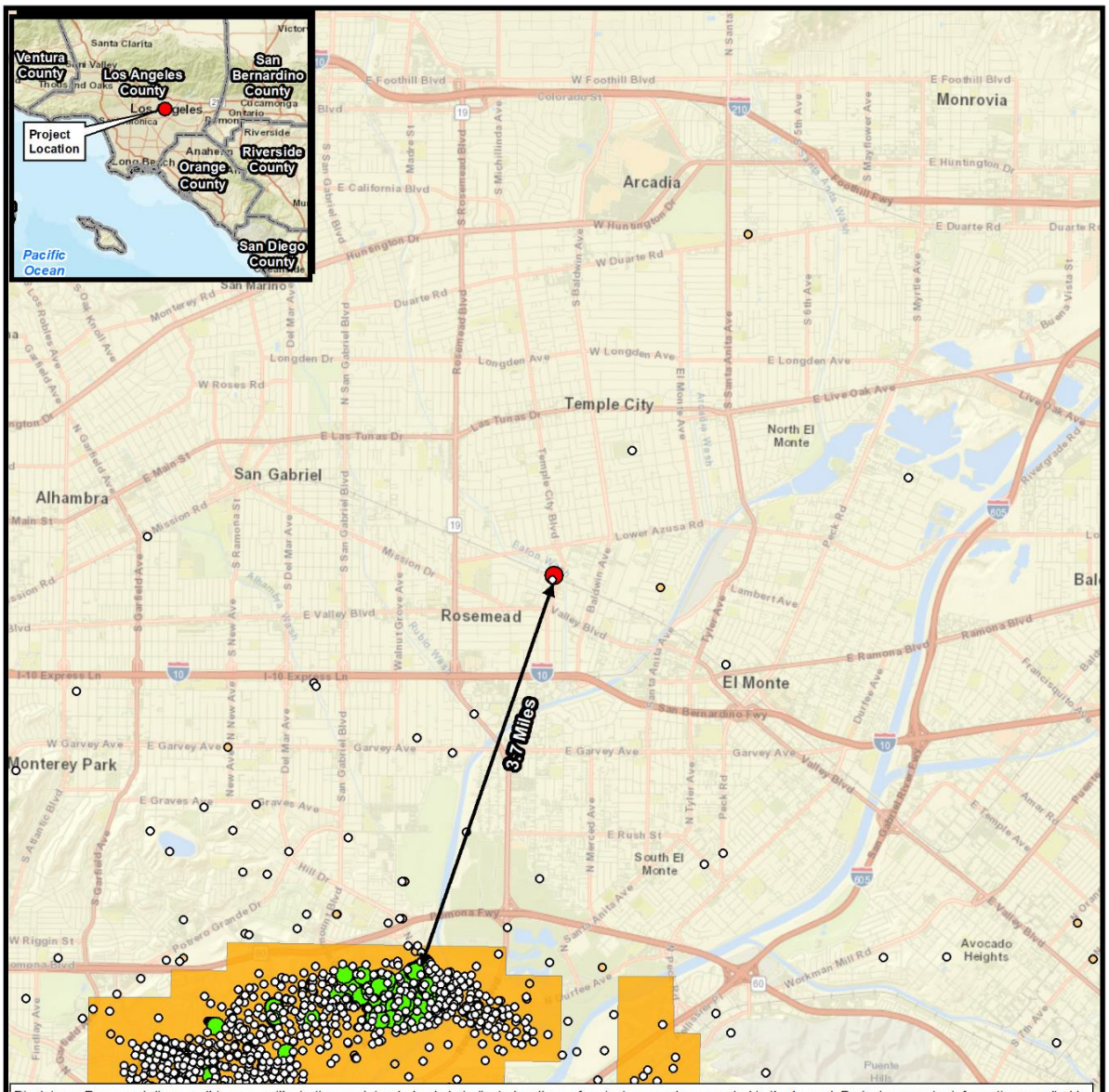
Temple City
Self-Storage Facility

Designated Mineral Resource Zones

Figure 4.12-2
OIL & GAS WELLS AND FIELDS



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\Gissvr\gis\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\7275_MVP_4_12_Oil_Gas_2024_07_09.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; CalGEM WellSTAR 2021-2024; UltraSystems Environmental, Inc., 2024.

July 10, 2024

Scale: 1:79,200

N

0 0.625 1.25 Miles

0 0.75 1.5 Kilometers

Legend

- Project Location
- Oil and Gas Field

Oil and Gas Well Status:

- Active
- Canceled
- Idle
- Plugged
- Plugged Only

Temple City Self-Storage Facility

Oil & Gas Wells and Fields

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Figure 4.12-3
GEOTHERMAL WELLS

4.13 Noise

Would the project result in:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

4.13.1 Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The decibel (dB) scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micropascals (zero dBA). The scale ranges from zero (for the average least perceptible sound) to about 130 (for the average human pain level).

4.13.2 Noise Measurement Scales

Several rating scales have been developed to analyze adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people depends largely upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent noise level, is an average of sound level over a defined time period (such as 1 minute, 15 minutes, 1 hour or 24 hours). Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.
- L_{90} is a noise level that is exceeded 90 percent of the time at a given location; it is often used as a measure of "background" noise.
- L_{max} is the root mean square (RMS) maximum noise level during the measurement interval. This measurement is calculated by taking the RMS of all peak noise levels within the sampling

interval. Lmax is distinct from the peak noise level, which only includes the single highest measurement within a measurement interval.

- CNEL, the Community Noise Equivalent Level, is a 24-hour average Leq with a 4.77-dBA "penalty" added to noise during the hours of 7:00 p.m. to 10:00 p.m., and a 10-dBA penalty added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime (Caltrans, 2013). The logarithmic effect of these additions is that a 60-dBA 24-hour L_{eq} would result in a calculation of 66.7 dBA CNEL.
- L_{dn}, the day-night average noise, is a 24-hour average Leq with an additional 10-dBA "penalty" added to noise that occurs between 10 p.m. and 7 a.m. The L_{dn} metric yields values within 1 dBA of the CNEL metric. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

4.13.3 Existing Noise

The Temple City Mid-Century General Plan defines sensitive receptors[10] as land uses such as residential uses, hospitals, rest homes, schools and churches. The only sensitive receptors in the project vicinity are the residential land uses to the south, west, east, and north of the project site. **These areas are shown in Figure 4.13-1. Table 4.13-1 summarizes information about selected individual sensitive receivers. The nearest sensitive receiver to the Proposed Project site is about 42 feet from the project boundary.**

UltraSystems conducted ambient noise sampling on August 7th, 2024, at four locations around the project site area, as shown in **Figure 4.13-2**. **Table 4.13-2** lists the measurement points, sampling locations, and measurement results. Details of the ambient sampling methods and results are provided in **Appendix F**.

Table 4.13-1
SENSITIVE RECEIVERS

Description	Location	Distance From Site Boundary (feet)[a]
Multi-Family Residence	92 Linden Lane, Temple City	41.8
Single-Family Residence	9603 Gidley Street, Temple City	353.2
Multi-Family Residence	4149 Rowland Avenue, El Monte	1170.5
Single-Family Residence	9639 Lorica Street, Rosemead	1069.7

[a]These distances are from the site boundary to the property lines of sensitive receivers and are included to give a general idea of the receivers' locations. Each type of noise calculation (see below) has its own conventions for defining source and receptor points .

[10] As used in in this document, a sensitive noise *receptor* is a person or a place potentially affected by noise, while a sensitive noise *receiver* is a location that represents a group of sensitive receptors.

Figure 4.13-1
SENSITIVE RECEPTORS NEAR PROJECT

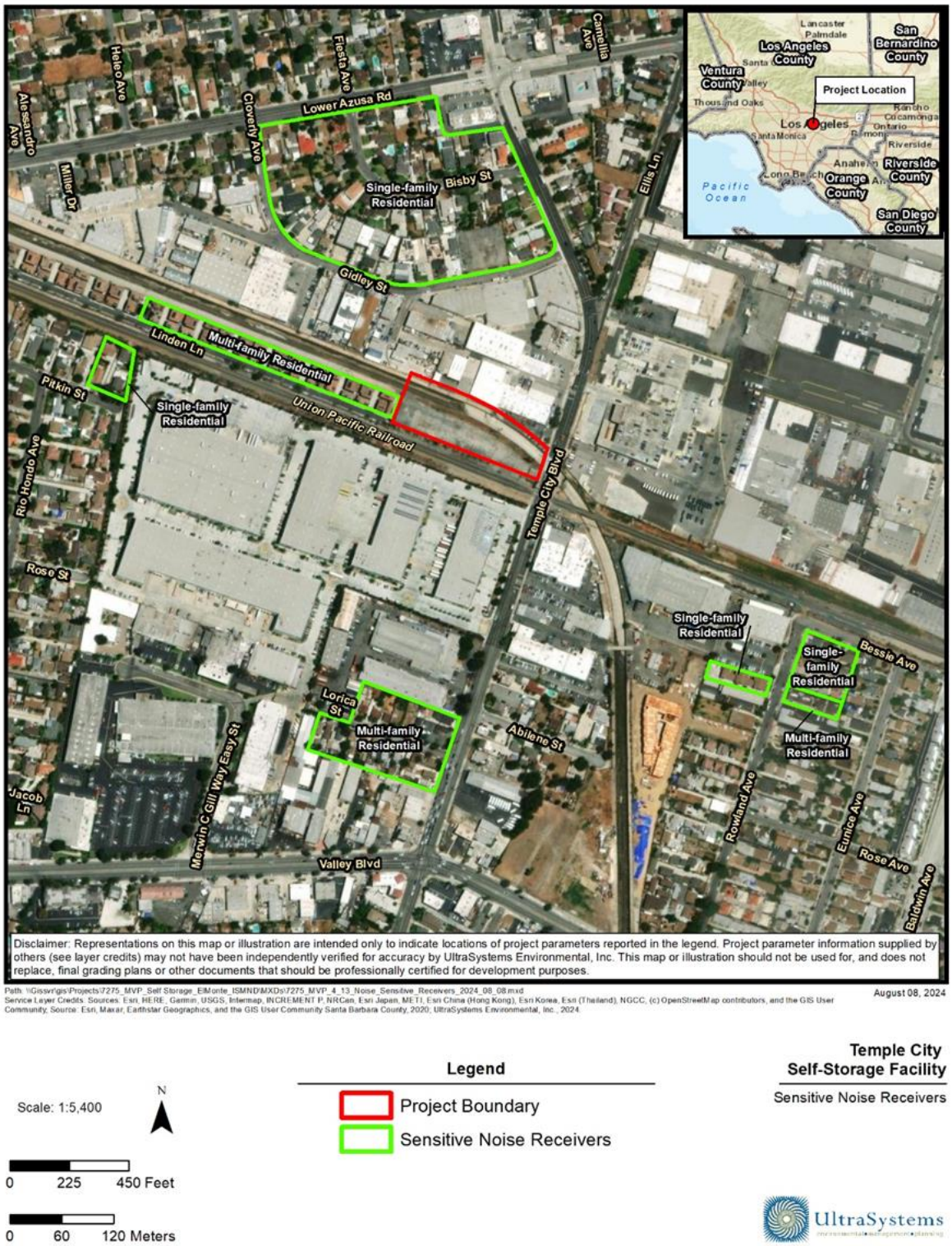

Figure 4.13-2

AMBIENT NOISE MEASUREMENT LOCATIONS

Table 4.13-2
AMBIENT NOISE MEASUREMENT RESULTS

Point	Data Set	Sampling Time	Address	Sound Level (dBA)			Notes
				L_{eq}	L_{max}	L_{90}	
1	S003	1302 – 1317	92 Linden Lane, Temple City	53.2	65.0	48.2	Multi-Family Residential
2	S004	1337 – 1352	9603 Gidley Street, Temple City	56.5	78.5	47.9	Single-Family Residential
3	S005	1150 – 1205	4147 Rowland Avenue, El Monte	54.1	74.3	43.0	Multi-Family Residential
4	S006	1228 - 1243	9639 Lorica Street, Rosemead	53.3	67.6	47.6	Single-Family Residential

Source: UltraSystems, 2024.

4.13.4 Regulatory Setting

State of California

The most current guidelines prepared by the state noise officer are contained in **Appendix F** of the General Plan Guidelines issued by the Governor's Office of Planning and Research (OPR) in 2017 (OPR, 2017). These guidelines establish four categories for judging the severity of noise intrusion on specified land uses:

- **Normally Acceptable**: Is generally acceptable, with no mitigation necessary.
- **Conditionally Acceptable**: May require some mitigation, as established through a noise study.
- **Normally Unacceptable**: Requires substantial mitigation.
- **Clearly unacceptable**: Probably cannot be mitigated to a less-than-significant level.

The OPR noise compatibility guidelines assign ranges of CNEL values to each of these categories. The ranges differ for different types of sensitive receivers and are shown in **Table 4.13-3**.

Table 4.13-3
CALIFORNIA LAND USE COMPATIBILITY FOR COMMUNITY NOISE SOURCES

Land Use Category	Noise Exposure (dBA, CNEL)						
	55	60	65	70	75	80	
Residential – Low-Density Single-Family, Duplex, Mobile Homes							
Residential – Multiple Family							
Transient Lodging – Motel, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							

Land Use Category	Noise Exposure (dBA, CNEL)						
		55	60	65	70	75	80
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

	Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
	Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Governor's Office of Planning and Research, 2017.

Because sensitive receivers in Temple City, El Monte and Rosemead could potentially be affected by noise from the proposed project, the noise policies and regulations of each of the three cities were examined.

4.13.5 City of Temple City

Temple City General Plan

The Temple City General Plan has the following goals, policies and actions that apply to the proposed project:

Goal H7: Stationary Noise Sources. Minimized impacts of non-transportation and motor vehicle-generated noise on the community

Policies

- H 7.3 - Construction Hours. Continue to enforce restrictions on the hours of construction activity to minimize impacts of noise and vibration on adjoining uses.
- H 7.4 - Construction Noise. Require construction and development projects to assess potential construction noise and vibration impacts on nearby uses and mitigate impacts on the community.

Temple City Municipal Code

The Temple City Municipal Code contains several provisions potentially related to construction and operation of the proposed project.

ARTICLE P. REGULATION OF EXCESSIVE NOISE

9-1P-1: EXEMPTIONS:

A. Construction operation, maintenance, and repairs of equipment, apparatus, or facilities of the parks and recreation department, public works projects, or essential public services and facilities, including those of public utilities subject to the regulatory jurisdiction of the California public utilities commission.

B. Construction projects requiring a building permit are exempt from noise regulations, provided that such construction activities occur on weekdays between 7:00 a.m. and 7:00 p.m., and Saturdays between 8:00 a.m. to 4:00 p.m. No construction work is allowed on Sundays or federal holidays.

C. Property maintenance, including, but not limited to, the operation of lawn mowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7:00 a.m. and 7:00 p.m.

9-1P-3: GENERAL SOUND LEVEL STANDARDS:

A person must not create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth by the following standards:

Table 4.13-4
PERMISSIBLE NOISE LEVELS FOR TEMPLE CITY

Zone	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Residential	55 dBA	45 dBA
Commercial	65 dBA	55 dBA
Industrial	75 dBA	75 dBA

At the boundary line between two of the above zones, the noise level of the quieter zone will be used. (Ord. 19-1036)

9-1P-4: SOUND LEVEL MEASUREMENT METHODOLOGY:

Sound level measurements may be made anywhere within the boundaries of an occupied property. The actual location of a sound level measurement will be at the discretion of the enforcement officials identified in section 9-1I-6 of this article. Sound level measurements will be made with a sound level meter. Immediately before a measurement is made, the sound level meter will be calibrated utilizing an acoustical calibrator meeting the standards of the American National Standards Institute. Following a sound level measurement, the calibration of the sound level meter must be reverified. Sound level meters and calibration equipment must be certified annually. (Ord. 19-1036)

City of El Monte

El Monte General Plan Public Health and Safety Element

Like all highly urbanized areas, the city of El Monte is subject to noise from myriad sources. These include roadways, the airport, industry, and industry. The presence of these noise sources is particularly acute because many of the city's residential neighborhoods are located near noise sources. The major sources of noise in El Monte are:

Roadways

The city's major arterials include Valley Boulevard, Garvey Avenue, Peck Road, and Santa Anita Avenue. Secondary Arterials include Lower Azusa Road, Ramona Avenue, Arden Drive, Tyler Avenue and Durfee Avenue. Noise from these roads is bounded by less noise sensitive commercial uses, except for homes along Lower Azusa, Peck, Tyler, and Arden. The city is also bisected by the I-10 freeway, which produces unacceptable levels of noise, often exceeding 65 dBA CNEL.

Railroads

The Southern Pacific Railroad passes through the center and northwest portion of El Monte and carries passenger and freight trains. The Union Pacific Railroad (UPRR) also contributes to noise from freight and Metrolink commuter trains. The UPRR heads northwest/southeast through the center of the city. The Metrolink line follows the I-10 freeway until the Rio Hondo River, then heads north to join UPRR. These trains generate noise from locomotive engines and railcars, often in excess of 65 CNEL.

San Gabriel Valley Airport

El Monte Airport is located along the Rio Hondo River in north El Monte. This general aviation airport generates noise primarily along the flight path from aircraft landings and departures. Landings and takeoff occur to the north/south with planes generally flying east over the city. Noise from this general aviation airport, while noticeable, is less than the noise produced from jets at larger commercial airports. The 2011 General Plan found that no residential uses fall within the 65 dBA CNEL noise contour.

Stationary Sources

Stationary noise sources include a variety of industrial uses, primarily located in the Northwest Industrial District. The primary sources of stationary noise would be from machinery used in industries, heating ventilation-air conditioning units, generators, and other equipment. Many of these industrial uses have scaled back operations or left the area. Still, the level of noise from industrial uses can be significant and impact residential areas located adjacent to them, such as in Arden Village.

Primary noise sources in the city will not go away. The City will utilize the noise/land use compatibility guidelines outlined in Table PHS-3 (Noise/Land Use Compatibility Criteria) in making land use decisions. These compatibility guidelines show a range of noise standards for various land use categories. Depending on the ambient environment, these basic guidelines may be tailored for existing noise and land use characteristics. The matrix defines noise in terms of CNEL and expressed in dB that measure sound intensity. Noise levels occurring during nighttime hours are weighted more heavily than during the daytime.

The general plan includes goals and policies to effectively manage noise within the city.

Goal PHS-9

Proper planning for the threat of manmade and natural hazards so as to minimize, to the greatest extent possible, the risk to life, limb, property, and essential facilities through emergency preparedness, recovery, and response.

Policies

PHS-9.1 Residential Neighborhoods. Continue to enforce noise abatement and control measures in El Monte, particularly within residential neighborhoods and around noise sensitive land uses.

PHS-9.2 Land Use Compatibility. Require the inclusion of noise reducing design features in development consistent with standards in PHS-1, Title 24 California Code of Regulations and the El Monte Municipal Code (EMMC).

PHS-9.3 Site Planning. Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collection areas.

El Monte Municipal Code

17.50.110 Noise. Ambient Noise Standards. Unless otherwise specifically indicated, the following ambient noise standards shown in Table 17.50-2 shall apply to all property within their assigned zoning districts and said standards shall constitute the permissible noise level:

Table 4.13-5
PERMISSIBLE NOISE LEVELS FOR CITY OF EL MONTE

Zoning Districts	7:00 am to 10:00 pm	10:00 pm to 7:00 am
One-family zoning districts	50 dBA	45 dBA
Multiple-family zoning districts	55 dBA	50 dBA
Commercial and Multiuse zoning districts	65 dBA	60 dBA
Manufacturing zoning districts	70 dBA	70 dBA

1. It is unlawful for any person to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five (5) decibels for a cumulation period of fifteen (15) minutes in any hour.
2. At the boundary line between a residential zoning district and a commercial and/or manufacturing zoning district, the noise level of the residential zoning district shall be used.
3. If a residential use is located within a commercial or manufacturing zoning district, the ambient noise level shall not exceed 50 dBA between the hours of 10:00 p.m. and 7:00 a.m.

City of Rosemead

City of Rosemead General Plan

The City of Rosemead General Plan Noise Element contains goals and policies regarding construction noise.

Goal 3: Effective implementation of measures to control non-transportation noise impacts.

Policy 3.3: Evaluate noise generated by construction activities to ensure compliance with the Community Noise Ordinance.

Policy 3.4: Establish and maintain coordination among the City departments involved in noise abatement.

City of Rosemead Municipal Code

Noise standards

A. Exterior Noise Standards.

1. The following Noise standards, unless otherwise specifically indicated, shall apply to all receptor properties within a designated Noise zone as shown in **Table 4.13-6**:

Table 4.13-6
PERMISSIBLE NOISE LEVELS FOR THE CITY OF ROSEMEAD

Noise Zone	Type of Land Use (Receptor Property)	Time Interval	Allowable Exterior Noise Level
I	Single-, double- or multiple-family residential	10:00 p.m.—7:00 a.m. 7:00 a.m.—10:00 p.m.	45 dBA 60 dBA
II	Commercial	10:00 p.m.—7:00 a.m. 7:00 a.m.—10:00 p.m.	60 dBA 65 dBA
III	Industrial or manufacturing	Anytime	70 dBA

2. A person shall not in any location of the city create any noise, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person (hereinafter " noise source"), which causes the noise level when measured on any property (hereinafter "receptor property"), to exceed:
   a. The applicable noise standard for a cumulative period of time of more than thirty (30) minutes in any hour; or
   b. The applicable noise standard plus five dBA for a cumulative period of more than fifteen (15) minutes in any hour; or
   c. The applicable noise standard plus ten dBA for a cumulative period of more than five minutes in any hour; or
   d. The applicable noise standard plus fifteen (15) dBA for a cumulative period of more than one minute in any hour; or
   e. The noise standard plus twenty (20) dBA for any period of time.

4.13.6 Significance Thresholds

Two criteria were used in this analysis for evaluating noise impacts. First, noise levels generated by the proposed project must comply with all relevant federal, state, and local standards and regulations. Noise impacts on the surrounding community are limited by local noise ordinances, which are implemented through investigations in response to nuisance complaints. It is assumed that all existing applicable regulations for the construction and operation of the proposed project would be enforced. In addition, the proposed project should not produce noise levels that are incompatible with adjacent noise-sensitive land uses.

The second measure of noise impact used in this analysis is a significant increase in noise levels above existing ambient noise levels as a result of the introduction of a new noise source. An increase in noise level due to a new noise source has potential to adversely impact people. The proposed project would have a significant noise impact if it did any of the following:

- Expose persons to or generate noise levels in excess of standards recommended in the Temple City, El Monte, and Rosemead General Plan Noise Element.
- Generate construction noise exceeding 80 dBA L_{eq} (FTA, 2018, p. 179).
- Include construction activities in or within 500 feet of residential areas between 6:00 p.m. of one day and 7:00 a.m. of the next day, without a permit.
- Contribute, with other local construction projects, to a significant cumulative noise impact.
- Increase operational exposures at sensitive receivers (mainly because of an increase in traffic flow) by 5 dBA CNEL or more.

4.13.7 Impact Analysis

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

Less than Significant Impact

The proposed project includes the construction of a 133,460-square-foot self-storage facility on an approximately 2.45-acre undeveloped lot located at 4301 Temple City Boulevard on the border between the cities of El Monte and Temple City. The facility would have self-storage units on all five levels of the proposed building, ranging from five-by-five feet (25 square feet) to 10 by 25 feet (250 square feet). Construction activities, especially with heavy equipment operations, would create noise effects on and adjacent to the construction site. Long-term noise impacts include project-generated onsite and offsite operational noise sources. Onsite noise sources from the operation of the storage facility would include the use of mechanical equipment such as air conditioners, and landscaping and building maintenance activities. Offsite noise would be attributable to project-induced traffic, which would cause an incremental increase in noise levels within and near the project vicinity. Each is described below.

Short-Term Construction Noise

Noise impacts from construction activities are a function of the noise generated by the operation of construction equipment and onroad delivery and worker commuter vehicles, the location of equipment, and the timing and duration of the noise-generating activities. The nearest sensitive receivers to the center of the proposed project site include the residential neighborhood located 324 feet west of the project site and a multi-family residence located approximately 565.5 feet to the east. Noise exposures at the sensitive receivers nearest the project site would be relatively low and below the short-term exposure criterion of 80 dBA L_{eq}. As a result, impacts would be less than significant.

For the purpose of this analysis, it was estimated that the proposed project would be built in one phase, subphases of which are listed in **Table 4.13-7**. Construction is anticipated to run from early November 2025 to May 2027.

The types and numbers of pieces of equipment to be deployed during construction were determined as part of the air quality and greenhouse gas emissions analyses for this project (see **Section 4.3** and **Section 4.8**). For each equipment type, the table shows an average noise emission level (in dBA at 50 feet, unless otherwise specified) and a "usage factor," which is an estimated fraction of operating time that the equipment would be producing noise at the stated level. Equipment characteristics are shown in **Table 4.13-7**.

Using calculation methods published by the Federal Transportation Administration (FTA, 2018), UltraSystems estimated the average hourly exposures at four sensitive receiver locations, as seen in **Figure 4.13-1**. The distances used for the calculation were measured from the receivers to the approximate center of activity of each construction phase, since that would be the average location of construction equipment.

Table 4.13-8 summarizes the maximum estimated construction-related short-term noise exposures at the nearest sensitive receiver for each construction phase. Paving is the activity producing the maximum exposures. Short-term noise exposures due to construction activities would be about 56.1 to 70.2 dBA L_{eq}. Exposures above 70 dBA L_{eq} are due mainly to a combination of proximity to the sources and lack of intervening structures to attenuate the noise.

Noise exposure from construction of the proposed project would not exceed the FTA's 80 dBA threshold. Impacts would be less than significant.

Table 4.13-7
CONSTRUCTION EQUIPMENT NOISE CHARACTERISTICS

Construction Phase	Equipment Type	Horse-power	No. of Pieces	Usage Factor	dBA @ 50 ft.	Composite dBA
1. Demolition	Tractor/Loader/Backhoes	84	1	0.37	85	**81.96**
	Excavators	158	1	0.38	80	
2. Grading	Tractor/Loader/Backhoes	84	1	0.37	85	**82.03**
	Excavators	158	1	0.38	80	
	Rollers	36	1	0.38	74	
3. Building Construction	Forklifts	89	2	0.30	67	**84.3**
	Cement/Mortar Mixer	84	1	0.5	73	
	Pavers	81	1	0.42	77	
	Tractor/Loader/Backhoes	84	1	0.37	85	
4. Paving	Pavers	81	1	0.42	77	**86.35**
	Cement/Mortar Mixer	84	1	0.5	73	
	Tractor/Loader/Backhoes	84	1	0.37	85	
	Paving Equipment	81	1	0.42	77	
	Rollers	36	2	0.38	74	
5. Architectural Coating	Air Compressors	78	2	0.48	81	**80.82**

Sources: Calculated by UltraSystems with CalEEMod (2022.1.1.21) (CAPCOA, 2024).

Table 4.13-8
ESTIMATED MAXIMUM ONE-HOUR CONSTRUCTION NOISE EXPOSURES

Receiver	Phase	Distance (feet)	Ambient (dBA L_{eq})	Construction (dBA L_{eq})	New Total (dBA L_{eq})
1 - 92 Linden Lane	Paving	324	53.2	70.1	70.2
2 - 9603 Gidley Street	Paving	562	56.5	65.3	65.8
3 - 4145 Rowland Avenue	Paving	1489	54.1	51.9	56.1
4 - 9639 Lorica Street	Paving	1176	53.3	53.9	56.6

[b]Total = ambient + contribution from construction,

Operational Noise

Onsite

Onsite noise sources from the proposed storage facility would include operation of rooftop mechanical equipment such as air conditioners, parking lot activities, and truck deliveries. Noise levels from these sources are generally lower than those from the traffic on streets bordering the project site. Since the proposed project site is already located in an industrial area and not significantly close to any sensitive receivers, onsite noise from the proposed project would not significantly impact ambient noise levels in the vicinity. Impacts would be less than significant.

Mobile Sources

The principal noise source in the project area is traffic on local streets. The project may contribute to a permanent increase in ambient noise levels in the project vicinity due to project-generated vehicle traffic on neighborhood roadways and at intersections. A noise impact would occur if the project contributes to a permanent increase in ambient noise levels affecting sensitive receivers along roadways that would carry project-generated traffic.

Because the project is already located within a noisy environment and is not significantly close to any sensitive receivers, roadway noise associated with project operation would not expose a sensitive receiver to noise levels that are considered incompatible with or in excess of adopted standards, and impacts would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) that causes the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root-mean-square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response (FTA, 2018, pp. 110-111).

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (FTA, 2018, p. 120).

Construction Vibration

Construction activities for the project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminish in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance). Given the project's distance from the nearest sensitive receivers and its current location within an industrial zone, project construction would not result in generation of excessive groundborne vibration or groundborne noise levels on sensitive receivers or the nearby area. Impacts would be less than significant.

Operational Vibration

Groundborne vibration at the project site and immediate vicinity currently results from heavy-duty vehicular travel (e.g., freight trucks) on the nearby local roadways, and the project would not result in a substantial increase of these heavy-duty vehicles on the public roadways.[11] Therefore, vibration impacts associated with operation of the project would be less than significant.

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

<u>Less Than Significant Impact</u>

The closest public airport to the project is the San Gabriel Valley Airport, located approximately 1.5 miles due east of the project site. No people will reside in the project area in the operational phase, and the designation of "normally compatible land use" takes into account exposure to onsite workers. Therefore, noise impacts would be less than significant.

[11] CalEEMod results indicate an Average Daily Trips of 22 for heavy duty trucks.

4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less than Significant Impact 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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

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

Less than Significant Impact

The project proposes a 133,460 square-foot self-storage facility. It does not propose the development of any residential uses, nor does it include expansion of existing infrastructure. The project would create limited employment opportunities during both the construction and operational phases; it is expected that employees from the local workforce would be hired during both the construction and operational phases of the project. The project is not of the scope or scale to induce people to move closer to the project or to work on the proposed project. Therefore, the project would have a less than significant impact regarding unplanned growth.

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

No Impact

The project site is currently zoned General Manufacturing (M-2) in the City of El Monte and Industrial (I) within Temple City. The currently vacant project site is not zoned for residential use and does not propose any residential elements. Therefore, the project would not displace any housing or people, and would not necessitate the construction of replacement housing, and no impact would occur.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?			X	
e) Other public facilities?				X

a) Fire Protection?

Less than Significant Impact

The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical services for the cities of El Monte and Temple City. The nearest LACoFD station to the project site is LACoFD Station 42 at 9319 Valley Boulevard in the City of Rosemead, about 0.6 mile southwest of the project site (LACoFD, 2024). Four LACoFD stations are located in the city of El Monte, and one is in the city of Temple City.

Construction and operation of the proposed self-storage facility is not expected to substantially increase demands for fire protection or emergency medical services. The City of El Monte is the lead agency for the project. Project design and construction would comply with the City of El Monte Fire Code (City of El Monte Municipal Code Chapter 15.34).

Furthermore, the adequacy of existing water pressure and water availability in the project area would be verified by the LACoFD during the proposed project's plan check review process. Compliance with the above-mentioned codes and LACoFD standards is mandatory and routinely conditioned upon projects. The project, once operational, would be inspected periodically by the LACoFD. The project's demands on fire protection services would have a less than significant impact.

b) Police Protection?

Less than Significant Impact

The City of El Monte Police Department provides police protection to the city of El Monte, and the Los Angeles County Sheriff's Department (LASD) serves the city of Temple City. LASD officers serving Temple City are based at the Temple City Sheriff's Station at 8838 Las Tunas Drive in the city of Temple City (City of Temple City, 2024). The El Monte Police Department station is at 11333 Valley Boulevard in El Monte (City of El Monte, 2024).

Construction and operation of the proposed self-storage facility is not anticipated to generate a substantial increase in demands for police protection. The self-storage facility would include security features such as a fence and a secured gate for entry and exit by authorized persons only.

Moreover, the development of the project site is consistent with the overall growth anticipated by the City of El Monte General Plan at buildout and has therefore been planned for from the standpoint of long-term infrastructure needs. Therefore, impacts on police protection would be less than significant.

c) Schools?

No Impact

The Rosemead Elementary School District provides school services in grades K-8 for the project site, and the El Monte Union High School District serves grades 9-12. The project site is in the attendance boundaries of Encinita Elementary School (grades K-6), Muscatel Middle school (grades 7-8), and Rosemead High School (grades 9-12) (RESD 2024; EMUHSD 2024). Demands for school facilities are generated by the numbers of households in the schools' attendance boundaries. The project does not propose any new residential uses. Therefore, no impact on schools would occur.

d) Parks?

No Impact

The City of El Monte Parks, Recreation and Community Services Department operates and provides programming for 10 City facilities (City of El Monte, 2024). The Temple City Parks and Recreation Department provides recreation services at, and maintains, three parks and a community center (City of Temple City, 2024). Demands for parks are generated by the population in the parks' service areas. The project does not propose residential land use and thus is not anticipated to add new residents to the city. Impacts would be less than significant.

e) Other Public Facilities?

No Impact

The Los Angeles County Library (LACPL) provides public library services to the City of El Monte and Temple City. The LACPL El Monte Library is at 3224 Tyler Avenue in El Monte, and the Temple City Library is at 5939 Golden West Avenue in Temple City. Demands for libraries are generated by the population in the libraries' service areas. The project does not propose development of housing, and thus project development would not increase population. Therefore, the project would have no impact on other public facilities.

4.16 Recreation

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	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?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

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?

Less Than Significant Impact

The El Monte Parks and Recreation Division supervises 12 city parks, a dog park, senior center, gym, historical museum, as well as community and aquatic centers providing recreational services in the City (El Monte Parks and Facilities, 2022). The City currently has approximately 51 acres total of parkland for public use (City of El Monte, 2011b).

The parks nearest to the project site include Gibson Mariposa Park at 4140 Gibson Road approximately 0.8 miles southeast, Baldwin Avenue Mini Park at 3750 Baldwin Avenue approximately 0.8 miles southeast, and Rosemead Park at 4343 Encinitas Ave in the City of Rosemead approximately 1.1 miles southwest of the project site (Google Earth Pro, 2024).

Impacts to recreation are based on whether the project would increase the population of the City with project buildout. As detailed in **Section 4.14**, Population and Housing, the proposed project would develop a commercial self-storage facility that would not increase the population in the city. Employees for the project are expected to come from the local workforce. Although project employees may potentially use parks and recreational facilities, the impacts would be less than significant.

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

No Impact

As described above, the project does not propose new or expanded recreational facilities that would have potentially adverse environmental effects. Therefore, no impact would occur.

4.17 Transportation

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

The analysis below is based on a Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis, which was conducted by RK Engineering, Inc. on July 10, 2024 (Refer to **Appendix G**). The trip generation assessment estimates the combination of existing and future vehicle trips from the project site based on the implementation of the proposed project.

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

Less than Significant Impact

The proposed project is located on the west side of Temple City Boulevard within the cities of El Monte and Temple City. Site access would be along the eastern portion of the project site from Temple City Boulevard. The project will also have a gated driveway with controlled access at the northwestern corner for City access to the Eaton Wash right-of-way that abuts the project's northern border.

Temple City Boulevard, running northeast to southwest, is classified as a Minor Arterial street by the California Department of Transportation (Caltrans, 2024), a Primary street within the Temple City General Plan (Temple City 2024a), and as a local street (not directly acknowledged) within the City of El Monte General Plan.

Vehicular access to the project is proposed via an existing full access unsignalized driveway located along Temple City Boulevard. Access for pedestrians from the public right-of-way (ROW) to the building on site would also be from the sidewalk along Temple City Boulevard.

Regional access to the project site is from the Interstate 10 (I-10) Freeway, approximately 0.75 miles to the south, via Temple City Boulevard (Google Earth Pro, 2024).

The City of El Monte operates its own in-town transit system, El Monte Transit. The nearest public transit facility is El Monte Transit's trolley stop located directly in front of the project site along Temple City Boulevard. El Monte Transit also operates transit buses on five fixed routes that provide transportation for residents to destinations within the City. All buses depart from El Monte Trolley

Station located at 3679 Center Avenue, located 1.4 miles southeast from the project site, approximately every 50 minutes (City of El Monte, 2024a).

The El Monte Station, a commuter rail station, is served by the Metrolink San Bernardino Line. It is at 10925 Railroad Street between Santa Anita Avenue and Tyler Avenue north of Valley Boulevard, approximately 1.75 miles southeast of the project site. The station is accessible directly by the El Monte Transit trolley system. The station has 238 parking spaces and is owned by the City of El Monte (Metrolink, 2024).

The nearest Class I bicycle trail to the project site is the Rio Hondo Multi-Use Trail, which runs approximately one mile to the east and south following the Rio Hondo River channel through the San Gabriel Valley (San Gabriel, 2014, p. 4). The trail is managed and maintained by the Los Angeles County Department of Parks and Recreation.

The Temple City Bicycle Master Plan (Temple City, 2011) proposes a Class II bike lane that follows Temple City Boulevard, reaching the southern boundary with the City of El Monte in front of the proposed project. Additionally. A proposed Class I bike route is also suggested along the Eaton Wash, adjacent to the project site to the north (Temple City, 2011, p. 41).

The City of El Monte does not independently have a bicycle master plan. Instead, it collaboratively operates with the cities of Baldwin Park, Monterey Park, San Gabriel and South El Monte to develop the San Gabriel Valley Regional Bicycle Master Plan (SGVRBMP) (San Gabriel, 2014, p. 1). SGVRBMP also proposes a Class II bike lane that follows Temple City Boulevard and connects to the previously mentioned Class II bike lane proposed in the Temple City Bicycle Master Plan (San Gabriel, 2014, p. 34).

The San Gabriel and Temple City bicycle master plans actively coordinate with the County of Los Angeles regarding the County of Los Angeles Bicycle Master Plan (LACBMP) and the Los Angeles County Metropolitan Transportation Authority (Metro) Bicycle Transportation Strategic Plan (BTSB). LACBMP guides the development and maintenance of a comprehensive bicycle network and programs within the unincorporated areas of Los Angeles County, while the BTSP provides an inventory of existing and planned facilities within Los Angeles County (San Gabriel, 2014, p. 33; Temple City, 2011, p. 16).

The following city and county plans, ordinances, and policies would apply to the project.

Temple City General Plan – Mobility Element

The Mobility Element of the Temple City Mid-Century General Plan is focused on future mobility and circulation needs of its residents, workers, and visitors while supporting the goals and policies of the Land Use Element. A complete and balanced multimodal transportation system is critical to meeting the needs of all users of the City's streets, roads and highways as defined in Assembly Bill 1358 (The California Complete Streets Act) (Temple City, 2024a).

City of El Monte General Plan – Circulation Element

The Circulation Element revolves around establishing a comprehensive transportation system for mobility within the city. This system is aimed at promoting efficient and safe movement, offering options like transit, bikes, and walking apart from automobiles. It focuses on connecting residential areas, parks, shopping centers, workplaces, and community facilities. The goal is to benefit the City of El Monte by minimizing traffic impacts through enhanced streetscape design, pedestrian-friendly infrastructure, bicycle facilities, and traffic management strategies (City of El Monte, 2011, p. C-1).

Given that the proposed project would not interfere with public transit or pedestrian or bicycle transportation or conflict with the provisions of the General Plan Mobility and Circulation Elements of either city, the project impact would be less than significant.

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

Less than Significant Impact

Project Trip Generation

The City of El Monte Transportation Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment and the San Gabriel Valley Council of Governments (SGVCOG) VMT Tool were used to establish a uniform analysis of significance to establish LOS and VMT impacts under the California Environmental Quality Act (CEQA) and to determine whether the project will require a detailed LOS analysis and/or a detailed VMT modeling analysis (RK Engineering, 2024).

CEQA Guidelines § 15064.3, Determining the Significance of Transportation Impacts, describes specific criteria for evaluating transportation impacts. Changes to the CEQA guidelines, which went into effect on July 1, 2020, require all leading agencies to adopt VMT as a replacement for LOS as a measure for transportation impacts. However, as specified in the City of El Monte TIA Guidelines, a traffic analysis that includes LOS analysis may still be required for projects when AM or PM peak hour trip generation is expected to exceed 50 vehicle trips (RK Engineering, 2024).

As shown in **Table 4.17-1**, the project is estimated to generate approximately 194 daily trips consisting of 12 AM peak hour trips and 20 PM peak hour trips. Therefore, the project is not required to prepare a traffic impact analysis and is not expected to result in any significant adverse impacts.

Table 4.17-1
PROJECT TRIP GENERATION

Land Use (ITE Code)	Qty.	Units	Weekday						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
ITE Trip Generation Rate									
Mini-Warehouse (151)	n/a	TSF	59%	41%	0.009	47%	53%	0.15	1.45
Trip Generation Estimate									
Mini-Warehouse (151)	133.884	TSF	7	5	**12**	9	11	**20**	**194**

Source: RK Engineering, 2024
Note: TSF = Thousand Square Feet

VMT Screening Assessment

The City of El Monte TIA Guidelines also provides recommendations in the form of thresholds of significance and methodology for identifying VMT-related impacts. The proposed project is subject to a VMT screening analysis and will adhere to the recommendations and practices described in the City's guidelines.

The City of El Monte has established three types of screening criteria that can be applied to effectively screen projects from project-level assessment. They are Step 1: Transit Priority Areas (TPA) Screening, Step 2: Low VMT-Generating Area Screening and Step 3: Project Type Screening.

Step 1: Transit Priority Areas

Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, this presumption may not be appropriate if the project has a Floor Area Ratio (FAR) of less than 0.75; includes more parking than required by city requirements; is inconsistent with the applicable Sustainable Communities Strategy (SCS) (as determined by the lead agency, with input from the Metropolitan Planning Organization); or replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The project is located within 0.5 miles of eight bus stops that offer service intervals of 15 minutes or less. These bus stops located along Valley Boulevard, which is approximately 1,500 feet to the south, are serviced by Metro Bus Route #76. Therefore, Valley Boulevard meets the criteria to be classified as a high-quality transit corridor, as it provides fixed-route bus stops with service intervals no longer than 15 minutes during peak commute hours.

As shown in **Table 4.17-2** below, all four criteria have not been met. The project is proposing to provide more parking than is required by the City. Therefore, the proposed project does not satisfy the screening criteria based on the Step 1: Transit Priority Areas Screening.

Table 4.17-2
TRANSIT PRIORITY AREA SCREENING APPROPRIATENESS CHECK

TPA Screening Criteria	Eligibility Met?
Has a floor area ratio greater than or equal to 0.75?	**Yes**
Has less than or equal to the City parking requirements?	**No**
Is it consistent with the Sustainable Communities Strategy?	**Yes**
Does not replace affordable units with fewer moderate- or high-income units?	**Yes**

Source: RK Engineering, 2024, p. 4

Step 2: Low VMT-Generating Area

According to the City of El Monte TIA Guidelines, residential and office projects located within a low VMT-generating area are presumed to have a less than significant impact absent substantial evidence to the contrary. The City of El Monte TIA Guidelines state, "If the predominant land uses in the vicinity are nominally of the same type as the proposed project and the proposed project is reasonably expected to generate similar VMT as the existing land uses, the project is considered screened out if it is in the low VMT area for the Total Daily VMT Service per Population."

The San Gabriel Valley Council of Governments (SGVCOG) VMT Tool was used to determine whether the project was located in a low VMT generating area since the industrial land use is similar to the surrounding land uses.

As detailed in **Table 4.17-3** below, the project's Traffic Analysis Zone (TAZ) VMT was calculated to be 26.5 VMT per service population, which is less than the City of El Monte's threshold of 29.46 VMT per service population. Therefore, the project satisfies Step 2: Low VMT-Generating Area Screening and would have a less than significant impact on VMT under CEQA.

Table 4.17-3
LOW VMT-GENERATING SCREENING

Traffic Analysis Zone	Baseline Year	VMT/Service Population
22202400	2024	26.5
City of El Monte VMT Threshold of Significance		29.46
Potentially Significant Impact? (Yes/No)		No

Source: RK Engineering, 2024, p. 5

Step 3: Project Type Screening

Per the Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis completed for the project, the project is not consistent with any of the project types that are eligible to screen from a project-level VMT assessment. Therefore, the proposed project does not meet the screening criteria based on Step 3: Project Type Screening.

In compliance with the City of El Monte TIA Guidelines, the project is forecast to generate less than 50 vehicle trips per hour and is not required to prepare a traffic impact analysis. Additionally, the project has met the criteria to be screened from a full VMT analysis based on the criteria of Step 2: Low VMT-Generating Area Screening and may be presumed to have a less than significant impact on VMT under CEQA.

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

Less than Significant Impact

Vehicles would access the facility via one driveway along Temple City Boulevard. Access for pedestrians from the public right-of-way (ROW) to the building on site would be via the sidewalk along Temple City Boulevard. All onsite access and sight-distance setbacks would be in accordance with the City of El Monte and Temple City design requirements. The project would not substantially alter or impact roads, sight lines, or offsite land uses. The proposed project would not house or utilize farm equipment, construction equipment, or other unusually slow vehicles that would present a traffic hazard. Therefore, the project would not increase hazards due to a geometric design feature, and impacts would be less than significant.

d) Would the project result in inadequate emergency access?

Less than Significant Impact with Mitigation Incorporated

Construction

During the project construction phase, lanes and sidewalks along Temple City Boulevard may be temporarily closed off. To ensure that circulation and emergency access during construction are adequate, the cities require the preparation and implementation of a Transportation Management Plan (TMP) for all projects that require construction in the public ROW. Therefore, the proposed project would implement mitigation measure **TRANS-1**. With the implementation of the mitigation measure **TRANS-1**, impacts regarding emergency access during construction would be less than significant.

Mitigation Measure

MM TRANS-1: The Transportation Management Plan (TMP) must be reviewed and approved by both Traffic Engineers of the cities of El Monte and Temple City prior to the start of construction activities in the public ROW. The typical TMP requires such things as the installation of a K-rail between the construction area and open traffic lanes, the use of flaggers, and directional signage to direct traffic where only one travel lane is available or when equipment movement creates temporary hazards, and the installation of steel plates to cover trenches under construction. Emergency access must be maintained at all times.

Level of Significance After Mitigation

After the implementation of mitigation measure TRANS-1 as described above, the project would have less than significant construction-phase impacts on emergency access.

Operation

The project would comply with applicable City regulations, such as the requirement to comply with the city's Fire Code concerning providing adequate emergency access, as well as the California Building Standards Code. Prior to the issuance of building permits, the City of El Monte and Temple City would review project site plans, including the location of all buildings, fences, access driveways, and other features that may affect emergency access. Fire lanes would be provided for adequate emergency access. The site design for the proposed project includes access and fire lanes that would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. All onsite access and sight-distance requirements would be in accordance with both cities,' Caltrans,' and CalFire's design requirements. The cities' review processes and compliance with applicable regulations and standards would ensure that adequate emergency access would be provided at the project site at all times. Therefore, the proposed project would not result in inadequate emergency access during operation and there would be no impact in this regard.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?				X
b) Cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?		X		

Information from the *Cultural Resources Report*, dated July 31, 2024 (see **Appendix D**), prepared by UltraSystems for the Self-Storage Facility Project on the City of El Monte has been included in this section.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k)?

<u>No Impact</u>

No resources as defined by Public Resources Code §21074 have been identified. Additionally, the project site has not been recommended for historic designation for prehistoric and Tribal Cultural Resources (TCRs). The Native American Heritage Commission's Sacred Lands File (SLF) search was positive for the presence of traditional cultural property within this area and advised to contact the Gabrielino Band of Mission Indians - Kizh Nation (refer to Attachment C: "Native American Heritage Commission Records Search and Native American Contacts" in **Appendix D** to this IS/MND). No specific tribal resources have been identified.

No prehistoric or historic archaeological resources were observed during the field survey conducted on July 5, 2024, by Stephen O'Neil, M.A., RPA as part of the cultural resources investigation (see Section 4.3 in **Appendix D**). The results of the pedestrian assessment indicate that it is unlikely that prehistoric resources will be adversely affected by construction of the project given the disturbed condition of the ground surface. The cultural resource records search at the SCCIC (the local California Historic Resources Information System facility) on June 26, 2024, indicated there are no prehistoric or historic sites on the project parcel (Section 4.1 in **Appendix D**).

No tribal cultural resources onsite are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k). Therefore, the project would have no impact in this regard.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?

Less than Significant Impact with Mitigation Incorporated

Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American Tribes on potential impacts on tribal cultural resources (TCRs), as defined in Public Resources Code § 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (CNRA, 2007).

As part of the AB 52 process, Native American tribes must submit a written request to the lead agency to be notified of projects within their traditionally and culturally affiliated area. The lead agency must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receiving this notification if they want to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or (2) one of the parties, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

Senate Bill 18 (SB 18) requires meaningful consultation with California Native American Tribes on potential impacts on tribal cultural resources (TCRs) that may result from zoning and master plan changes. The State of California Governor's Office of Planning and Research developed these Tribal Consultation Guidelines in order to provide guidance to cities and counties on the process for consulting with Native American Indian tribes during the adoption or amendment of local general plans or specific plans (defined in Government Code § 65450 et seq.). SB 18 requires local agencies to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process, thereby providing tribes an opportunity to participate in local land use decisions at an early planning stage.

The project has been filed with the City of El Monte, which is the Lead Agency, and the City of Temple City, which is the Responsible Agency. Debra Martinez, Assistant Planner, with the City of El Monte (the Lead Agency) stated on August 28, 2024, that the City will initiate AB 52 consultation once the draft Initial Study has been received by City staff for review (D. Martinez, personal communication to S. O'Neil, August 28, 2024). She also noted that the Gabrieleno Band of Mission Indians – Kizh Nation has already reached out to the City and that a meeting was scheduled for the week of September 1-5, 2024, to discuss the project. Braulio M. Madrid, Associate Planner with the City of El Monte sent the AB 52 Consultation letters to the 15 tribal contacts representing eight tribes provided by the Native American Heritage Commission on March 27, 2025 by email and USPS Certified mail. Tribes have 30 days from receiving the notification to respond to and engage in consultation on the project.

Adam Gulick, Associate Planner with the City of Temple City (the Responsible Agency) was contacted on January 15, 2025, inquiring about when the City will initiate SB 18 outreach to local tribes for the project and a draft SB 18 letter was attached. Mr. Gulick sent the SB 18 Consultation letter to the 15 tribal contacts representing eight tribes provided by the Native American Heritage Commission on June 2, 2025 by USPS Certified mail. The letters informed them of the project and convey that the recipient has 90 days from the receipt of the letter to request consultation regarding the project.

The following tribes were contacted by the City of El Monte and the City of Temple City:

- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

The City of El Monte has received two responses.

The Gabrieleño Band of Mission Indians–Kizh Nation responded by email on May 14, 2025 and indicated that the tribe requests to participate in government-to-government consultation and provided contact information to schedule a meeting. Ms. Sandra Elias, City Planner with the City of El Monte scheduled the meeting for June 17, 2025. The Kizh Nation sent an email on June 16, 2025 canceling the meeting to availability issues and asked consult by email or to reschedule the phone call. The City agreed to correspond by email. On July 3, 2025, a letter was received by the City from Hereditary Chief Andrew Salas indicating that the project site "lies within the ancestral village of *Sibangna (Siba)*, a central settlement of the Gabrieleño Band of Mission Indians – Kizh Nation". Due to this, the tribe requested the implementation of Mitigation Measures provided with their letter. Following review by the City of El Monte, it was determined that the Kizh Nation's suggested mitigation measures would be incorporated as applies only to the Gabrielino-Kizh Nation as one of the Native American monitors for the project, and should human remains be discovered and if the NAHC should choose the Kizh Nation to be the Most Likely Descendants (MLD). Mitigation measures **MM TCR-1** through **MM TCR -3** below pertain to the Gabrielino-Kizh Nation only. Ms. Elias contacted Chairperson Salas on July 15, 2025 and indicated that more than one tribe had requested to consult and provide Tribal Monitoring on the project and provided the Mitigation Measures that the City planned to include in the IS/MND. Brandy Salas, Tribal Administrative Coordinator for the tribe, responded on July 18, 2025 with a set of questions including asking if the other consulting tribe provided evidence supporting their ancestral affiliation to the project area, were materials submitted in a timely manner consistent with the CEQA and AB 52 consultation timelines, and how did the City evaluate and justify this evidence in reaching its current mitigation strategy. Ms. Elias responded to Ms. Salas's questions on August 13, 2025 and indicated that AB 52 does not require specific "evidence" to prove tribal affiliation and the Native American Heritage Commission (NAHC) has identified all tribes contacted as tribes affiliated with the project area. Ms. Elias also indicated that all materials were submitted in a timely fashion with some consideration being granted due to City staffing changes that occurred during the consultation period and that both tribes who requested to be involved in the project can participate in consultation. Sophia Pina, Executive Assistant to Hereditary Chief and Chairman Andrew Salas, responded on August 15, 2025 indicating that they disagree with including the other tribe in consultation as granting consideration to untimely responses due to internal staffing changes risks undermining CEQA. Ms. Pina also requested that the City implement mitigation measures specific to the Kizh Nation and that shared measures do not ensure compliance.

The Gabrielino Tongva Indians of California Tribal Council responded by email on May 1, 2025 that the project APE is on a recorded tribal site and tribal monitoring will be needed. The email also indicated that their tribe needs to be included in the monitoring efforts and that if more than one tribe is interested in participating in the monitoring, a rotation may be implemented for fairness and equity. Mitigation

measures **MM TCR-4** through **MM TCR -7** below pertain to the the Gabrielino Tongva Indians of California Tribal Council and culturally affiliated groups.

Within the 30-day response period, no other tribes replied to the City requesting AB 52 consultation.

The City of Temple City has received a single response to date.

The City of Temple City received a response of "Not Deliverable As Addressed" for Charles Alvarez, Chairperson with the Gabrielino-Tongva Tribe on Monday, June 7, 2025. An email was sent to Chairperson Alvarez providing the SB 18 consultation letter.

The Gabrieleno Band of Mission Indians – Kizh Nation responded by email on June 9, 2025. The tribe requested to participate in government -to-government consultation and provided contact information to schedule a meeting. Mr. Gulick set a meeting with Chairman Salas on July 29, 2025. On July 29, 2025, Chairman Salas was not available to attend the telephone meeting due to his ongoing health issues. Brandy Salas, Tribal Administrative Coordinator, over a phone call on July 29, 2025 that they would like to reschedule this call within the next two weeks. Ms. Salas asked if this was the same project that El Monte was reviewing and Mr. Gulick indicated that it was essentially the same. On August 4, Chloe Soto emailed the same letter and mitigation measures that were provided to the City of El Monte on July 2, 2025 as it pertains to the same project location. Mr. Gulick responded to that email on August 2, 2025 indicating that the conditions are acceptable. Consultation is now concluded with the tribe. The Kizh Nation's suggested mitigation measures are incorporated as applies only to the Gabrielino-Kizh Nation and they included the tribe conducting Native American monitoring for the project, treatment of Tribal Cultural Resource Objects, and treatment of Human Remains and Associated Funerary or Ceremonial Objects. Mitigation measures **MM TCR-1** through **MM TCR -3** below pertain to the Gabrielino-Kizh Nation only.

No other Tribes requested consultation under SB 18 on this project. SB 18 consultation has been completed. The Native American Heritage Commission's SLF search had a positive result for a tribal resource. No further information was provided and UltraSystems was directed to contact the Gabrieleno Band of Mission Indians - Kizh Nation for further information regarding this resource. The outreach letter to the Kizh Nation included a request for information on this SLF resource. However, the tribe did not respond to this request and only requested the lead agency's contact information. The Gabrielino Tongva Indians of California Tribal Council indicated that the project APE is within a tribally sensitive site but did not provide information about specific TCRs or their location relative to the project site.

No resources as defined by Public Resources Code § 21074 have been identified (refer to Attachment C: "Native American Heritage Commission Records Search and Native American Contacts" in **Appendix D** to this IS/MND). Additionally, the project site has not been recommended for historic designation for prehistoric resources or TCRs. No specific tribal resources have been identified.

No prehistoric or historic archaeological resources were observed during the field survey. The previous cultural resources surveys within the half mile buffer zone resulted in no prehistoric archaeological sites or isolates being recorded.

The cultural resource study findings at the South Central Coastal Information Center indicate that there is a low potential for finding tribal resources.

The prior fully built environment of the Project site, with the Easton Wash Channel that was also constructed here along the north project boundary, suggests that the ground here has been

significantly disturbed. There will be subsurface grading for the new structure foundations up to 12 feet for the basement bottom and an additional four feet for the elevator pits for a total of 16 feet excavation below grade. This would reach into previously undisturbed native soil.

The cultural resource study findings suggest that there is a low potential for finding resources during the storage facility construction work. However, grading and trenching activities associated with development of the project would cause new subsurface disturbance and may result in the unanticipated discovery of unique historic and/or prehistoric archaeological resources. However, given the local Native American tribal concerns for potential traditional cultural resources, mitigation would be implemented to further reduce potential impacts to a less than significant level.

The project proposes grading. Grading activities associated with development of the project would involve new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. Mitigation measures **MM TCR-1** through **MM TCR -7** below concern the protection of TCRs and potential human remains.

Mitigation Measures

Measures MM TCR-1 through MM TCR-3 would pertain to the Gabrielino-Kizh Nation only.

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

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

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

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

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may

involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

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

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

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code § 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

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

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

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

Measures MM TCR-4 through MM TCR-7 concern protection of TCRs and potential human remains only as they relate to culturally affiliated Tongva (but non-Gabrielino – Kizh Nation).

MM TCR-4: Prior to the commencement of any ground-disturbing activity at the project site, the project applicant shall retain a Native American Monitor from a local culturally affiliated Gabrielino (Tongva) tribe. A copy of the executed contract shall be submitted to the City of El Monte prior to the issuance of any permit necessary to commence a ground-disturbing activity.

MM TCR-5: The Tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal,

potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.

MM TCR-6: Upon discovery of a Tribal Cultural Resource, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor as described in MM TCR -4. If the resources are Native American in origin, the monitoring Tribe may retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural, and/or historic purposes.

MM TCR-7: If human remains are encountered during excavations associated with this project, all work shall stop within a 50-foot radius of the discovery, and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are of recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLDS (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).

Level of Significance After Mitigation

MM TCR-1 through **TCR-3** pertains to the Gabrielino–Kizh Nation if they are chosen to conduct tribal monitoring and if they are chosen to be the MLD by the NAHC if human remains are discovered. **MM TCR-4** through **TCR-7** pertain if a different Gabrielino (Tongva) tribe is chosen to conduct the tribal monitoring and if a different tribe is chosen to be the MLD by the NAHC should human remains be discovered.

These MMs require monitoring of ground-disturbing activities during project construction by a Native American monitor, halting construction activities if the unanticipated discovery of a TCR or historic artifact(s) and their evaluation by the Native American and a qualified archaeologist, describing the treatment of human remains if found, and the disposition of TCRs and historic artifacts if found. With the implementation of **MM TCR-1** through **TCR-7**, potential project impacts on TCRs would be less than significant.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less than Significant Impact 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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

a) Would the project 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?

<u>Less than Significant Impact</u>

As discussed in **Section 3.0,** Project Description, the proposed project would require sewer, domestic water, stormwater drainage, and electrical connections to existing utility infrastructure in the cities of El Monte and Temple City.

Domestic Water: As detailed in Threshold 4.19b) below, the project would have sufficient water supply available to serve the City and any future development during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.

Wastewater Treatment: As detailed in Threshold 4.19c) below, the current wastewater conveyance and treatment system servicing the project site would have the wastewater capacity to serve the proposed project. Therefore, impacts would be less than significant.

Stormwater Drainage: Storms regularly flood Garvey Avenue, where the street passes under the Southern Pacific Railroad at the Garvey Avenue underpass. The existing stormwater pumps and conveyance pipes draining the underpass are insufficient to effectively convey stormwater from the street surface to the intended storm drainage facilities (US EPA, 2016).

The City of El Monte is developing a Stormwater Urban Master Plan (SWMP) to develop a roadmap to improve water quality, consistent with the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit (MS4 Permit), Order No. R4-2021-0105 and the approved Watershed Management Program (WMP). The Master Plan will provide the City with a plan and a schedule for future project implementation to address stormwater regulatory requirements and improve stormwater drainage. The City has received a Conditional Approval Letter and is currently addressing the comments of that letter (City of El Monte, 2024b).

Although the City has active plans to update its stormwater drainage system, the project would not directly result in relocation or construction that would cause significant environmental effects; therefore, a less than significant impact would occur.

Electric Power: Electric power for the City of El Monte is provided by Southern California Edison (SCE) (Southern California Edison, 2019). The proposed project is located in a developed area, with the infrastructure necessary to provide electric power to the established area. The proposed project would connect to existing electrical lines adjacent to Temple City Boulevard. The project would be constructed in accordance with all applicable Title 24 regulations and would not necessitate the construction or relocation of electric power facilities. Therefore, a less than significant impact would occur.

Natural Gas: Southern California Gas Company (SoCalGas) supplies natural gas service to the City of El Monte, and Temple City. In its 2022 California Gas Report, SoCalGas analyzed a 16-year demand period from 2022 to 2035, to determine its ability to meet the projected demand. Gas demand for the entire state is projected to average 5,298 million cubic feet of gas per day (MMcf/d) in 2022, decreasing to 4,857 MMcf/d by 2035, a decline of 0.67 percent per year (CGEU, 2022. p. 7). This decrease is the result of energy efficiency standards and programs, renewable energy goals, modest economic growth in its service region, and advanced metering infrastructure (California Gas and Electric Utilities, 2022, p. 115).

Furthermore, SoCalGas plans to implement aggressive energy efficiency programs that will result in natural gas savings across all sectors that will ensure the longevity of its natural gas supply and adequate generation rates (California Gas and Electric Utilities, 2022, p. 133). Therefore, the expected natural gas supply is adequate to meet demand in the SoCalGas region, and no natural gas facilities would have to be constructed or relocated for the proposed project. Therefore, a less than significant impact on natural gas would occur.

Telecommunications Facilities: Telecommunication services, including internet, telephone, and television, for El Monte and Temple City are provided by AT&T (City of El Monte, 2011a). The city has adequate telecommunication facilities available. Therefore, the proposed project would not interfere with the operation of AT&T's facilities, and a less than significant impact would occur.

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

Less than Significant Impact

The proposed project will be situated within the service area of California American Water (CAW), specifically the Southern Division Los Angeles County District (LACD). The water supply for LACD is derived from a combination of groundwater, rights to the San Gabriel River, and wholesale transactions (CAW, 2021, p. 4-2). California American Water purchases water from the Metropolitan Water District of Southern California (MWD) via the City of San Marino; Upper San Gabriel Valley Municipal Water District (Upper District) via the Main San Gabriel Basin (MSGB) Watermaster; and West Basin Municipal Water District (WBMWD) (CAW, 2021, p. 2-3). As noted in the Will-Serve letter, California American Water will supply water service, without exception to the subject property (refer to **Appendix H1**)(CAW, 2024).

The short-term water demands associated with construction activities, such as dust suppression, are projected to be minimal. The facility, encompassing 133,460 square feet on an undeveloped 2.45-acre lot, will result in only a temporary minor increase in water demand (LACSD, 2024).Assessments of water demand for the project suggest that there will be adequate water resources to meet the requirements of the proposed project as well as those of the surrounding service area during normal, dry, and multiple dry years. The anticipated daily water usage for operational activities is approximately 5,021 gallons (City of Los Angeles, 2012). The water demand projections are informed by demographic forecasts from the Southern California Association of Governments (SCAG), which are rooted in General Plan buildout estimates. The proposed project has received approval under the General Plan land use designations applicable to each of the two municipalities affected, thereby ensuring its inclusion in the water demand forecasts. Therefore, the operational impacts regarding water supply and demand will be less than significant.

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

Less than Significant Impact

The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average flow of 60.1 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant) in the City of Carson (LACSD, 2024).

The expected average wastewater flow from the project, described in the application as 132,275 square feet of self-storage space and 1,185 square feet of office space, is 3,544 gallons per day. The volume of wastewater generated by the project represents only a small fraction. (0.000024 percent) of the residual daily capacity of the Los Angeles County Sanitation Districts Wastewater Treatment Facilities (refer to **Appendix H2)**(LACSD, 2024). Therefore, the impact would be less than significant.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact

Solid waste disposal services for the City of El Monte are provided by Valley Vista Services, a private company under a franchise agreement with the City (Valley Vista Services, 2024). Temple City has a franchise agreement with Athens Services to provide trash and recycling services to all residential and commercial customers in Temple City (Temple City, 2024b).

The construction and operation of the project would generate solid waste that would require disposal at local landfills. Materials generated during the construction of the project would include paper, cardboard, metal, plastics, glass, concrete, lumber scrap, and other materials. During construction (short-term) and operation (long-term), bulk solid waste, excess building material, fill, and other construction-related solid waste would be disposed of in a manner consistent with the State of California Integrated Waste Management Act of 1989 (CIWMA) and would be removed from the project site. Existing regulations related to recycling during the construction and operation phases of the project require that the project provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

Based on an estimated 2024 CalRecycle Solid Waste Generation Rate of 0.006 pounds per square foot per day for industrial use, the proposed 133,460 square foot self-storage project is expected to generate approximately 803 pounds of solid waste per day (120 tons/year) (CalRecycle, 2024b).

The County of Los Angeles Department of Public Works is the local agency responsible for compiling disposal information for the County of Los Angeles, from haulers and solid waste facility operators within the County. Public Works is also responsible for submitting the data to the CalRecycle Disposal Reporting System and making the information available to local governments. According to the Annual Report of the Department of Public Works for the Los Angeles County Countywide Integrated Waste Management Plan, the total estimated remaining permitted capacity (as of December 31, 2021) for solid waste disposal facilities in Los Angeles County was 137.09 million tons (County of Los Angeles, 2022, p. 56).

The estimated increase in solid waste from the project of 120 tons per year represents a small fraction of the total remaining estimated permitted capacity (0.00000086 percent). Since there is sufficient permitted landfill capacity to support the operation of the proposed project, no adverse impact would occur on the solid waste collection service or the landfill disposal system. Therefore, the project impact on existing solid waste disposal facilities would be less than significant.

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

Less than Significant Impact

In 1989, the California Legislature enacted the California Integrated Waste Management Act (AB 939), in an effort to address solid waste problems and capacity in a comprehensive way. The law required each city and county to divert 50 percent of its waste from landfills by the year 2000.

Assembly Bill AB 341(AB 341; Chapter 476, Statutes of 2011) increases the statewide waste diversion goal to 75 percent by 2020 and mandates recycling for commercial and multi-family residential land uses.

Assembly Bill 1826 (AB 1826; California Public Resources Code §§ 42649.8 et seq.) requires the recycling of organic matter by businesses, and multifamily residences of five or more units, generating such waste in amounts over certain thresholds. Organic waste means food waste, green waste, landscape and pruning waste, non-hazardous wood waste, and food-spoiled paper waste that is mixed in with food waste.

Senate Bill 1383 (SB 1383; California Health and Safety Code §§ 39730.5 et seq.) set targets to achieve a 50 percent reduction in the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law is intended to reduce the emissions of methane, a short-lived climate pollutant, from the decomposition of organic waste in landfills, for the protection of people in at-risk communities as well as to reduce GHG emissions.

Section 5.408 (Construction Waste Reduction, Disposal, and recycling) of the 2022 California Green Building Standard code (CALGreen; Title 24, California Code of regulations, part 11) requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

The proposed project would comply with applicable local, state, and federal solid waste disposal standards; therefore, the impacts would be less than significant.

4.20 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 Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact

As shown in **Figure 4.20-1**, the project site is not located in a State Responsibility Area (SRA) (i.e., where the State is responsible for the costs of wildfire prevention and suppression). The nearest SRA to the project site is in unincorporated lands of the County of Los Angeles approximately 4.3 miles to the southeast. In addition, as shown in **Figure 4.20-2** the project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA), (i.e., where cities or counties are responsible for the costs of wildfire prevention and suppression). The nearest VHFHSZ in LRA to the project site is about 4.5 miles to the southeast within the unincorporated lands of the County of Los Angeles. Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan in a VHFHSZ and would have no impact.

Figure 4.20-1
VERY HIGH FIRE HAZARD SEVERITY ZONES IN STATE RESPONSIBILITY AREA

Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\Gissvr\gis\Projects\7275_MVP_Self Storage_ElMonte_ISMND\MXDs\7275_MVP_4_20_Fire_Hazard_SRA_2024_07_12.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; Cal Fire, September 2023; UltraSystems Environmental, Inc., 2024.

July 12, 2024

Scale: 1:95,040

N

0 0.75 1.5 Miles

0 0.75 1.5 Kilometers

Legend

Project Location

Fire Hazard Severity Zones in SRA

Moderate

High

Very High

Temple City Self-Storage Facility

Fire Hazard Severity Zone
State Responsibility Area (SRA)

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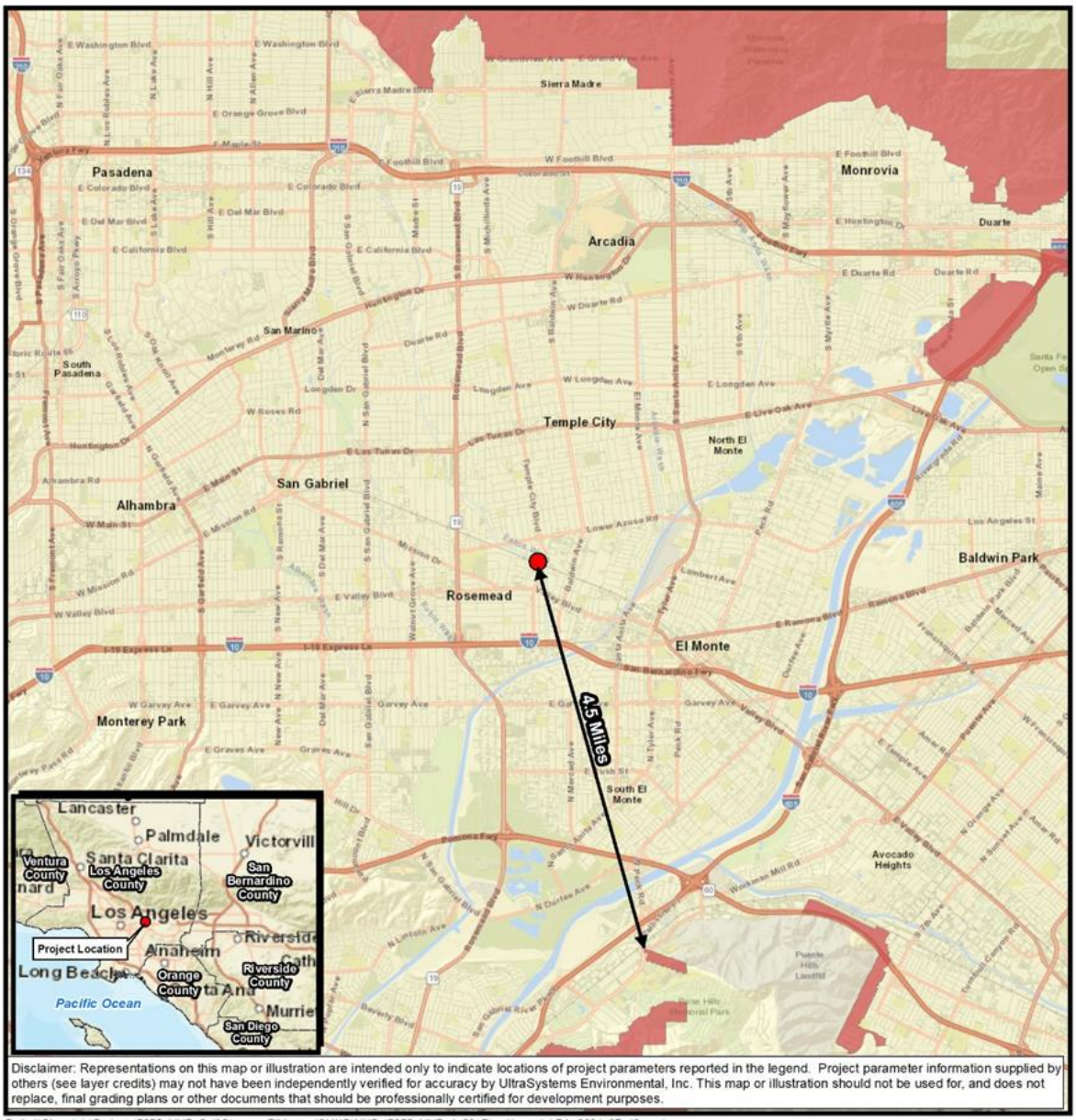
Figure 4.20-2
VERY HIGH FIRE HAZARD SEVERITY ZONES IN LOCAL RESPONSIBILITY AREA



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Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; Cal Fire, June 2022; UltraSystems Environmental, Inc., 2024.

July 12, 2024

Scale: 1:95,040

N

0 0.75 1.5 Miles

0 0.75 1.5 Kilometers

Legend

Project Location

Fire Hazard Severity Zones in LRA

Very High

Temple City Self-Storage Facility

Fire Hazard Severity Zone
Local Responsibility Area (LRA)

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b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact

As indicated under item a) above, the project site is not located in or near an SRA or a VHFHSZ within an LRA. Therefore, the proposed project would not, "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" and would have no impact.

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact

As indicated under item a) above the project site is not located in or near an SRA or a VHFHSZ within an LRA. Therefore, the proposed project would not "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 and would have no impact.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact

As indicated under item a) above, the project site is not located in or near an SRA or a VHFHSZ within an LRA. Therefore, the proposed project would not 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 and would have no impact.

4.21 Mandatory Findings of Significance

Does the project have:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) The potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

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

<u>Less than Significant Impact with Mitigation</u>

Considering that the project is located in a highly urbanized area with developed and landscaped substrates, optimal habitat for special-status plant and wildlife species is lacking. As noted in **Section 4.4** *Biological Resources*, the project site contains highly disturbed and developed areas with impermeable surfaces, significantly limiting the likelihood that special-status plant species would establish there.

If construction occurs during the nesting season, indirect impacts to migratory birds could occur from increased noise, vibration, and dust during construction. This could adversely affect the breeding behavior of some birds and lead to the loss of eggs and chicks, or nest abandonment. Impacts on nesting birds would have a potential significant impact. If protected breeding birds are present, the mitigation measure **BIO-1** will be implemented to minimize or avoid potential impacts to protect nesting bird species. With the implementation of **BIO-1**, the proposed project would have less than significant impact on wildlife species.

As detailed in **Sections 4.5** *Cultural Resources*, **4.7** *Geology and Soils*, and **4.18** *Tribal Cultural Resources*, grading activities associated with the development of the project would cause new subsurface disturbances

and could result in the unanticipated discovery of unique paleontological and/or archeological resources. With the implementation of mitigation measures **GEO-1**, **CUL-1** to **CUL-3**, and **TCR-1** to **TCR-3**, potential project impacts on historic and prehistoric resources would be less than significant.

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

Less than Significant Impact

The proposed project would be consistent with regional plans and programs that address environmental factors such as air quality, water quality, and other applicable regulations that have been adopted by public agencies with jurisdiction over the project to prevent or mitigate environmental effects.

Sections 4.3 *Air Quality* and **4.13** *Noise* of this Initial Study address the potential project impacts related to Air Quality and Noise, respectively. As detailed in **Section 4.3**, the impacts on air quality associated with the construction and operation of the project would be less than significant and do not warrant mitigation. As discussed in **Section 4.13,** the impacts of construction and operational noise associated with the project site were also found to be less than significant and do not warrant mitigation.

The project would create employment opportunities during both the construction and operational phases; employees from the local workforce would be hired during the construction and operational phases of the project. The project is not of the scope or scale to induce people to move from outside of the project area to work on the proposed project. The project does not include a housing component or otherwise support an increase in the resident population of the city and would utilize existing infrastructure for its operation. Therefore, the indirect population growth resulting solely from the project is expected to be less than significant.

Because the project would not increase individual environmental impacts after the recommended mitigation measures are implemented, the incremental contribution to cumulative impacts is anticipated to be less than significant.

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

Less than Significant Impact with Mitigation

As detailed in **Section 4.9** *Hazards and Hazardous Materials*, current ongoing remediation would result in less than significant impacts with the implementation of mitigation measure **TRANS-1**.

As reviewed in **Section 4.17** *Transportation* the City requires the preparation and implementation of a Traffic Management Plan, which must be reviewed and approved by Traffic Engineers of both the cities of El Monte and Temple City prior to the start of construction activities in the public ROW. Therefore, with the implementation of **MM TRANS-1,** the construction and operational impacts associated with the project would not cause substantial adverse effects on human beings and would be less than significant.

As discussed in **Sections 4.1** through **4.20** of this document, after the implementation of mitigation measures, it was found that the possible adverse environmental effects were less than significant on humans, either directly or indirectly. Therefore, less than significant impacts would occur.

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7.0 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with § 21081.6 of the Public Resources Code and § 15097 of the California Environmental Quality Act (CEQA) Guidelines, which requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR). The MMRP ensures implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

It is the intent of the MMRP to: (1) provide a framework for document implementation of the required mitigation; (2) identify monitoring/reporting responsibility; (3) provide a record of the monitoring/reporting; and (4) ensure compliance with those mitigation measures that are within the responsibility of the lead agency and/or project applicant to implement.

The following subjects require mitigation:

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

Table 7.0-1 lists impacts, mitigation measures adopted by the Cities of El Monte and Temple City in connection with approval of the proposed project, level of significance after mitigation, responsible and monitoring parties, and the project phase in which the measures are to be implemented. Only those environmental topics for which mitigation is required are listed in this Mitigation, Monitoring and Reporting Program.

Table 7.0-1
MITIGATION MONITORING AND REPORTING PROGRAM

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
4.4 Biological Resources				
Threshold 4.4a): Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	**MM BIO-1: Pre-Construction Breeding Bird Survey** If construction activities, including staging, are anticipated to commence during the nesting season (between January 1 and August 31 of any given year, or as determined by a local CDFW office), a qualified avian biologist shall conduct a preconstruction nesting bird survey between three to seven days prior to construction. In accordance with the MBTA and CFGC (§§ 3503, 3503.5, 3513), if an active bird nest of a species protected by the MBTA is located during the pre-construction survey and would potentially be affected, a no-activity buffer zone shall be delineated on maps and marked in the field by fencing, stakes, flagging, or other means up to 500 feet for raptors, or 100 feet for non-raptors. Materials used to demarcate the nests will be removed as soon as work is complete, or the fledglings have left the nest. The qualified avian biologist will determine the appropriate size of the buffer zone based on the type of activities planned near the nest and bird species. The survey will be conducted between three to seven days prior to the onset of scheduled activities, including building demolition and vegetation trimming or removal and will include all potential nest sites, such as open ground, trees, shrubs, grasses, burrows, and structures during the breeding season. The project applicant will make every effort to conduct the pre-construction survey and subsequent removal of all physical features that could potentially serve as avian nest sites (e.g.,	Project Applicant	Field Verification	1. City of El Monte 2. City of El Monte 3. Project Construction

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	staging and stockpiling, structure removal, clear and grub, grading, fill, etc.) to avoid impacts to nesting birds. If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted by demolition or construction activities, the site will be mapped, and location provided to the construction supervisor, City, and project applicant. The qualified biologist will establish a buffer zone around the active nest, which will be delimited (fencing, stakes, flagging, orange snow fencing, etc.) at a minimum of 100 feet, or as the qualified biologist determines is appropriate, for the detected species. The biologist will determine the appropriate buffer size based on the planned activities and tolerances of the nesting birds. This no-activity buffer zone will not be disturbed until a qualified biologist has determined that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a qualified avian biologist will be performed to determine when nesting is complete. After the nesting cycle is complete, project activities may begin within the buffer zone.			
4.5 Cultural Resources				
Threshold 4.5b) Would the project cause a substantial adverse change in the	**MM CUL 1:** In the event of an unexpected discovery of a cultural resource as defined by CEQA Guidelines § 15064.5, during any project related earth disturbing activities, all earth disturbing activities	Qualified Archaeologist &	Field Verification	1. City of El Monte 2. City of El Monte 3. During construction

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significance of an archaeological resource pursuant to § 15064.5?	within 60 feet of the find shall be halted and the City of El Monte and Temple City shall be notified. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to assess the significance of the find. Impacts on any significant resources shall be mitigated to a less than significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A L) form and filed with the SCCIC. Construction activities may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place. A Monitoring and Treatment Plan shall be prepared by a qualified archaeologist. The qualified archaeologist shall recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area and afforded the necessary time and funds to recover, analyze, and curate the find(s). Construction activities may continue on other parts of the project site while evaluation and treatment of prehistoric archaeological resources takes place.	Project Contractor		
	MM CUL 2: Prior to the commencement of grading or excavation, workers conducting construction activities and their foremen will receive Worker Environmental Awareness Program (WEAP) training from a qualified archaeologist regarding the potential for sensitive archaeological and paleontological resources to be unearthed during grading activities. The workers will be directed to report any unusual specimens of bone, stone, ceramics or other archaeological artifacts or features observed during	Qualified Archaeologist	Field Verification	1. City of El Monte 2. City of El Monte 3. Prior to the start of construction

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	grading and/or other construction activities to their foremen and to cease grading activities in the immediate vicinity of the discovery until a qualified archaeologist or Native American cultural monitor is notified of the discovery by the Superintendent of the project site and can assess their significance. The WEAP shall be implemented to educate all construction personnel of the area's environmental conditions and the environmental protection measures that must be adhered to by all workers throughout the duration of project construction. Training materials shall be language-appropriate for all construction personnel. Upon completion of the WEAP, workers shall sign a form stating that they attended the program, understand all protection measures, and shall abide by all the rules of the WEAP. A record of all trained personnel shall be kept with the construction foreman at the project field construction office and shall be made available to any resource agency personnel. If new construction personnel are added to the project later, the construction foreman shall ensure that new personnel receive training before they start working. The archaeologist shall provide hard copies of the WEAP presentation to the construction foreman.			
Threshold 4.5c) Would the project disturb any human remains, including those interred outside of formal cemeteries?	**MM CUL3**: If human remains are encountered during excavations associated with this project, all work will stop within a 30foot radius of the discovery, and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains	County Coroner & Qualified Archaeologist & NAHC &	Field Verification	1. City of El Monte 2. City of El Monte 3. During construction

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	are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).	Project Contractor		

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4.7 Geology and Soils				
Threshold 4.7f) Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**MM GEO-1** Before the beginning of project ground-disturbing activities, the project proponent shall retain a paleontologist to be available on-call during ground-disturbing activities. If paleontological resources are uncovered during project construction, the contractor shall halt construction activities within 50 feet of the find and notify the City of El Monte Planning Division. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that are found during construction on the project site.	Project Applicant	Field Verification	1. City of El Monte 2. City of El Monte 3. During construction
4.9 Hazards and Hazardous Materials				
Threshold 4.9f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Refer to mitigation measure **TRANS-1** in **Section 4.17**. After implementation of mitigation measure TRANS-1 below, the project would have less than significant construction-phase impacts on emergency access.	Refer to mitigation measure **TRANS-1** below.	Refer to mitigation measure **TRANS-1** below.	Refer to mitigation measure **TRANS-1** below.
4.17 Transportation				
Threshold 4.17d) Would the project result in inadequate emergency access?	**MM TRANS-1:** The Transportation Management Plan (TMP) must be reviewed and approved by both Traffic Engineers of the cities of El Monte and Temple City prior to the start of construction activities in the	City of El Monte &	Field Verification	1. City of El Monte 2. City of El Monte

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	public ROW. The typical TMP requires such things as the installation of a K-rail between the construction area and open traffic lanes, the use of flaggers, and directional signage to direct traffic where only one travel lane is available or when equipment movement creates temporary hazards, and the installation of steel plates to cover trenches under construction. Emergency access must be maintained at all times.	Temple City Traffic Engineers		3. Prior to the start of construction activities
4.18 Tribal Cultural Resources				
Threshold 4.18b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined to be a significant resource to a California Native American tribe pursuant to the criteria set forth in subdivision (c) of Public Resource Code § 5024.1(c)?	**MM TCR-1: (Gabrielino-Kizh Nation only)** Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or	City of El Monte, Construction Contractor & Kizh Nation	Field Verification	1. City of El Monte 2. City of El Monte 3. During construction

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	discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe. D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.			
	MM TCR2: (**Gabrielino-Kizh Nation only)** Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.	City of El Monte, Construction Contractor & Kizh Nation	Field Verification	1. City of El Monte 2. City of El Monte 3. During construction

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	MM TCR3: (**Gabrielino-Kizh Nation only)** Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code § 5097.98, are also to be treated according to this statute. B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	City of El Monte, Construction Contractor, Kizh Nation & Los Angeles County Coroner	Field Verification	1. City of El Monte 2. City of El Monte 3. During construction
	MM TCR-4: (Culturally affiliated Tongva -but non-Gabrielino – Kizh Nation) Prior to the commencement of any ground-disturbing activity at the project site, the project applicant shall retain a Native American Monitor from a local culturally affiliated Gabrielino (Tongva) tribe. A copy of the executed contract shall be submitted to the City of El Monte prior to the issuance of any permit necessary to commence a ground-disturbing activity.	City of El Monte, Construction Contractor & Affiliated Gabrielino (Tongva) tribe	Field Verification	1. City of El Monte 2. City of El Monte 3. During construction
	MM TCR-5: (Culturally affiliated Tongva -but non-Gabrielino – Kizh Nation)	City of El Monte, Construction Contractor	Field Verification	1. City of El Monte 2. City of El Monte 3. During construction

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	The Tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.	& Affiliated Gabrielino (Tongva) tribe		
	MM TCR-6: (Culturally affiliated Tongva -but non-Gabrielino – Kizh Nation) Upon discovery of a Tribal Cultural Resource, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor as described in MM TCR -4. If the resources are Native American in origin, the monitoring Tribe may retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural, and/or historic purposes.	City of El Monte, Construction Contractor & Affiliated Gabrielino (Tongva) tribe	Field Verification	1. City of El Monte 2. City of El Monte 3. During construction
	MM TCR-7: (Culturally affiliated Tongva-non-Gabrielino – Kizh Nation)	City of El Monte, Construction Contractor, Affiliated	Field Verification	1. City of El Monte 2. City of El Monte 3. During construction

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	If human remains are encountered during excavations associated with this project, all work shall stop within a 50-foot radius of the discovery, and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are of recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLDS (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).	Gabrielino (Tongva) tribe & Los Angeles County Coordinator		