
Initial Study/Mitigated Negative Declaration

City of La Puente

Mixed-Use Places Project

MAY 2026

Prepared for:

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Table of Contents

SECTION	PAGE
Acronyms and Abbreviations.....	v
1 Introduction	1
1.1 Project Overview	1
1.2 Background.....	1
1.2.1 Housing Element Law	1
1.2.2 Regional Housing Needs Assessment.....	1
1.2.3 Housing Element.....	2
1.3 California Environmental Quality Act Compliance	2
1.4 Public Review Process	3
2 Project Description.....	5
2.1 Project Location.....	5
2.2 Environmental Setting.....	5
2.2.1 Local Setting	5
2.2.2 Planning Area	5
2.3 Project Characteristics	6
2.3.1 Housing Element Implementation	6
2.3.2 Mixed-Use Overlay Zone	6
2.3.3 General Plan Amendment	8
2.4 Project Buildout	8
2.4.1 Realistic Residential Buildout	9
2.4.2 Realistic Commercial Buildout.....	10
2.5 Project Implementation.....	12
2.6 Project Approvals.....	13
3 Initial Study Checklist.....	15
3.1 Aesthetics	19
3.2 Agriculture and Forestry Resources	22
3.3 Air Quality.....	24
3.4 Biological Resources	43
3.5 Cultural Resources	47
3.6 Energy	53
3.7 Geology and Soils	58
3.8 Greenhouse Gas Emissions.....	64
3.9 Hazards and Hazardous Materials	72
3.10 Hydrology and Water Quality.....	81
3.11 Land Use and Planning	86

3.12	Mineral Resources	88
3.13	Noise	89
3.14	Population and Housing.....	101
3.15	Public Services	103
3.16	Recreation.....	106
3.17	Transportation	108
3.18	Tribal Cultural Resources.....	112
3.19	Utilities and Service Systems.....	114
3.20	Wildfire	122
3.21	Mandatory Findings of Significance	125
4	References and Preparers.....	129
4.1	References Cited	129
4.2	List of Preparers	134

APPENDICES

A1	Pro Forma Advisors LLC Analysis and Land Use Categories
A2	CalEEMod Emissions Analysis and Supporting Information
A3	EMFAC Adjustment Factor Analysis
A4	Energy Demand Calculations
B	Archaeological Resources Inventory Letter Report
C	Paleontological Resources Records Search Results (Confidential)
D	Noise Data

FIGURES

2-1	Regional Location and Local Vicinity	135
2-2	Project Footprint.....	137
2-3	Existing Zoning	139
3.13-1	Outdoor Ambient Noise Level Measurement Locations	141
3.13-2	Predicted Stationary Source Operation Noise from Sample Mixed-Use Project (at 5' above grade).....	143

TABLES

2-1	Population and Housing 2046 Buildout for the Planning Area	10
2-2	Projected Non-Residential Buildout for the Planning Area.....	11
3.3-1	Planned and Unplanned Growth	26
3.3-2	SCQAMD Air Quality Significance Thresholds.....	27
3.3-3	Average Construction Year New Commercial Tenant Allocation.....	29
3.3-4	Construction Scenario Details.....	31
3.3-5	Estimated Maximum Daily Construction Criteria Air Pollutant Emissions – Unmitigated	32

3.3-6	Maximum Net Daily Operational Criteria Air Pollutant Emissions – Unmitigated	34
3.3-7	Maximum Net Daily Operational Criteria Air Pollutant Emissions – Mitigated	35
3.3-8	Maximum Net Daily Operational Criteria Air Pollutant Emissions – Mitigated (with EMFAC).....	37
3.6-1	Estimated Construction Fuel Use	55
3.8-1	Estimated Annual Construction GHG Emissions – Unmitigated	66
3.8-2	Estimated Operational GHG Emissions – Unmitigated.....	67
3.8-3	Project Potential to Conflict with 2022 Scoping Plan	69
3.8-4	Project Potential to Conflict with Connect SoCal.....	71
3.13-1	Measured Short-Term Outdoor Ambient Sound Levels	90
3.13-2	Sound Levels of Typical Construction Equipment.....	91
3.13-3	Construction Noise: Screening Distance to Adjoining Receptor Within Which Significant Impact Occurs	92
3.13-4	Predicted Traffic Noise Exposure Levels (dBA L _{dn}).....	93
3.13-5	Operational Noise Emission from Sample Mixed-Use Development	95
3.13-6	Vibration Source Levels for Construction Equipment	97
3.13-7	Distance Required for Groundborne Vibration Compliance	99

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
AQMP	air quality management plan
ARWP	Archaeological Resources Work Plan
ASTM	American Society for Testing Materials
BMP	best management practice
C-2	General Commercial
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
City	City of La Puente
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historic Resources
dBA	A-weighted decibel
DPM	diesel particulate matter
du/ac	dwelling units per acre
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FTA	Federal Transit Administration
GHG	greenhouse gas
HCD	California Department of Housing and Community Development
HLPUSD	Hacienda La Puente Unified School District
HVAC	heating, ventilation, and air conditioning
IS	Initial Study
kBtu	kilo-British thermal unit
LACoFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sanitation Districts
LASD	Los Angeles County Sheriff's Department
L _{dn}	day-night noise level
L _{eq}	equivalent continuous sound level
LID	low impact development
LPVCWD	La Puente Valley County Water District
LST	localized significance threshold

Acronym/Abbreviation	Definition
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MM	Mitigation Measure
MND	Mitigated Negative Declaration
MS4	Municipal Separate Storm Sewer System
MT	metric tons
M-U	Mixed-Use
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NO ₂	nitrogen dioxide
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSR	noise-sensitive receptor
NWI	National Wetlands Inventory
O ₃	ozone
PM ₁₀	particulate matter with an aerodynamic diameter equal to or less than 10 microns
PM _{2.5}	particulate matter with an aerodynamic diameter equal to or less than 2.5 microns
PPV	peak particle velocity
RHNA	Regional Housing Needs Allocation
RTP	regional transportation plan
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCS	sustainable communities strategy
sf	square feet
SGVCOG	San Gabriel Valley Council of Governments
SGVWC	San Gabriel Valley Water Company
SLF	Sacred Lands File
SO _x	sulfur oxides
ST	short term
SWPPP	stormwater pollution prevention plan
TCR	tribal cultural resource
UWMP	urban water management plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WRP	Water Reclamation Plant

1 Introduction

1.1 Project Overview

The City of La Puente (City) is proposing the La Puente Mixed-Use Places Project (Project) to address the City's housing needs and comply with state Housing Law while revitalizing the City's commercial corridors. The Project would apply a Mixed-Use (M-U) overlay zone to General Commercial (C-2) zoned parcels within the City, including Housing Element sites, that would enable parcels to redevelop with residential and a mix of uses if certain site criteria are met. The M-U overlay zone is intended to allow for a variety of medium- to high-density housing types and promote mixed-use development with supportive commercial uses, while continuing to allow properties to redevelop as commercial uses consistent with the underlying base zone. The City proposes implementing the Project in accordance with the City's Housing Element Update to encourage the development of housing for residents at various income levels and housing sizes. Implementation of the Project would update zoning regulations to increase development opportunities, simplify the process of building housing, and accommodate the City's mandated fair share of Los Angeles County's housing needs (also known as the Regional Housing Needs Allocation [RHNA]), as well as necessary additional capacity. As a result, the Project could result in additional housing capacity of approximately 3,128 dwelling units over the next 20 years (through 2046).

1.2 Background

1.2.1 Housing Element Law

Since 1969, the State of California has required all local governments to adequately plan to meet the housing needs of everyone in the community. California's local governments meet this requirement by adopting housing plans as part of their general plans. The law mandating that housing be included as an element of each jurisdiction's general plan is known as the housing element law (California Government Code Sections 65580 et seq.). The state legislature requires cities to adopt updates to their housing elements in line with anticipated housing demand and under the goal that residents should have access to an attainable and suitable living environment. The City's most current Housing Element Update covers the planning period of October 15, 2021, to October 15, 2029. The Housing Element Update represents the City's effort in fulfilling the requirements under State Housing Element law (City of La Puente 2022a).

1.2.2 Regional Housing Needs Assessment

The California Department of Housing and Community Development (HCD) is required to prepare an RHNA for each Council of Governments in the state that identifies projected residential dwelling units needed for all economic segments based on Department of Finance population estimates. The Southern California Association of Governments (SCAG) is the Council of Governments for Los Angeles, Ventura, Riverside, Orange, San Bernardino, and Imperial Counties. SCAG allocates the fair share of the total RHNA needed for each income category to the six counties and 191 cities and unincorporated county areas. Each local government must demonstrate that it has planned for and has capacity to accommodate all of its RHNA in its Housing Element. The City has been assigned

a 6th Cycle RHNA allocation of 1,929 units for the 2021–2029 Housing Element (Housing Element Update), broken down as follows:

- **Very-Low Income:** 544 units
- **Low-Income:** 275 units
- **Moderate-Income:** 275 units
- **Above-Moderate Income:** 835 units

1.2.3 Housing Element

As described in Section 1.2.1, the City prepared the Housing Element Update for the planning period from October 2021 to October 2029. To accommodate the RHNA and a buffer of additional residential development capacity, the City is required to identify enough sites and ensure their zoning allows for the development of housing as identified in the Housing Element Update. These sites are generally known as “Housing Element Opportunity Sites.” As shown in the Housing Element Update, the City identified existing vacant land, existing residential land, the Downtown Business District Specific Plan, accessory dwelling units, religious congregational sites, and a mixed-use zoning program (the proposed Project), as necessary to achieve the City’s RHNA of 1,929 units. The mixed-use zoning program was assumed to result in 1,528 units (as further detailed in Chapter 2, Project Description, of this Initial Study [IS]/Mitigated Negative Declaration [MND]), whereas the other sites would yield 783 units for a total of 2,311 units (representing a surplus buffer of 382 units) (City of La Puente 2022a).

The City’s Housing Element Update was adopted by the City Council on February 22, 2022 (City of La Puente 2022a). HCD found the Housing Element Update meets the statutory requirements of housing element law. However, the Housing Element Update could not be found in substantial compliance until the City has completed necessary rezones to address the shortfall of sites to accommodate the RHNA (HCD 2025). Specifically, HCD cited the required implementation of Program 3a (Adequate Sites to Accommodate the RHNA and Monitoring of No Net Loss) and Program 3c (By-Right Approvals of Projects with 20 Percent Affordable Units on “Reuse” Housing Element Sites) of the City’s Housing Element.

Furthermore, Senate Bill (SB) 131, which took effect immediately, was signed into law on June 30, 2025. The new law exempts housing element-related rezoning, as required under Government Code Section 65583(c), from further California Environmental Quality Act (CEQA) review. Accordingly, because the City adopted the Housing Element Update and associated CEQA documentation in 2022, it is possible that rezoning of Housing Element sites is exempt from CEQA review. However, at the time of preparing this IS/MND, it has not been determined whether or not the proposed rezoning of Housing Element sites requires CEQA review, given that the City’s Housing Element Update has not been found in substantial compliance. The City awaits technical guidance to be released by the California Department of Housing and Community Development to further assess whether the proposed rezoning of Housing Element sites requires CEQA review.

Absent such guidance, this IS/MND assumes the proposed M-U overlay zone for all C-2 zoned parcels.

1.3 California Environmental Quality Act Compliance

CEQA applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed Project constitutes a project as defined by CEQA (California Public Resources

Code, Section 21000 et seq.). CEQA Guidelines Section 15367 states that a “Lead Agency” is “the public agency which has the principal responsibility for carrying out or approving a project.” Therefore, the City is the lead agency responsible for compliance with CEQA for the proposed Project.

As lead agency for the Project, the City must complete an environmental review to determine if implementation of the Project would result in significant adverse environmental impacts. To fulfill the purpose of CEQA, an IS has been prepared to assist in making that determination. Based on the nature and scope of the Project and the evaluation contained in the IS environmental checklist (contained herein), the City, as the lead agency, concluded that an MND is the proper level of environmental documentation for this Project. The IS shows that impacts caused by the Project are either less than significant or significant but mitigable with incorporation of appropriate mitigation measures as defined herein. This conclusion is supported by CEQA Guidelines Section 15070, which states that an MND can be prepared when “(a) the initial study shows that there is not substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) the initial study identifies potentially significant effects, but (1) revisions in the project plans or proposals made by, or agreed to by the applicant, before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.”

1.4 Public Review Process

In accordance with CEQA and the CEQA Guidelines, a public review period for this Draft IS/MND commenced on May 5, 2026 and will conclude on June 3, 2026. The Draft IS/MND has been distributed for review to interested and involved public agencies, responsible/trustee agencies, organizations, and private individuals that have requested in writing to be informed of the Project. A hardcopy of the Draft IS/MND is also available for public review during regular business hours at:

City of La Puente
Development Services Department
15900 East Main Street
La Puente, California 91744

An electronic copy of the Draft IS/MND can be viewed at <https://lapuente.org/planning-division/>.

Comments on the Draft IS/MND may be made in writing before the end of the public review period. Following the close of the public comment period, the City will consider this Draft IS/MND and comments thereto in determining whether to approve the Project. In accordance with CEQA Guidelines Section 15073, the Draft IS/MND will be available for public review for not less than 30 days. During the public review period, the public will have the opportunity to provide written comments on the information contained within this Draft IS/MND. The City’s discretionary approval/refusal of the Project will also be based on the information contained in this document.

In reviewing the Draft IS/MND, interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential Project impacts on the environment, as well as the sufficiency of any mitigation measures proposed to reduce potential impacts to a less than significant level. Comments on the Draft IS/MND should

be submitted by the end of the public review period and must be postmarked by June 3, 2026. Please submit written comments by mail or via email with the subject line “Mixed-Use Places Project” to the following address:

Juan Galvan, Senior Planner
Development Services Department
15900 East Main Street
La Puente, California 91744
JGalvan@lapuente.org

2 Project Description

2.1 Project Location

The Project is proposed within the City of La Puente, located in the southeastern part of Los Angeles County, California, as shown in Figure 2-1, Regional Location and Local Vicinity. The proposed Project implements a M-U overlay zone applied to C-2 zoned parcels within the City, including Housing Element sites, that would enable parcels to redevelop with residential and a mix of uses if certain site criteria are met. Given the citywide nature of the Project, the location of identified parcels is collectively defined as the “Planning Area.” Moreover, for the purposes of this analysis, the Planning Area consists of Housing Element sites and non-Housing Element sites, defined as sites that were not identified in the Housing Element Update but are currently zoned C-2. Figure 2-2, Project Footprint, provides an illustration of the location of all parcels in the Planning Area.

2.2 Environmental Setting

2.2.1 Local Setting

According to the U.S. Census, the City’s population in 2020 was 38,062 residents (Census 2026). According to the California Department of Finance, the City’s 2025 population was estimated to be 37,546 residents (DOF 2026). Growth forecasts between the years of 2019 and 2040 project that the City will add 10,200 people, from 40,000 residents to 50,200 residents, as shown in the IS/Negative Declaration (ND) for the City’s Housing Element Update (City of La Puente 2022b).

Under existing conditions, the City’s housing stock in 2025 was estimated at 10,143 units (DOF 2026). The average household size in La Puente was estimated to be 4.24 persons per household (City of La Puente 2022a). This is more than the Los Angeles County average of 2.99 persons per household. The City’s vacancy rate is considered low at 3.7% (City of La Puente 2022a).

2.2.2 Planning Area

The Planning Area for the purposes of the Project planning document contains all parcels that currently meet one of the two screening criteria to opt into the overlay; this is currently 159 parcels totaling approximately 125.01 acres across the City. There are 49 parcels identified as Housing Element sites and 110 additional parcels that are zoned C-2 but are not identified as Housing Element sites (non-Housing Element sites). Under existing conditions, all Planning Area parcels are zoned C-2, as shown in Figure 2-3, Existing Zoning. As further detailed in Section 2.4, Project Buildout, the Planning Area contains parcels that have an improvement to land value ratio of 1.0 or below based on the Los Angeles County Assessor data at the time of drafting this IS/MND. The Planning Area includes 1,469,184 square feet (sf) of non-residential uses and 10 units of non-conforming residential uses. In addition, the Planning Area includes parcels that are vacant without any buildings, structures, or significant improvements.

However, as described in Section 2.4 below, the overlay will be applied to the entire C-2 zone and additional parcels can opt into the overlay if they meet one of the criteria in the future. As such, for the purpose of analyzing impacts in this IS/MND, the Planning Area is defined as the entire C-2 zone to which the overlay will be applied (177 acres), to account for future parcels that may opt into the overlay.

2.3 Project Characteristics

2.3.1 Housing Element Implementation

The Project would establish an M-U overlay zone on all C-2 sites within the City to increase housing development in order to accommodate the City's RHNA. The City's Housing Element Update identified implementation programs necessary to be in compliance with state housing element law. However, the Project only represents a portion of the Housing Element Update implementation programs identified (Program 6).

- **Program 6: Establish a Mixed-Use Zoning Program:** The Project proposes a Zoning Code amendment to create a new Mixed-Use Zoning Program that would be applied to existing underutilized non-residential (i.e., commercial shopping centers) properties. As a result, the Project would implement the following actions to comply with the Housing Element Update:
 - Amend the Zoning Code to allow residential development at densities between 30 and 40 dwelling units per acre (du/ac), a minimum of 16 units per site, and other applicable development standards on non-residential properties.
 - Apply requirements based on parcel size and provisions to allow owner-occupied and multifamily uses by right for developments in which 20% or more of the units are affordable to lower income households.

As detailed above, the Project As shown in Table 35, Comparison of Sites Inventory and RHNA, of the Housing Element Update, the Mixed-Use Zoning Program (Program 6) would accommodate a total of 1,528 units out of the 1,929 units needed for RHNA (City of La Puente 2022a). The following discussion details the Project's implementation of Housing Element Update Program 6.

2.3.2 Mixed-Use Overlay Zone

The proposed Project would amend the City's Zoning Code to establish the M-U overlay zone, which would be codified under Title 10, Chapter 10.50, Section 10.50.220 of the City's Municipal Code. An overlay zone is a zoning district that applies another set of zoning provisions to a specified area within an existing zoning district. The overlay zone supersedes the zoning regulations of the base zoning district, unless otherwise indicated. As a result, the proposed M-U overlay zone would allow property owners to redevelop as residential or horizontal and/or vertical¹ residential and commercial mixed-use development if certain site criteria are met. The M-U overlay zone is proposed for the entire Planning Area, which consists of all parcels currently zoned C-2, as shown in Figure 2-3.

The proposed overlay zone is intended to promote mixed-use development and allow for a variety of medium- to high-density housing types, while permitting commercial uses that are generally consistent with the underlying base zone (C-2). Based on the provisions identified in Municipal Code Section 10.50.220(D)(1), the M-U overlay zone would allow for permitted uses, accessory uses, and uses subject to Conditional Use Permit or Minor Use Permit. Generally, the proposed M-U overlay zone would allow/conditionally allow the following land uses: residential; recreation, education, and assembly; retail trade uses; service uses (i.e., business, financial, medical, and

¹ A horizontal development project combines residential and commercial land uses into a single project, where the uses are adjacent to one another, either in separate buildings on the same parcel or on adjoining parcels within the development. Internal streets and pedestrian pathways physically and visually connect the separate but adjacent uses into one unifying development. A vertical development project combines residential and commercial land uses into a single project, where the uses are physically integrated into one building. Typically, publicly accessible uses occupy the ground level, such as commercial or common residential uses, while private uses, such as dwelling units, occupy the upper levels.

professional); general service uses (e.g., animal sales and services, artist studio, day care center, and eating and drinking establishments); public and semi-public uses; and transportation communications and infrastructure uses. Any use not listed would be prohibited with exception of any uses required to be allowed under state law. In cases where a specific use or activity is not defined, it is proposed that the City's Development Services Director shall assign the use or activity to a classification that is substantially similar in character, provided that it is compatible with the uses allowed in the M-U overlay zone. The proposed M-U overlay zone would prohibit the following land uses: adult-oriented uses, vehicle equipment sales or rentals, vehicle/equipment repair, vehicle equipment services, hazardous materials storage, pawn shops, commercial self-storage, and swap meets.

Additionally, performance standards are proposed for future development implemented under the M-U overlay zone. All non-residential uses would comply with Chapter 10.38 (Performance Standards) of the City's Zoning Code. However, the Project includes additional performance standards that would apply to all projects in the M-U overlay zone to ensure compatibility within a mixed-use setting, as detailed below:

- **Restriction on activities.** Commercial uses within mixed-use development projects would be required to be designed with limited hours of operation so that residents are not exposed to offensive noise, including noise from traffic, trash collection, routine deliveries, or late night activity. Deliveries from heavy trucks at a project site between 8:00 p.m. and 6:00 a.m. would be prohibited.
- **Noise and groundborne vibrations.** All uses within the M-U overlay zone would be required to not exceed 60 A-weighted decibels (dBA) equivalent continuous sound level (L_{eq}) during daytime hours and 50 dBA L_{eq} during nighttime hours. Groundborne vibration would be required to not exceed 65 vibration decibels. Noise containing impulsive or tonal characteristics would be subject to a 5 dBA reduction. Future development projects may be required to demonstrate compliance through acoustical studies prepared by qualified professionals.
- **Lighting.** Outdoor lighting associated with commercial uses would not be allowed to adversely impact adjacent residential uses, but should provide sufficient illumination for use, access, and security. Lighting for future development projects would not be allowed to blink, flash, or oscillate.
- **Windows.** Residential building windows abutting commercial uses would not be allowed to directly face windows of adjacent properties unless privacy tinting, architectural elements, structures, landscaping, or other features provide adequate screening and privacy protection.
- **Security.** Residential units would be required to ensure the security of residents through the provision of secured entrances and exits that are separate from the non-residential uses on the same site. Residential units should be directly accessible to parking areas. Non-residential and residential uses would not have common entrance hallways or common balconies. These separations would be required to be shown on the development plans and the separations should be permanently maintained.

Housing Element Sites

The proposed Project would rezone Housing Element sites by applying the M-U overlay zone with specific provisions (see proposed Section 10.50.220[F] of the Zoning Code). The Project proposes minimum and maximum densities in compliance with state law. Maximum residential densities would be permitted as specified in the Housing Element Update's sites inventory. If the identified maximum density does not allow at least 16 dwelling units on site, then the maximum density identified would be waived, and the maximum number of dwelling units permitted would be 16 dwelling units on site consistent with Government Code Section 65583.2(h). Moreover, the proposed Project would require a minimum density of 20 units per acre, inclusive of accessory dwelling units, consistent with Government Code Section 65583.2(h).

Non-Housing Element Sites

The M-U overlay zone proposes minimum and maximum development standards that are applicable to all future development under the overlay. If a property owner opts in to the overlay zone, these development standards would supersede and prevail over any conflicting provisions of the underlying base zone and all other applicable zoning provisions unless otherwise noted. Additionally, non-Housing Element sites are assumed to have a maximum residential capacity of 30 du/ac and a maximum floor area ratio of 1.0.

2.3.3 General Plan Amendment

Amendments to the City's General Plan are required for Project implementation and internal consistency. These amendments would be applied to the Community Development Element of the General Plan in order to be consistent with the Housing Element Update's identification of sites regarding allowed uses, residential densities, floor area ratio, and other provisions. Specifically, the General Plan amendment would propose revisions to the General Commercial land use designation, which is the applicable corresponding land use designation to the C-2 zone, to allow residential and mixed-use development if certain site criteria are met.

2.4 Project Buildout

As detailed above, the Project would apply the M-U overlay zone to all parcels currently zoned C-2, including Housing Element and non-Housing Element sites, which would allow property owners to develop residential and mixed-use development based on specific provisions regarding allowed uses, residential densities, and other provisions if certain site criteria are met. The rezoning would satisfy the requirements of Housing Element Update Program 6. Application and utilization of the M-U overlay zone assumes that residential only would be developed on Housing Element sites. However, the Project is anticipated to result in mixed-use development for non-Housing Element sites.

The proposed Project's anticipated buildout is based on the existing conditions of the Planning Area at the time of drafting this IS/MND. As such, the Planning Area as described above is utilized for the methodology of the proposed Project's buildout. Moreover, the proposed M-U overlay zone would codify applicability provisions that a future project applicant's parcel(s) must meet to allow the overlay zone provisions to apply. Specifically, parcels zoned C-2 must meet at least one of the following site criteria in order to qualify for inclusion in the M-U overlay zone:

- A parcel must have an improvement to land value ratio of 1.0 or below, based on Los Angeles County Assessor data at the time of application
- A parcel must be vacant without any buildings, structures, or significant improvements

The Planning Area assessed under the proposed Project includes all parcels that are currently zoned C-2. As such, any parcel that is currently zoned C-2 and meets one of the criteria above may opt into the M-U overlay zone without further CEQA analysis.

For parcels within the M-U overlay zone, the regulations allow mixed-use development as an alternative to the stand-alone base zone development allowed under C-2 zone standards. The provisions of the underlying C-2 zone would continue to apply to a property unless specifically superseded by a future M-U overlay project when a property owner chooses to exercise provisions of the Project. Additionally, the M-U overlay shall apply to the properties identified in

the City's adopted 2021–2029 Housing Element Sites Inventory and those properties would be subject to the specific Housing Element Sites provisions in the M-U overlay zone (Municipal Code Section 10.50.220[F]).

2.4.1 Realistic Residential Buildout

The proposed overlay zone would allow for the redevelopment of parcels within the Planning Area to residential and/or mixed-use development depending on the type of site and encompasses all sites currently zoned C-2. It is not realistic to assume that all parcels within the overlay zone would be redeveloped at maximum capacity or that all non-Housing Element sites would be developed by the Project's horizon year (2046). The following discussion details the proposed realistic residential buildout for Housing Element sites and non-Housing Element sites that was used as the basis for the analysis in this IS/MND.

Housing Element Sites

For the purposes of this IS/MND, the residential buildout of the Project's Housing Element sites is consistent with the buildout presented in the City's Housing Element Update. As described above, the City's Housing Element identified implementation programs necessary to be in compliance with state housing element law. The Housing Element Update utilized a methodology provided in Table A, Housing Element Sites Inventory, of Appendix C to the Housing Element Update. As shown, the Housing Element sites are subject to a minimum of 30 du/ac and a maximum of either 34 du/ac or 40 du/ac. As summarized in Housing Element Update Table 35, Comparison of Sites Inventory and RHNA, the City determined the buildout of the Mixed-Use Zoning Program (Program 6, proposed Project) would result in a total of 1,528 units (City of La Puente 2022a).

This buildout projection utilized a realistic capacity methodology. As detailed further in the Housing Element Update, California Government Code Section 65583.2(c) requires, as part of the analysis of available sites, cities to calculate the projected residential development capacity of the sites identified in the housing element that can be realistically achieved. Calculations of realistic capacity assume that properties would achieve a density less than the maximum allowed density. The reduction accounts for applicable land use controls and site requirements, adjustments based on past recent development trends in the associated residential zones, and typical densities of affordable housing projects, as applicable. Capacity adjustments for infrastructure availability and environmental impacts were not considered, as infrastructure availability or environmental constraints were not anticipated for sites identified in the inventory. Housing Element Update Table 28, Capacity Adjustment Factors, summarized the factors identified in the state statute and how, when applied, these factors may result in an adjusted capacity to less than the maximum density allowed. As a result, the City's Housing Element Update concludes that the adjustment factor for the Mixed-Use Zoning Program would be 80%. This adjustment factor is based on past development trends in the City and surrounding cities for residential redevelopment in the residential and mixed-use zones and the programs to incentivize development. For the purposes of this realistic buildout, the Project's Housing Element sites do not include the provision of state Density Bonus applications onto potential future development projects. For more information on the City's estimated breakdown of affordable housing needs and assumptions for used in the proposed Project's analyses, see Table 35 of the Housing Element Update (City of La Puente 2022a).

Non-Housing Element Sites

Based on residential market absorption estimates as provided in Existing Economic Conditions Report La Puente Mixed Use Development of Underutilized Commercial Zones (Appendix A1), market-based buildout projections were made for non-Housing Element sites. The analysis developed a hypothetical development prototype, which was

then used to estimate a realistic buildout scenario for mixed-use developments (residential and non-residential land uses) over 20 years. The methodology was utilized to estimate the average number of units per year (80 units per year) over the 20-year horizon. Specifically, the analysis assumed approximately 2 parcels per year would be redeveloped, with 40 units per mixed-use development. As a result, the Project's anticipated housing growth of non-Housing Element sites would be approximately 1,600 units in the Planning Area through 2046.

Total Realistic Residential Buildout

Given the above, the Project, including Housing Element sites and non-Housing Element sites, is anticipated to result in a total future realistic residential growth of 3,128 units by the horizon year (2046)² as shown in Table 2-1.

As discussed above in Section 2.2.1, the average household size estimate used in the Housing Element Update was 4.24 persons per household (City of La Puente 2022a). This estimate was based on the existing household size City-wide, which consists primarily of single-family homes. Household size under the proposed Project is likely to be lower because it would consist of high-density residential developments. As such, for the purposes of this IS/MND, the Project's buildout utilizes the 2025 existing household size of 3.85 persons per household³ estimated by the California Department of Finance (DOF 2026).

Table 2-1. Population and Housing 2046 Buildout for the Planning Area

Description	Project		Total
	Housing Element Sites	Non-Housing Element Sites	
Existing Population and Housing Conditions			
Dwelling Units	N/A	N/A	10
Population (4.24 persons per household)	N/A	N/A	42
Project-Facilitated Population and Housing Growth			
Dwelling Units	1,528	1,600	3,128
Population (3.85 persons per household)	5,883	6,160	12,043
2046 Planning Area Population and Housing Buildout (Project-Existing)			
Total Dwelling Units	N/A		3,118
Total Population	N/A		12,001

Sources: Appendix A1; DOF 2026.

Notes: N/A = information is not applicable or available.

Population and housing estimates are rounded to the nearest whole number.

2.4.2 Realistic Commercial Buildout

Housing Element Sites

For the purposes of this IS/MND, the Housing Element sites are assumed to be developed with residential-only developments. Therefore, these sites would not yield non-residential square footage upon the buildout of the proposed Project.

² 1,528 units assumed for Housing Element sites + 1,600 units estimated for non-Housing Element sites = 3,128 units

³ 37,546 residents/10,143 housing units = 3.85 persons per household

Non-Housing Element Sites

Based on residential market absorption estimates as provided in Existing Economic Conditions Report La Puente Mixed Use Development of Underutilized Commercial Zones (Appendix A1), market-based buildout projections were made for commercial development as part of mixed-use developments on non-Housing Element sites. Consistent with the discussion above, the analysis developed a hypothetical development prototype to estimate a realistic buildout scenario for mixed-use developments (including residential and non-residential land uses). The methodology assumes approximately 40 parcels (each with an average of 9,240 sf on site) would be redeveloped within the 20-year horizon, and that the 40 parcels would include approximately 320,000 sf of non-residential space. However, the analysis also assumes that the Project would redevelop/demolish existing older commercial space, which would be replaced with mixed-use developments with smaller, more flexible retail footprints. Under existing conditions, the Planning Area contains approximately 1,375,381 sf of non-residential uses. Given this, the Project would have a buildout of approximately 1,325,775 sf of non-residential uses within the Planning Area.⁴ Therefore, the Project would result in a net loss of 49,606 sf of non-residential space⁵ compared to existing conditions.

The projected commercial square footage was further broken down into categories of projected type of commercial use (Table 2-2). This allocation of commercial land use types was projected based on tenant patterns from case studies of five Southern California cities that have experienced mixed-use infill development in their retail corridors (Appendix A1). The resulting allocation is 40% Food and Beverage uses, 30% Specialty Retail/Personal Services, 10% Fitness uses, 10% Medical uses, and 10% Office/Financial uses. Employment for the allocated commercial land uses was then calculated based on Table 7 in SCAG's Sustainable Communities Strategy (SCS) Background Documentation Appendix, April 2016 (SCAG 2016).

Table 2-2. Projected Non-Residential Buildout for the Planning Area

Land Use Description	CalEEMod Land Use Categories	SCAG Description	Allocation	Building Square Footage	Average Factor (sf/employee) ¹	Employees
Existing to Remain						
Non-Residential	Automobile Care Center	Other Services	N/A	108,345	750	144
Non-Residential	Bank	Other Services	N/A	10,096	750	13
Non-Residential	Day Care Center	Education Services	N/A	72,351	975	74
Non-Residential	Gasoline Service Station	Other Services	N/A	17,273	750	23
Non-Residential	General Office Building	Office Services	N/A	68,817	315	218
Non-Residential	Government Office	Public Administration	N/A	27,280	660	41
Non-Residential	Motel	Accommodation	N/A	7,314	1,938	4

⁴ 1,469,184 - 49,606 = 1,419,578 square feet

⁵ Loss of non-residential space (40 parcels x 9,240 square feet = 369,606 square feet) – New non-residential space (40 parcels x 8,000 square feet = 320,000 square feet) = 49,606 net loss of non-residential square feet.

Table 2-2. Projected Non-Residential Buildout for the Planning Area

Land Use Description	CalEEMod Land Use Categories	SCAG Description	Allocation	Building Square Footage	Average Factor (sf/employee) ¹	Employees
Non-Residential	Sit Down Restaurant	Restaurant	N/A	85,905	613	140
Non-Residential2	Strip Mall	Retail Services	N/A	517,134	613	844
Non-Residential2	Fast Food Restaurant w/o Drive Thru	Restaurant	N/A	91,259	613	149
<i>Subtotal</i>				<i>1,005,775</i>	<i>N/A</i>	<i>1,652</i>
Proposed New						
Food and Beverage	Fast Food Restaurant w/o Drive Thru	Restaurant	20%	64,000	613	104
	Sit Down Restaurant	Restaurant	20%	64,000	613	104
Personal Services	Health Club	Entertainment/ Recreation	25%	80,000	1075	74
Specialty Retail Goods (Other)	Strip Mall	Retail Services	15%	48,000	613	78
Medical/Wellness	Medical Office Building	Medical and Health Services	10%	32,000	763	42
Office/Financial	General Office Building	Office Services	10%	32,000	315	102
<i>Subtotal</i>			<i>100%</i>	<i>320,000</i>	<i>N/A</i>	<i>505</i>
Total			N/A	1,325,775	N/A	2,158

Sources: Appendix A1; SCAG 2016, 2017.

Notes: CalEEMod = California Emissions Estimator Model; SCAG = Southern California Association of Governments; sf = square feet; N/A = not applicable; w/o = without.

¹ Average of the SCAG urban and suburban employment generation factors.

² Redeveloped some existing strip mall converted. Fast food assumed within the strip malls.

2.5 Project Implementation

In accordance with state housing element law, the Project is anticipated to facilitate housing production within the City and to meet RHNA goals. Although the 6th RHNA Cycle ends in October 2029, the Project anticipates a buildout of 20 years (2046). It is assumed the proposed Project would facilitate future residential and mixed-use development across the 20-year planning horizon, and specifically for non-Housing Element sites, it is estimated that the Project would result in 80 units per year (or 2 parcels/year with 40 units per development), for a total of 40 parcels estimated to be redeveloped for non-Housing Element sites. Therefore, this IS/MND analyzes the potential buildout of 3,128 housing units and 1,325,775 sf of commercial uses (inclusive of Housing Element sites and non-Housing Element sites) by 2046. This represents a realistic buildout scenario based on the methodology described herein.

2.6 Project Approvals

The City of La Puente as the lead agency is seeking the following approvals for the proposed Project.

- Adoption of Zoning Code Amendments
- Adoption of General Plan Amendments
- Adoption of Initial Study/Mitigated Negative Declaration

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3 Initial Study Checklist

1. Project title:

La Puente Mixed-Use Places Project

2. Lead agency name and address:

City of La Puente
Development Services Department
15900 East Main Street
La Puente, California 91744

3. Contact person and phone number:

Juan Galvan, Senior Planner
Phone: 626.855.1538
Email: JGalvan@lapuente.org

4. Project location:

Citywide, see Section 2.1, Project Location, of this IS/MND.

5. General plan designation:

CG (General Commercial)

6. Zoning:

C-2 (General Commercial)

7. Description of project:

See Chapter 2 of this IS/MND.

8. Surrounding land uses and setting: Briefly describe the project's surroundings:

See Section 2.2, Environmental Setting, of this IS/MND.

9. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

See Section 2.6, Project Approval, of this IS/MND.

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

See Section 3.18, Tribal Cultural Resources, of this IS/MND.

Environmental Factors Potentially Affected

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

- | | | |
|---|---|--|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☒ Air Quality |
| ☐ Biological Resources | ☒ Cultural Resources | ☐ Energy |
| ☒ Geology and Soils | ☐ Greenhouse Gas Emissions | ☒ Hazards and Hazardous Materials |
| ☐ Hydrology and Water Quality | ☐ Land Use and Planning | ☐ Mineral Resources |
| ☒ Noise | ☐ Population and Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☒ Tribal Cultural Resources |
| ☒ Utilities and Service Systems | ☐ 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are 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 which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance

3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Would the Project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. As discussed in the Housing Element Update IS/ND, the topography in the City is characterized as generally flat, except for the San Jose Hills area located on the east side of the City. Overall, the City is primarily developed with existing residential development (City of La Puente 2022b). The Project would establish an M-U overlay zone on all parcels within the City zoned C-2 in order to increase housing development and be in compliance with state housing law. Implementation of the Project would facilitate the future development of residential and mixed-use development, primarily consisting of infill and redevelopment, throughout the City. As detailed in Chapter 2 of this IS/MND, the proposed Project would result in a zoning action, which would include development standards for future development. Future development would be subject to provisions governing setbacks, step-backs, height, and landscaping in accordance with the development standards of their respective permitted uses. Moreover, parcels identified for future redevelopment would likely have their views obscured by existing conditions due to topography, intervening development, and landscaping. As such, long-range views of the San Jose Hills area would not be readily available from public vantage points.

Additionally, future development associated with the proposed Project would be required to be consistent with established regulations, guidelines, and development review processes set forth in the City's Municipal Code and General Plan. These regulations and guidelines would reduce conflicts between future development and visual resources through an individualized assessment during the plan check and permitting process. As such, similar to the General Plan, the proposed Project would not directly result in substantial adverse effects on the City's scenic vistas. As a result, impacts would be **less than significant** and no mitigation is required.

- b) *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. A significant impact would occur in the event that future development associated with the proposed Project would substantially damage scenic resources within an officially designated State Scenic Highway. The California Department of Transportation California Scenic Highway Mapping System includes officially designated and eligible State Scenic Highways within the Planning Area's vicinity (Caltrans 2026). The closest officially designated state scenic highway is State Route 2 in the Angeles National Forest. There are miles of urban development between State Route 2 and the City; therefore, the Project would not have the potential to impact views in the vicinity of State Route 2. Due to distance, topography, and intervening development/vegetation, future development projects would not be visible from an officially designated State Scenic Highway (Caltrans 2026). Therefore, the Project would have **no impact** on any scenic resources (e.g., trees, rock outcroppings, historic buildings) within a State Scenic Highway.

- c) *In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced 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. California Public Resources Code, Section 21071, defines an "urbanized area" as "(a)n incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As discussed in Section 2.2.1, Local Setting, the City's 2025 population was estimated to be 37,546 residents (DOF 2026). The City is adjacent to the City of Industry to the south (431 residents) and the City of West Covina to the north (109,428 residents) (DOF 2026). The combined population of these cities is well over 100,000 persons. Therefore, the Planning Area is located in an urbanized area and the following analysis considers whether the Project would conflict with applicable zoning or other regulations governing scenic quality.

The Project would establish an M-U overlay zone on all parcels within the City zoned C-2 in order to increase housing development and be in compliance with state housing law. The proposed Project would amend the City's Zoning Code to establish the M-U overlay zone, which would be codified under Title 10, Chapter 10.50, Section 10.50.220 of the City's Municipal Code. As a result, the proposed overlay zone is intended to promote mixed-use development and allow for a variety of medium- to high-density housing types, while permitting commercial uses consistent with the underlying base zone.

Development standards for the M-U overlay zone would identify the minimum and maximum development standards, site design, and open space. In the event there is a conflict with the Municipal Code, the

development standards of the M-U overlay zone would supersede conflicting provisions of the Municipal Code. Moreover, the City intends to prepare and adopt design standards to further guide the physical form and character of development in the M-U overlay zone. Upon approval of the overlay zone, the Project would be consistent with the Zoning Code standards and would not conflict with applicable regulations governing scenic quality. Impacts would be **less than significant** and no mitigation is required.

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. Given that the Planning Area is located in a highly urbanized environment, there are a number of existing sources of nighttime illumination, including from interior and exterior lighting from residential, commercial, office, and industrial buildings; parking lot lights; and security lights. Additional nighttime light and glare sources are currently generated by surrounding land uses outside of the Planning Area, as well as from vehicular traffic and streetlights along major highways and roadways. Future development associated with the proposed Project would alter and intensify land uses and their related lighting sources throughout the Planning Area by introducing new building (interior and exterior), security, sign, street, and parking lights. However, the Project's proposed zoning action would include development standards intended to reduce potentially adverse lighting and glare impacts associated with future development and redevelopment. For example, performance standards are proposed under the M-U overlay zone. All non-residential uses would comply with Chapter 10.38, Performance Standards, of the City's Zoning Code. Additionally, the Project would include additional performance standards related to lighting and glare that would apply to all projects in the M-U overlay zone, as detailed below:

- **Lighting.** Outdoor lighting associated with commercial uses would not be allowed to adversely impact adjacent residential uses, but should provide sufficient illumination for use, access, and security. Lighting for future development projects would not be allowed to blink, flash, or oscillate.
- **Windows.** Residential building windows abutting commercial uses would not be allowed to directly face windows of adjacent properties unless privacy tinting, architectural elements, structures, landscaping, or other features provide adequate screening and privacy protection.

As such, outdoor lighting associated with future development projects should not adversely impact adjacent residential uses, but should provide sufficient illumination for use, access, and security. Therefore, future development associated with the proposed Project would not create new sources of substantial light or glare that would adversely affect daytime or nighttime views in the area. Impacts would be **less than significant** and no mitigation is required.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

- a) ***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 City contains no land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, "Important Farmland") (City of La Puente 2022b). According to the California Important Farmland Finder database, the Planning Area consists entirely of land classified as "Urban and Built-Up Land" (DOC 2020). The Project would not occur within any farmland locations and would not result in the conversion of Prime or Unique Farmland or Farmland of Statewide Importance. Thus, **no impacts** associated with the conversion of Important Farmland would occur.

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

No Impact. The City and surrounding area are developed and urbanized. No agricultural land exists or is zoned for agricultural use within the City, and no property within the City is under a Williamson Act contract (DOC 2024). Implementation of the Project would not affect any land zoned for agricultural uses and would not conflict with a Williamson Act Contract. Thus, **no impacts** related to agricultural zoning or Williamson Act contracts would occur.

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

No Impact. There is no zoning designation for forest land in the City and no areas within the City are classified as forest or timberland as defined by California Public Resources Code, Section 4526. Forestry operations do not occur within the City. Also, no property within the City supports trees capable of 10% native tree cover of any species, including hardwoods, under natural conditions or allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Implementation of the Project would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. Thus, **no impacts** related to zoning conflicts or rezoning of forest land would occur.

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

No Impact. As described in Section 3.2(c) above, there is no zoning designation for forest land in the City. Implementation of the Project would not result in the loss of forest land or conversion of forest land to non-forest use. Thus, **no impacts** related to the conversion of forest land 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 City contains no forest land, nor is any property within the City zoned for agriculture. Implementation of the Project would not result in changes to the environment that would result in the conversion of farmland to a non-agricultural use or forest land to a non-forest use. Thus, there would be no potential for the conversion of these resources. Thus, **no impacts** related to conversion of Farmland or forest land would occur.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

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

Less than Significant Impact with Mitigation Incorporated. The Planning Area is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

SCAQMD administers the SCAB's Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most recently adopted AQMP for the SCAB is the 2022 AQMP, which was adopted by the SCAQMD Governing Board on December 2, 2022. The 2022 AQMP provides actions, strategies, and steps needed to reduce air pollution emissions and meet ozone (O₃) standards by 2037 (SCAQMD 2022). Specifically, the 2022 AQMP is focused on attaining the 2015 8-hour O₃ standard of 70 parts per billion (SCAQMD 2022).

The purpose of a consistency finding with regard to the AQMP is to determine if a project is consistent with the assumptions and objectives of the 2022 AQMP and if it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, of the SCAQMD CEQA Air Quality Handbook. These criteria are as follows (SCAQMD 1993):

- **Consistency Criterion No. 1:** Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.

- **Consistency Criterion No. 2:** Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both Consistency Criteria must be met to be consistent with the currently applicable AQMP. To address the first criterion, Project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed in Section 3.3(b). Detailed results of this analysis are included in Appendix A2. As presented in that analysis and summarized in Section 3.3(b) of this IS/MND, with mitigation, the Project would not generate construction or operational criteria air pollutant emissions that exceed SCAQMD's mass-daily regional thresholds, and the Project would therefore be consistent with Criterion No. 1.

The second criterion regarding the potential of the Project to exceed the assumptions in the AQMP or increments based on the year of Project buildout is primarily assessed by determining consistency between the Project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (SCAQMD 1993). SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by SCAG for its 2020–2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), also known as Connect SoCal (SCAQMD 2022). SCAQMD uses this document, which is based on general plans for cities and counties in the SCAB, to develop the AQMP emissions inventory (SCAQMD 2022).⁶ SCAG's Connect SoCal and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans. The California Clean Air Act requires a 3-year plan review and update to the AQMP.

The Project would apply an M-U overlay zone to C-2 zoned parcels within the City, which would enable parcels to redevelop with residential and mixed use if certain site criteria are met. The M-U overlay zone is intended to allow for a variety of medium- to high-density housing types and promote mixed-use development with supportive commercial uses, while continuing to allow properties to redevelop as commercial uses consistent with the underlying base zone.

In response to HCD's RHNA allocation and the requirement to have an HCD-certified Housing Element, the City prepared the 2021–2029 (6th Cycle) Housing Element and prepared an IS/ND to assess the potential environmental impacts of implementing the Housing Element Update. The City's Housing Element IS/ND determined impacts related to the addition of RHNA goals would not represent substantial unplanned population growth and impacts would be less than significant. As detailed in the adopted IS/ND, growth forecasts between the years of 2019 and 2040 project an additional 10,200 people in the City, from 40,000 residents to 50,200 residents (City of La Puente 2022b). At this rate, the Housing Element

⁶ Information necessary to produce the emissions inventory for the SCAB is obtained from SCAQMD and other governmental agencies, including the California Air Resources Board, California Department of Transportation, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into its Travel Demand Model for estimating/projecting vehicle miles traveled and driving speeds. SCAG's socioeconomic and transportation activities projections in their 2020–2045 RTP/SCS are integrated into the 2022 AQMP (SCAQMD 2022).

assumed a growth rate of 486 residents and 140 units per year.⁷ Assuming a stable growth extrapolated for the Project's buildout year would result in 53,114 residents and 13,243 units in the City by 2046.

As described in Section 2.4.1, Realistic Residential Buildout, of this IS/MND, the Project would result in a potential 3,118 additional units and 12,001 additional residents by 2046. Table 3.3-1 compares the Project to existing conditions and the assumed projections under the Housing Element.

Table 3.3-1. Planned and Unplanned Growth

Category	Existing	Project (2046)	Existing + Project	Housing Element Projections (2046) ¹	Difference
Population	37,546	12,001	49,547	53,114	-3,567
Housing	10,143	3,118	13,261	13,243	18

Sources: Appendix A3; DOF 2026.

Notes:

- ¹ Housing Element projections carried through to 2040. Assuming a growth rate of 486 residents and 140 units per year, population and housing projections were estimated for 2046.

As shown in Table 3.3-1, the Project would be under the population projections under the Housing Element's estimates. However, the Project would exceed housing projections by 18 units. This would not represent substantial unplanned growth. Furthermore, the Project would implement the Housing Element in order to accommodate RHNA goals for the City. The 6th RHNA cycle allocated 1,929 units for the 2021–2029 planning period. As such, 18 units is not a substantial difference in projections.

Nonetheless, because the Project's proposed land use designation would not be consistent with the land use designation assumed for the 2022 AQMP, the Project may result in population increases (residents and employees) not anticipated in the SCAG 2020–2045 RTP/SCS and therefore also not anticipated in the 2022 SCAQMD AQMP. However, as stated previously, SCAG's RTP/SCS is updated every 4 years (with the next update anticipated to occur in 2028), and SCAQMD's AQMP requires a 3-year plan review and update (with the next update anticipated to occur in 2027). In addition, the Project is a planning action to develop a mixed-use overlay and does not propose any specific developments. Projects would be developed during the buildout period up to year 2046. As such, although the 2022 AQMP does not reflect the current projections of the City's Housing Element Update, by the time the Project is fully built out (in 2046), SCAG's RTP/SCS and SCAQMD's AQMP will have been updated many times and would reflect the residential, housing, population, and employment forecasts in the City, including projects to be developed under the mixed-use overlay. Accordingly, the Project would be consistent with the SCAG RTP/SCS forecasts used in the SCAQMD AQMP development moving forward and would not conflict with Criterion 2 of the SCAQMD CEQA Air Quality Handbook.

Because the Project would not conflict with Criteria No. 1 (with mitigation applied) or No. 2 of the 2022 AQMP, a **less than significant impact with mitigation** would occur with regard to the potential to conflict with an applicable AQMP.

⁷ See Table 4.14-1 of the Housing Element IS/ND (City of La Puente 2022b). 10,200 residents and 2,949 units growth between 2019 and 2040. $10,200/(2040-2019) = 486$ residents/year. $2,949/(2040-2019) = 140$ units/year.

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 with Mitigation Incorporated. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, SCAQMD's project-level thresholds of significance for criteria pollutants are used to determine whether a project's individual emissions would have a cumulatively considerable contribution to air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that would not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

A quantitative analysis was conducted to determine whether the Project might result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS or cumulatively contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include O₃, nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀; coarse particulate matter), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns (PM_{2.5}; fine particulate matter), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are important because they are precursors to O₃, as well as CO, sulfur oxides (SO_x), PM₁₀, and PM_{2.5}.

Regarding NAAQS and CAAQS attainment status,⁸ the SCAB is designated as a nonattainment area for federal and state O₃ and PM_{2.5} standards (CARB 2023). The SCAB is also designated as a nonattainment area for state PM₁₀ standards; however, it is designated as an attainment area for federal PM₁₀ standards. The SCAB is designated as an attainment area for federal and state CO and NO₂ standards, as well as for state sulfur dioxide standards. Although the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated as attainment for the state lead standard.⁹

The SCAQMD CEQA Air Quality Significance Thresholds, as revised in March 2023, set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 3.3-2 lists the revised SCAQMD Air Quality Significance Thresholds (SCAQMD 2023).

Table 3.3-2. SCQAMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds (Pounds/Day)		
Pollutant	Construction	Operation
VOC	75	55
NO _x	100	55
CO	550	550

⁸ An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare are set by the U.S. Environmental Protection Agency and the California Air Resources Board, respectively. Attainment = meets the standards; attainment/maintenance = meets the standards after a nonattainment designation; nonattainment = does not meet the standards.

⁹ Re-designation of the lead NAAQS designation to attainment for the Los Angeles County portion of the SCAB is expected based on current monitoring data. The phase-out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

Table 3.3-2. SCQAMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds (Pounds/Day)		
Pollutant	Construction	Operation
SO _x	150	150
PM ₁₀	150	150
PM _{2.5}	55	55
Lead ^a	3	3
Toxic Air Contaminants and Odor Thresholds		
Contaminant	Threshold	
Toxic air contaminants ^b	Maximum incremental cancer risk ≥ 10 in 1 million Cancer burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic and acute hazard index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2023.

Notes: SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter.

^a The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the Project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

^b Toxic air contaminants include carcinogens and noncarcinogens.

Buildout of the Project would result in a cumulatively considerable net increase for O₃, which is a nonattainment pollutant, if the Project's construction or operational emissions would exceed the SCAQMD's VOC or NO_x thresholds shown in Table 3.3-2. These emission-based thresholds for O₃ precursors are intended to serve as a surrogate for an "ozone significance threshold" (i.e., the potential for adverse O₃ impacts to occur) because O₃ itself is not emitted directly, and the effects of an individual project's emissions of O₃ precursors (i.e., VOCs and NO_x) on O₃ levels in ambient air cannot be determined through air quality models or other quantitative methods.

The California Emissions Estimator Model (CalEEMod) Version 2022.1.1.41 was used to estimate emissions from existing uses and construction and operation of the Project. CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with construction and operational activities from a variety of land use projects, including residential development. The following discussion summarizes the quantitative Project-generated construction and net operational emissions and impacts that would result from implementation of the Project. Detailed assumptions and results of this analysis are provided in Appendix A2.

Construction Emissions

The Project is a policy-level planning document and does not include specific development projects. However, implementation of the mixed-use overlay would allow for additional residential and mixed-use development and redevelopment of existing non-residential properties.

The Project does not identify any specific development projects. The construction of new residential and mixed-use developments allowable under the Project would occur intermittently throughout the course of the buildout period. Although the details of future development within the City are currently unknown

because development would be driven by market forces, it is known that implementation of the Project could result in an increase of 3,128 new dwelling units over existing conditions and a reduction of 49,606 sf of commercial uses at buildout in 2046. Even though there is an assumed reduction in non-residential land use, it is anticipated that in any given year, residential and/or non-residential development projects could be constructed within the City, which could result in overlapping construction emissions.

For purposes of estimating construction emissions of the Project, construction is assumed to start in 2027 and have a duration of 20 years, reaching completion in 2046. While construction specifics for Project buildout are not currently available, the analysis contained herein is based on the first construction year, estimated to be the worst-case construction year because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. To estimate a single year of construction, the Project's economic analysis (see Appendix A1) estimated the following development per year:

- Average dwelling units delivered per year = 156 units/year = total dwelling units 3,128 units/20 years
- Existing commercial demolition = 18,480 sf/year = total redeveloped commercial space 369,606 sf/20 years
- New commercial construction = 16,000 sf/year = total new commercial space 320,000 sf/20 years

Based on Pro Forma Advisors LLC (Appendix A1), the assumed mixed-use tenant allocation of the new commercial space associated with the Project is estimated as follows in Table 3.3-3.

Table 3.3-3. Average Construction Year New Commercial Tenant Allocation

Category	Share	Building Square Feet Area (sf)
Food and Beverage	40%	6,400
Specialty Retail Goods	30%	4,400
Fitness	10%	2,400
Medical	10%	1,600
Office/Financial	10%	1,600

Note: sf = square feet.

Construction of the Project would include demolition, site preparation, off-site improvements, grading, building construction, paving, and application of architectural coatings. These construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and VOC off-gassing from architectural coatings and asphalt pavement application) and off-site sources (e.g., vendor trucks, haul trucks, and worker vehicle trips). Specifically, entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO_x, CO, PM₁₀, and PM_{2.5}. Application of architectural coatings, such as exterior paint and other finishes, and application of asphalt pavement would also produce VOC emissions. Construction emissions can vary substantially from day to day depending on the level of activity; the specific type of operation; and, for dust, the prevailing weather conditions.

The Project would require demolition of existing on-site uses, including buildings and asphalt. Due to existing impacted land, grading would be minimal. Import and export is estimated based on the expected parcels developed per year multiplied by 2,000 cubic yards of material for each import and export. Default values for horsepower and load factors provided in CalEEMod were used for all construction equipment. Table 3.3-4 provides the construction phases; start and end dates; number of average daily one-way worker, vendor, and haul truck trips; equipment type and quantity; and usage hours per day. CalEEMod defaults were used for average daily worker and haul truck trips, and the applicant provided vendor truck trips.

Table 3.3-4. Construction Scenario Details

Construction Phase	Start Date	End Date	One-Way Vehicle Trips			Equipment		
			Average Daily Worker Trips	Average Daily Vendor Trucks Trips	Average Daily Haul Trucks	Equipment Type	#	Usage Hours per day
Demolition	1/1/2027	1/29/2027	16	4	12	Excavators	3	8
						Rubber-tired dozers	2	8
						Concrete/industrial saw	1	8
Site preparation	1/30/2027	2/6/2027	18	4	0	Rubber-tired dozers	3	8
						Tractors/loaders/backhoes	4	8
Grading	2/7/2027	2/18/2027	16	4	126	Excavators	1	8
						Graders	1	8
						Rubber-tired dozers	1	8
						Tractors/loaders/backhoes	3	8
Building construction	2/19/2027	11/12/2027	146	24	2	Cranes	2	7
						Forklifts	4	8
						Generator sets	2	8
						Tractors/loaders/backhoes	4	7
						Welders	2	8
Paving	11/13/2027	12/8/2027	20	4	0	Pavers	1	8
						Paving equipment	2	6
						Rollers	2	6
						Cement and mortar mixers	2	6
						Tractors/loaders/backhoes	1	8
Architectural coating	12/9/2027	1/3/2028	24	0	0	Air compressors	1	6

Source: Appendix A2.

Emissions generated during construction (and operation) of the Project are subject to SCAQMD rules and regulations. Rule 403 (Fugitive Dust) requires the implementation of measures to control the emission of visible fugitive/nuisance dust, such as wetting soils that would be disturbed.¹⁰ It was assumed that the active sites would be watered at least twice daily to represent compliance with SCAQMD standard dust control measures in Rule 403. The application of architectural coatings, such as exterior/interior paint and other finishes, and the application of asphalt pavement would produce VOC emissions; however, the contractor is required to procure architectural coatings that comply with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).¹¹

Table 3.3-5 shows the estimated maximum daily construction emissions associated with the construction of the Project, without implementation of any mitigation.

Table 3.3-5. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions - Unmitigated

Construction Season/Year	VOCs ^a	NO _x	CO	SO _x	PM ₁₀ ^b	PM _{2.5} ^b
Pounds per Day						
Summer Emissions						
2027	2.30	17.25	29.68	0.05	2.73	1.04
Winter Emissions						
2027	60.51	28.19	29.26	0.09	9.11	5.08
<i>Maximum Summer or Winter Emissions</i>	60.51	28.19	29.68	0.09	9.11	5.08
<i>SCAQMD Threshold</i>	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: SCAQMD 2023 (thresholds). See Appendix A2 for detailed results.

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

^a These estimates reflect control of VOCs (low-VOC paints) required by SCAQMD Rule 1113.

^b These estimates reflect control of fugitive dust (watering twice daily) required by SCAQMD Rule 403.

As shown in Table 3.3-5, the Project's maximum daily construction emissions would not exceed SCAQMD thresholds for any criteria pollutant, and no mitigation is required. Further details are included in Appendix A2 of this Draft IS/MND. Impacts during Project construction would be less than significant.

Operational Emissions

To determine if the Project would exceed the SCAQMD mass daily emission thresholds, the realistic future potential buildout of the Project, including an increase of 3,128 dwelling units and a reduction of 49,606 sf of commercial building square footage, was modeled using CalEEMod. The operational year of 2046 was

¹⁰ SCAQMD Rule 403 requires implementation of various best available fugitive dust control measures for different sources for all construction activity sources within its jurisdictional boundaries. Dust control measures include, but are not limited to, maintaining stability of soil through pre-watering of site prior to clearing, grubbing, cut and fill, and earthmoving activities; stabilizing soil during and immediately after clearing, grubbing, cut and fill, and other earthmoving activities; stabilizing backfill during handling and at completion of activity; and pre-watering material prior to truck loading and ensuring that freeboard exceeds 6 inches. While SCAQMD Rule 403 requires fugitive dust control beyond watering control measures, compliance with Rule 403 is represented in CalEEMod by assuming twice-daily watering of active sites (61% reduction in PM₁₀ and PM_{2.5}).

¹¹ SCAQMD Rule 1113 requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

assumed to provide an estimate of emissions at the anticipated buildout of development. The Project buildout emissions were compared to the existing conditions to determine significance.

Operation of the Project would generate VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions from area sources, energy sources, and mobile sources, which are discussed below. Emissions from these sources were estimated based on CalEEMod default assumptions for ongoing operations of the Project's land use. For further detail on the assumptions and results of this analysis, please refer to Appendix A2.

Mobile Sources

Operation of the Project would generate criteria air pollutant emissions from mobile sources (vehicular traffic) as a result of new vehicle trips to and from the Project. Trip rates were based on land use and CalEEMod default values and the Institute of Transportation Engineers' Trip Generation Manual, 12th Edition (ITE 2025). CalEEMod default emission factors representing the vehicle mix and emissions were used to estimate emissions associated with vehicular sources. The commercial land uses within the mixed-use developments would see a percentage of business visits originating from the residential developments within the same building structures. These business visits represent internal capture trips. To adjust the trip rates to account for internal capture, which is a benefit of the mixed-use developments, Trip Generation Manual Table 7.2, Unconstrained Internal Trip Capture Rates for Trip Destinations with a Multi-Use Development, was used to determine the percentage of internal capture that is expected for the Project's commercial uses. Based on this analysis (see Appendix A2), a conservative estimate of 20% internal capture was applied to the CalEEMod commercial trips rates.

Following the Trump administration's 2025 rescission of California's Clean Air Act waivers—implemented through Congressional Review Act resolutions—the state is currently preempted from enforcing its own vehicle emission standards, including those originally adopted under the Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus regulations, unless and until ongoing litigation restores this authority. In response, the California Air Resources Board (CARB) has developed off-model adjustment factors to remove the emissions-reduction benefits of regulations. The CARB adjustment factors describe the methodology used to generate these factors by comparing EMFAC scenarios with and without these regulations, enabling consistent calculation of adjusted emissions across vehicle classes, pollutants, and calendar years. Implementation of these federal standards, along with natural fleet turnover (replacement of older vehicles with newer ones), will gradually reduce emissions from the Project's motor vehicles. The effectiveness of fuel-economy improvements was evaluated by using the CalEEMod emission factors for motor vehicles in 2046 for the Project to the extent that these efficiencies are reflected in EMFAC 2021.

Given the uncertainty surrounding the legality of the federal actions affecting California's vehicle-emission standards, the criteria air pollutant analysis includes adjusted operational emissions consistent with the documentation and off-model factors released by CARB and approved by the U.S. Environmental Protection Agency (EPA), ensuring that the analysis remains aligned with the most current, federally recognized modeling guidance. Details of the adjustment factors are provided in Appendix A3.

Area Sources

Area sources include emissions from consumer products, landscape equipment, and architectural coatings. The area source emissions for consumer products, hearths, landscape equipment, and architectural coatings

were estimated based on CalEEMod default assumptions for ongoing operations of the Project. Existing area sources were calculated using CalEEMod default assumptions for each land use category.

Energy Sources

Energy sources include emissions associated with proposed building electricity and natural gas usage. The energy source emissions were estimated based on CalEEMod default assumptions for ongoing operations. Existing energy sources include emissions associated with building electricity and natural gas consumption, which were calculated using CalEEMod default assumptions for each land use category.

Table 3.3-6 summarizes the estimated unmitigated, and without EMFAC corrections, maximum daily net emissions associated with existing conditions by source for year 2025 and proposed Project at buildout year 2046.

Table 3.3-6. Maximum Net Daily Operational Criteria Air Pollutant Emissions - Unmitigated

	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Emission Source	Pounds per Day					
Project Emissions						
Project – Summer Emissions						
Mobile	417.86	289.28	4,346.21	12.84	1,453.18	372.45
Area	947.21	67.28	1,833.56	4.08	224.35	220.22
Energy	1.31	23.27	15.86	0.14	1.81	1.81
Summer Project Emissions Total	1,366.38	379.83	6,195.63	17.06	1,679.34	594.49
Project – Winter Emissions						
Mobile	416.73	315.81	3,937.88	12.30	1,453.18	372.45
Area	922.26	65.15	1,596.85	4.07	224.17	220.09
Energy	1.31	23.27	15.86	0.14	1.81	1.81
Winter Project Emissions Total	1,340.31	404.22	5,550.59	16.52	1,679.16	594.35
Maximum Daily Operational Project Emissions	1,366.38	404.22	6,195.63	17.06	1,679.34	594.49
Existing Land Use Emissions						
Existing Uses – Summer Emissions						
Mobile	627.24	555.00	6,427.72	15.39	1,408.34	364.39
Area	46.84	0.76	66.59	0.02	0.96	0.92
Energy	0.62	11.33	9.46	0.07	0.86	0.86
Summer Existing Emissions Total	674.71	567.09	6,503.78	15.48	1,410.17	366.17
Existing Uses – Winter Emissions						
Mobile	618.61	608.64	5,824.44	14.73	1,408.35	364.39
Area	36.97	0.25	6.10	0.02	0.86	0.84

Table 3.3-6. Maximum Net Daily Operational Criteria Air Pollutant Emissions - Unmitigated

	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Emission Source	Pounds per Day					
Energy	0.62	11.33	9.46	0.07	0.86	0.86
Winter Existing Emissions Total	656.20	620.22	5,840.01	14.82	1,410.07	366.10
Maximum Daily Operational Existing Emissions	674.71	620.22	6,503.78	15.48	1,410.17	366.17
Net Change (Project–Existing Land Use)						
Total	691.67	-215.99	-308.15	1.59	269.17	228.31
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes

Sources: Appendix A2; SCAQMD 2023 (for SCAQMD thresholds).

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

As shown in Table 3.3-6, the Project's maximum daily net operational emissions of VOCs, PM₁₀, and PM_{2.5} would potentially exceed SCAQMD's significance thresholds. The threshold exceedances of VOC, PM₁₀, and PM_{2.5} emissions are due to increases associated with area sources, which result from hearths, architectural coatings (i.e., periodic painting), use of consumer products (i.e., household cleaning products, aerosols), and landscaping associated with both residential and non-residential uses.

As such, **Mitigation Measure (MM) AQ-1** is focused on reducing hearth emissions from new residential units constructed within the mixed-use overlay. This measure has been quantified in CalEEMod, which demonstrated that net emissions would be reduced to levels below significance thresholds with implementation of this mitigation. Table 3.3-7 summarizes the estimated mitigated, and without EMFAC corrections, maximum daily net emissions associated with existing conditions by source for year 2025 and Project at buildout year 2046.

Table 3.3-7. Maximum Net Daily Operational Criteria Air Pollutant Emissions - Mitigated

Emission Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Pounds per Day					
Project Emissions						
Project – Summer Emissions						
Mobile	417.86	289.28	4,346.21	12.84	1,453.18	372.45
Area	130.14	2.38	242.81	0.03	1.04	0.98
Energy	1.31	23.27	15.86	0.14	1.81	1.81
Summer Project Emissions Total	549.31	314.93	4,604.88	13.01	1,456.03	375.24

Table 3.3-7. Maximum Net Daily Operational Criteria Air Pollutant Emissions - Mitigated

	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Emission Source	Pounds per Day					
Project – Winter Emissions						
Mobile	416.73	315.81	3,937.88	12.30	1,453.18	372.45
Area	105.19	0.25	6.10	0.02	0.86	0.84
Energy	1.31	23.27	15.86	0.14	1.81	1.81
Winter Project Emissions Total	523.24	339.32	3,959.84	12.46	1,455.85	375.11
Maximum Daily Operational Project Emissions	549.31	339.32	4,604.88	13.01	1,456.03	375.24
Existing Land Use Emissions						
Existing Uses – Summer Emissions						
Mobile	627.24	555.00	6,427.72	15.39	1,408.34	364.39
Area	46.84	0.76	66.59	0.02	0.96	0.92
Energy	0.62	11.33	9.46	0.07	0.86	0.86
Summer Existing Emissions Total	674.71	567.09	6,503.78	15.48	1,410.17	366.17
Existing Uses – Winter Emissions						
Mobile	618.61	608.64	5,824.44	14.73	1,408.35	364.39
Area	36.97	0.25	6.10	0.02	0.86	0.84
Energy	0.62	11.33	9.46	0.07	0.86	0.86
Winter Existing Emissions Total	656.20	620.22	5,840.01	14.82	1,410.07	366.10
Maximum Daily Operational Existing Emissions	674.71	620.22	6,503.78	15.48	1,410.17	366.17
Net Change (Project–Existing Land Use)						
Total	–125.40	–280.89	–1,898.90	–2.47	45.86	9.07
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Sources: Appendix A2; SCAQMD 2023 (for SCAQMD thresholds).

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

Table 3.3-8 summarizes the estimated mitigated, and with EMFAC corrections, maximum daily net emissions associated with existing conditions by source for year 2025 and Project at buildout year 2046.

Table 3.3-8. Maximum Net Daily Operational Criteria Air Pollutant Emissions - Mitigated (with EMFAC)

	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Emission Source	Pounds per Day					
Project Emissions						
Project – Summer Emissions						
Mobile	426.53	368.82	4,346.21	12.84	1,538.02	400.85
Area	130.14	2.38	242.81	0.03	1.04	0.98
Energy	1.31	23.27	15.86	0.14	1.81	1.81
Summer Project Emissions Total	557.98	394.46	4,604.88	13.01	1,540.87	403.64
Project – Winter Emissions						
Mobile	425.38	402.63	3,937.88	12.30	1,538.02	400.85
Area	105.19	0.25	6.10	0.02	0.86	0.84
Energy	1.31	23.27	15.86	0.14	1.81	1.81
Winter Project Emissions Total	531.89	426.15	3,959.84	12.46	1,540.69	403.50
Maximum Daily Operational Project Emissions	557.98	426.15	4,604.88	13.01	1,540.87	403.64
Existing Land Use Emissions						
Existing Uses – Summer Emissions						
Mobile	627.24	555.00	6,427.72	15.39	1,408.34	364.39
Area	46.84	0.76	66.59	0.02	0.96	0.92
Energy	0.62	11.33	9.46	0.07	0.86	0.86
Summer Existing Emissions Total	674.71	567.09	6,503.78	15.48	1,410.17	366.17
Existing Uses – Winter Emissions						
Mobile	618.61	608.64	5,824.44	14.73	1,408.35	364.39
Area	36.97	0.25	6.10	0.02	0.86	0.84
Energy	0.62	11.33	9.46	0.07	0.86	0.86
Winter Existing Emissions Total	656.20	620.22	5,840.01	14.82	1,410.07	366.10
Maximum Daily Operational Existing Emissions	674.71	620.22	6,503.78	15.48	1,410.17	366.17
Net Change (Project–Existing Land Use)						
Total	–116.72	–194.07	–1,898.90	–2.47	130.70	37.47
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Sources: Appendix A2; SCAQMD 2023 (for SCAQMD thresholds).

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

As shown in Table 3.3-8, after mitigation and EMFAC adjustment factors, the Project's maximum daily net operational emissions of all criteria pollutants would be below SCAQMD's significance thresholds.

As previously discussed, the SCAB has been designated as a federal nonattainment area for O₃ and PM_{2.5}, and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. The SCAB's nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Construction and operation of the Project would generate VOC and NO_x emissions (which are precursors to O₃) and emissions of PM₁₀ and PM_{2.5}. However, as indicated in Tables 3.3-5 and 3.3-8, Project-generated construction and operational emissions would not exceed SCAQMD's emission-based significance thresholds with mitigation. Therefore, impacts regarding cumulatively considerable net increases of any criteria pollutant for which the Project region is in nonattainment would be less than significant with mitigation.

Summary

Construction impacts would be less than significant without mitigation measures. Operation of the Project would be required to incorporate **MM-AQ-1**, Restriction of Wood-Buring and Natural-Gas Fired Hearths in Mixed-Use Overlay Residential Development Projects. The reductions in emissions from **MM-AQ-1** were quantified in the above analysis and impacts resulting from the Project would be **less than significant with mitigation**.

MM-AQ-1 Restriction of Wood-Buring and Natural-Gas Fired Hearths in Mixed-Use Overlay Residential Development Projects. The City shall include language in the development standards for mixed-use overlay land use designations that prohibits wood-burning and natural-gas fired hearths in the residential portions of the mixed-use development projects.

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

Less than Significant Impact. Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, older people, and people with cardiovascular and chronic respiratory diseases. According to SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993).

As discussed previously, the Project does not identify any specific development projects. The construction of new residential and non-residential developments allowable under the Project would occur intermittently throughout the course of the buildout period. Although the details of future development within the City are currently unknown because development would be driven by market forces, it is known that implementation of the proposed Project could result in an increase of 3,128 new dwelling units over existing conditions and a reduction of 49,606 sf of commercial uses at buildout in 2046.

Localized/Ambient Air Quality

As described in response previously, the Project consists of a policy document and does not propose any direct development. However, the Project's proposed land-use changes would allow for greater densities than are currently allowed within the Project area. Construction activities associated with future development allowed by the Project would result in temporary sources of construction equipment emissions

and on-site fugitive dust. However, for project-specific development, the SCAQMD recommends a localized significance threshold (LST) analysis to evaluate the potential of localized air quality impacts to sensitive receptors in the immediate vicinity of construction. LSTs are applicable to projects at the project-specific level and are not applicable to regional projects such as the Project, because specific projects are speculative at this time. Specifically, SCAQMD guidance for LST application recommends application of the methodology for project sites that are 5 acres or smaller (SCAQMD 2008a). Accordingly, construction LST guidance is not recommended or provided herein.

CO Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed “CO hotspots.” The transport of CO is extremely limited, as it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (level of service E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots.

At the time that the SCAQMD Handbook was published (1993), the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP (SCAQMD 2003b) for the four worst-case intersections in the SCAB: (1) Wilshire Boulevard and Veteran Avenue, (2) Sunset Boulevard and Highland Avenue, (3) La Cienega Boulevard and Century Boulevard, and (4) Long Beach Boulevard and Imperial Highway.¹² At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day.

The 2003 AQMP also projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From 2002 through 2005, the maximum 8-hour CO concentration at the Sunset Boulevard and Highland Avenue intersection was 3.8 parts per million in 2002; the maximum 8-hour CO concentration at the Wilshire Boulevard and Veteran Avenue intersection was 3.4 parts per million in 2002 (SCAQMD 2003b). Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day.

As discussed in Section 3.17, Transportation, the Project would not conflict with any goals included in the City’s General Plan Circulation and Infrastructure Element (City of La Puente 2004). Given the well-developed transportation system, most of the parcels in the Planning Area are served by existing transit, bike and pedestrian facilities in the City. Local transit services in the City are provided by La Puente LINK shuttle and Dial-A-Ride (paratransit service), and regional transit services are provided by Metro and Foothill Transit. The Metrolink service closest to the City includes the San Bernardino line, which runs north of the

¹² SCAQMD’s CO hotspot modeling guidance has not changed since 2003.

City and provides services between Los Angeles Union Station and San Bernardino Downtown. The closest Metrolink stations are the Baldwin Park, Industry and El Monte stations. The City's bicycle network is comprised of only Class III bicycle routes, where bicycles share the road with vehicles. The City's bicycle routes are along portions of Sunset Avenue, Temple Avenue, and Amar Road and portions of Stimson Avenue, Main Street and Glendora Avenue near downtown. The bicycle facilities do not conflict with the San Gabriel Valley Bikeway Master Plan (San Gabriel Valley 2019). The pedestrian system in the City includes wide sidewalks and safe street crossings. The City requires developments to provide at least 4-foot-wide and up to 8-foot-wide sidewalks with Americans with Disabilities Act-compliant access ramps. Equipment such as utility poles, fire hydrants, and traffic controls or street lighting, if placed on the sidewalk, should minimize interference with pedestrian flow.

Mixed-use developments create walkable neighborhoods with a mix of residential, commercial, and recreational spaces, reducing vehicle trips. In addition, mixed-use developments bring residential units within walking distance to public transportation, as discussed above. As such, daily traffic is not anticipated to exceed 100,000 vehicles per day, and Project-related mobile emissions are not expected to contribute significantly to CO concentrations. A CO hotspot is not anticipated to occur. This conclusion is supported by the analysis in Section 3.17, which demonstrates that transportation impacts would be less than significant. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. The Project would result in a less than significant impact to air quality with regard to potential CO hotspots.

Toxic Air Contaminants

As described previously, the Project consists of a policy document and does not propose any direct development. Rather, implementation of the Project would result in changes to land use designations, which would allow for additional future development/redevelopment to occur. Nevertheless, construction of future development allowed under the proposed Project could increase activities that may expose sensitive receptors to emissions of pollutants identified by the state and federal government as toxic air contaminants or hazardous air pollutants. Operation of future development is not anticipated to result in any increase in toxic air contaminants or hazardous air pollutants.

During construction activities exposure would be minimal as diesel particulate matter (DPM) emissions would be emitted from heavy equipment operations and heavy-duty trucks subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce diesel particulate emissions. PM₁₀ and PM_{2.5} (representative of DPM), as shown in Table 3.3-5, would be only a fraction of the SCAQMD significance thresholds for the estimated average construction year. Additionally, as years progress, construction equipment fleets are anticipated to emit less DPM as regulations require newer equipment to meet high levels of emissions controls and as older equipment meets the end of its life and is taken out of service. EPA has adopted multiple tiers of emission standards, including adoption of a comprehensive national program to reduce emissions from nonroad diesel engines by integrating engine and fuel controls as a system to gain the greatest emission reductions.

According to the Office of Environmental Health Hazard Assessment, health risk assessments (which determine the exposure of sensitive receptors to toxic emissions) should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should also be limited to the period/duration of activities associated with the project. The specific development projects constructed as a result of the Project are not known at this time but would occur sporadically and have the potential to

impact only the areas local to the construction. CARB has established that DPM concentrations are substantially reduced at approximately 1,000 feet from their source (CARB 2005). Finally, the majority of PM₁₀ emissions shown in Table 3.3-5 would be fugitive dust emissions from vehicle travel on unpaved roads and not DPM emissions from combustion of diesel fuel. Therefore, for the reasons stated above, toxic air contaminants generated during construction would be temporary and are not expected to result in concentrations causing significant health risks. Therefore, impacts would be less than significant.

Health Effects of Criteria Pollutants

Construction and operation of the Project would generate criteria air pollutant emissions. However, the Project would not exceed the SCAQMD mass-emission thresholds, as shown in Table 3.3-5 and Table 3.3-8, for construction and operation (with mitigation), respectively. For operation, the Project would result in a net reduction of VOC, NO_x, CO, and sulfur dioxide emissions.

The SCAB is designated as nonattainment for O₃ for the NAAQS and CAAQS. Thus, existing O₃ levels in the SCAB are at unhealthy levels during certain periods. Health effects associated with O₃ include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2024a). The contribution of VOCs and NO_x to regional ambient O₃ concentrations is the result of complex photochemistry. The increases in O₃ concentrations in the SCAB due to O₃ precursor emissions tend to be found downwind of the source location because of the time required for the photochemical reactions to occur. Further, the potential for exacerbating excessive O₃ concentrations would also depend on the time of year that the VOC emissions would occur, because exceedances of the O₃ NAAQS and CAAQS tend to occur between April and October, when solar radiation is highest. Due to the lack of quantitative methods to assess this complex photochemistry, the holistic effect of a single project's emissions of O₃ precursors is speculative. Because the Project would not involve activities that would result in O₃ precursor emissions (i.e., VOCs or NO_x) that would exceed the SCAQMD thresholds, as shown in Tables 3.3-5 and 3.3-8, the Project is not anticipated to substantially contribute to regional O₃ concentrations and associated health impacts during construction or operation.

In addition to O₃, NO_x emissions contribute to potential exceedances of the NAAQS and CAAQS for NO₂. Health effects associated with NO_x include lung irritation and enhanced allergic responses (CARB 2024b). As shown in Tables 3.3-5 and 3.3-8, Project construction and operations would not exceed the SCAQMD NO_x threshold, and existing ambient NO₂ concentrations would be below the NAAQS and CAAQS. Thus, the Project is not expected to result in exceedances of the NO₂ standards or contribute to associated health effects.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2024c). CO hotspots were discussed previously as a less than significant impact. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

The SCAB is designated as nonattainment for PM₁₀ under the CAAQS and nonattainment for PM_{2.5} under the NAAQS and CAAQS. Health effects associated with PM₁₀ include hospitalization and premature death, primarily for worsening of respiratory disease (CARB 2024d). As with O₃ and NO_x, and as shown in Tables 3.3-5 and 3.3-8, the Project would not generate emissions of PM₁₀ or PM_{2.5} that would exceed SCAQMD's thresholds. Accordingly, the Project's PM₁₀ and PM_{2.5} emissions are not expected to cause an increase in related regional health effects for this pollutant.

Air Movement in the Area of the Project

The Project would allow increased building heights up to approximately 55 feet. At the plan level, allowing buildings within this height range would not necessarily result in increased localized air pollutant concentrations, including CO or toxic air contaminants, compared to existing conditions.

Under SCAQMD guidance and CEQA practice, localized air quality impacts (such as CO hotspots or toxic air contaminant exposure) are primarily driven by source intensity and proximity to receptors, including traffic volumes, idling/congestion conditions, and emissions rates. The Project involves a mixed-use overlay on primarily existing strip-mall buildings. As such, building out under the Project would result in higher buildings at these existing sites. Higher buildings have the potential to change the building air flow downwash, potentially influencing air flow patterns at the ground level. However, strip-mall development is typically aligned parallel with more suburban roadways and does not create “street canyons” typical of large inner-city development; therefore, the potential for the change in building downwash to reduce ground-level air flow and thus decrease the dispersion of ground-level pollutants (i.e., vehicle emissions) is reduced. Scientific literature, as discussed below, demonstrates that increases in height alone are not a reliable predictor of worsened pollutant concentrations and that dispersion outcomes vary depending on building configuration, spacing, orientation, and prevailing winds.

Predicting dispersion effects for hypothetical buildings that may be constructed as a result of the Project would require speculative assumptions regarding future site layouts and architectural forms. CEQA does not require speculative analysis where impacts cannot be meaningfully assessed absent site-specific proposals. Instead, program-level review appropriately evaluates whether the plan introduces new sources of emissions, increases emissions, or changes traffic conditions—none of which occurs as a function of building height. Based on this evaluation, impacts would be less than significant.

Quantitative Context on Wind and Dispersion

Relevant microclimate and dispersion research demonstrates that increasing vertical massing does not uniformly reduce wind speeds or increase pollutant concentrations. Neighborhood-scale simulations conducted under mean wind speeds on the order of 2.5 meters per second show that scenarios with increased building heights can exhibit equal or higher maximum wind speeds compared to baseline low-rise or “no-building” conditions, depending on configuration (Ragheb et al. 2024). Complementary CFD-based studies evaluating tall buildings and PM₁₀ dispersion further demonstrate that increased wind speed along the prevailing wind direction is associated with reduced pollutant concentrations (dilution), and that height increments alone produce inconsistent results (Nouri et al. 2024).

Summary

In summary, the Project would result in a less than significant impact to air quality with regard to potential CO hotspots; toxic air contaminants generated during construction would be temporary and are not expected to result in concentrations causing significant health risks. Additionally, the Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health effects associated with those pollutants. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be **less than significant**.

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. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of the receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, odors can be annoying, can cause distress among the public, and can generate citizen complaints.

Odors would potentially be generated from vehicles and equipment exhaust emissions during construction of the Project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, as well as architectural coatings. Such odors would disperse rapidly from the Planning Area and generally occur at magnitudes that would not affect substantial numbers of people. In addition, Project construction and operation would be required to comply with SCAQMD Rule 402 (Nuisance), which prohibits the discharge of air pollutants from a facility that could cause injury, detriment, nuisance, or annoyance to the public or damage business or property. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The Project does not include any uses identified by the SCAQMD as being associated with odors and therefore would not likely produce objectionable odors. The residences and commercial uses may emit odors outside during cooking. These would be limited to the areas adjacent to the source and would not impact substantial numbers of people. These odors would also be short term in nature and would disperse rapidly. In addition, as stated above, the Project uses are regulated for nuisance odors or other objectionable emissions by SCAQMD Rule 402. Impacts would be **less than significant**.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

- a) ***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 Wildlife or U.S. Fish and Wildlife Service?***

Less than Significant Impact. The City is located within a highly urbanized portion of Los Angeles County. As described in the City's 2021–2029 Housing Element Update IS/ND (Housing Element IS/ND), the City is largely built out with residential, commercial, institutional, and public facilities (City of La Puente 2022b). Vegetation within City limits is minimal and generally limited to ornamental landscaping, disturbed vacant parcels, and small landscaped open space areas.

The proposed Project would involve adding a zoning overlay to commercially designated parcels throughout the City to allow for mixed-use residential development. The proposed Project occurs within the Baldwin Park U.S. Geological Survey 7.5-minute quadrangle. Queries of the California Department of Fish and Wildlife California Natural Diversity Database and California Native Plant Society Rare Plant Inventory were conducted for the subject quadrangle and surrounding eight quadrangles (i.e., Mount Wilson, Azusa, Glendora, El Monte, San Dimas, Whittier, La Habra, and Yorba Linda) (CDFW 2026; CNPS 2026). Additionally, the U.S. Fish and Wildlife Service Information for Planning and Consultation tool was queried

for the Planning Area (USFWS 2026a). The California Natural Diversity Database and Rare Plant Inventory nine-quadrangle queries returned 66 special-status plant species and 41 special-status wildlife species. While the Planning Area does overlap with occurrences for coast horned lizard (*Phrynosoma blainvillii*), coastal California gnatcatcher (*Polioptila californica californica*), and San Bernardino aster (*Symphyotrichum defoliatum*), these resources were documented over 30 years ago and are likely extirpated or are not expected to occur due to lack of suitable habitat. In general, no special-status species are expected to occur within the Planning Area due to a lack of suitable habitat. In addition, no critical habitat is designated within the Planning Area (USFWS 2026a). Therefore, impacts to special status species would be **less than significant**.

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

No Impact. As discussed above, the City is highly urbanized and native habitat is limited primarily to ornamental landscaping, disturbed vacant parcels, and small landscaped open space areas. According to the Housing Element IS/ND, the City does not contain natural riparian habitat or other sensitive natural communities (City of La Puente 2022b).

The U.S. Fish and Wildlife Service National Wetlands Inventory (NWI) map identifies the Puente Creek Flood Control Channel (Puente Creek) as a riverine feature within the City (USFWS 2026b). Based on aerial imagery and NWI data, Puente Creek is a seasonally flowing, engineered flood control channel that was artificially excavated and is maintained for flood management purposes. The channel is confined within developed urban parcels and is separated from adjacent land uses by fencing and paved surfaces. Certain parcels within the Planning Area are located adjacent to or in proximity to segments of Puente Creek (i.e., near the intersection of Loukelton Street and North Hacienda Boulevard); however, this waterway does not appear to support any riparian vegetation as it has been substantially modified and channelized for flood control purposes. The proposed Project does not authorize development within the channel itself and would not alter the course or function of Puente Creek. Implementation of the proposed Project would occur primarily through redevelopment of existing developed or disturbed parcels.

In summary, no riparian habitat or other sensitive vegetation communities are expected to occur within the Planning Area. Therefore, the Project would **not result in any impacts**.

- 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?***

Less than Significant Impact. As previously discussed in Section 3.4(b) above, the U.S. Fish and Wildlife Service NWI map identifies Puente Creek as a riverine feature within the City (USFWS 2026b). Based on aerial imagery and NWI data, Puente Creek is a seasonally flowing, engineered flood control channel that was artificially excavated and is maintained for flood management purposes. The channel is confined within developed urban parcels and is separated from adjacent land uses by fencing and paved surfaces. Certain parcels within the Planning Area are located adjacent to or in proximity to segments of Puente Creek (i.e., near the intersection of Loukelton Street and North Hacienda Boulevard); however, future Project buildout would be restricted to upland areas that have been previously disturbed and are surrounded by urban

development. The proposed Project does not authorize development within the channel itself and would not alter the course or function of Puente Creek.

Most of the water from rainfall flows across the impervious surfaces found within the Planning Area and enters the municipal stormwater system. The Planning Area does not encroach into any existing waters or wetlands features, and therefore, implementation of the Project would not result in direct removal, filling, or hydrologic alteration of Puente Creek or other mapped wetland features. Additionally, to reduce any potential indirect impacts, future project-specific construction would enact erosion-control measures that would be implemented as part of a stormwater pollution prevention plan (SWPPP) for each individual project. Prior to the start of future construction activities, each applicant is required to file a Permit Registration Document with the Regional Water Quality Control Board in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002) or the latest approved general permit. This permit is required for earthwork that results in the disturbance of 1 acre or more of total land area. The required SWPPP would mandate the implementation of best management practices (BMPs) to reduce or eliminate construction-related pollutants in the runoff, including sediment. Compliance with these regulatory requirements would ensure that impacts to potentially protected wetlands are avoided or minimized. Accordingly, implementation of the proposed Project would not substantially adversely affect state or federally protected wetlands, and impacts would be **less than significant**.

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

Less than Significant Impact. Future buildout of the Planning Area would occur primarily through redevelopment of existing development sites or infill development. The Planning Area does not contain wildlife corridors or native wildlife nursery sites. Although there is a potential for wildlife movement within the channelized waterway, Puente Creek, the segments of Puente Creek that are in proximity to the Planning Area would not be impacted by future buildout facilitated by the Project, as described above in Section 3.4(c), and wildlife would be allowed to continue to use these areas during future project-specific construction activities. Additionally, parcels in the Planning Area are surrounded by development and future development of identified parcels would not create a barrier for wildlife movement.

However, there is the potential for adverse effects on ornamental non-native trees and shrubs that provide nesting habitat for common birds and raptors protected under the Migratory Bird Treaty Act (MBTA) (16 USC 703–712) and California Fish and Game Code, Sections 3503, 3503.5, and 3513. Vegetation removal and other construction activities associated with future development projects could negatively affect individual birds or raptors that are nesting on or within the vicinity of the subject parcels. Vegetation removal could adversely affect or kill a nesting bird or raptor, and future construction activities would also elevate noise levels and could cause disturbance to protected bird/raptor species nesting on site or adjacent to the construction areas. Future construction activities could also have the potential to occur during breeding, reproduction, and juvenile rearing periods for nesting birds and raptors (i.e., between February 15 and August 31). Thus, there is potential for future construction activities and construction noise to negatively affect breeding or reproduction of bird and/or raptor species on or adjacent to subject parcels within the Planning Area. The Project would be subject to compliance with the MBTA and the California Fish and Game Code, reducing this impact to **less than significant**.

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

No Impact. The City has no local policies or ordinances protecting biological resources, nor has the City adopted a tree preservation ordinance. Thus, implementation of the Project would result in **no impact** related to policies or ordinances protecting biological resources.

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

No Impact. The Planning Area is not located within an adopted habitat conservation plan, natural community conservation plan, or other approved habitat conservation plan. Thus, implementation of the Project would result in **no impact** related to any habitat conservation plan.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

- a) *Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

Less than Significant Impact with Mitigation Incorporated. Historic-age structures are those that are built more than 45 years ago and, therefore, have the potential to be considered historical resources pursuant to Section 15064.5 of the CEQA Guidelines. While some historical resources are also considered archaeological resources, such resources are addressed in Section 3.5(b), as part of the discussion of archaeological resources.

A records search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) was conducted for the Planning Area and surrounding 1-mile radius on February 17, 2026. The SCCIC records search results indicate that 26 previous cultural resources studies have been conducted within a 1-mile radius of the Planning Area. Of these, nine studies intersect with the Planning Area. Approximately 10% of the Planning Area has been subject to past cultural resources investigations. The CHRIS records search identified three previously recorded cultural resources located

within 1 mile of the Planning Area, one of which intersects with the Planning Area. The resource that overlaps with the Planning Area is a historic-era commercial building (P-19-190243), while the other two resources that are located in the 1-mile buffer consist of a multi-component site (P-19-001046) with habitation debris and burials and the historic-era Union Pacific Railroad (P-19-186112). The resource within the Planning Area (P-19-190243) was assessed under the National Register of Historic Places (NRHP) criteria for its potential significance and does not appear to qualify for the register. Therefore, the building is not considered a historic resource. The property was not evaluated for inclusion in the California Register of Historical Resources (CRHR) or other local registers. However, the Project would not impact the existing Union Pacific Railroad.

The Project would establish an M-U overlay on all C-2 zoned properties in the City if certain criteria are met. As such, the Planning Area footprint is 177 acres spread across the City. Under existing conditions, the parcels have an improvement to land value ratio of 1.0 or below based on Los Angeles County Assessor data and include approximately 1,469,184 sf of non-residential uses, 10 units of non-conforming residential uses, and vacant land without any buildings, structures, or significant improvements (Appendix A1). The statuses of existing structures within the Planning Area as CEQA historical resources are currently unknown. Implementation of the Project would result in changes to land use designations that would facilitate future development and construction within the City. Consequently, there is a potential to impact currently unknown historical resources through future development that may result in demolition, alteration, and/or expansion of existing buildings and properties in the Planning Area. Any future activities that would substantially adversely change the significance of a historical resource would be considered a significant impact under CEQA. However, there are existing federal, state, and local policies and regulations in place to identify, assess impacts to, and protect historical resources.

Due to the lack of information regarding the nature and location of potential future development that could move forward under the Project, it cannot be assumed that the City's General Plan goals and policies, as well as implementation of the City's 2021–2029 Housing Element, would reduce impacts to a level that is less than significant, as there is a potential to cause a substantial adverse change in the significance of currently unidentified historical resources through the reasonably foreseeable future property development. Therefore, the Project would be required to implement **MM-CUL-1**, which would require future Project developments that involve demolition or alterations to existing building(s)/structure(s) over 45 years old to assess the historical significance of those resources to see if they qualify as CEQA historical resources. This would generally require the identified resource to be evaluated by a professionally qualified architectural historian and/or preparation of a Phase I and/or Phase II Historic Resources Assessment report to evaluate the properties in accordance with professional standards and in conformance with CEQA Guidelines Section 15064.5 to determine if it is a historical resource. If a future project involves alterations or modifications to historical resources and the proposed work conforms to the Secretary of the Interior's Standards for the Treatment of Historic Properties, specifically the Standards for Rehabilitation, impacts to historical resources would be considered less than significant, and no additional review would be required.

As such, implementation of **MM-CUL-1** for all future developments within the Planning Area would ensure that potential CEQA historical resources will be identified, project-specific impacts will be evaluated, and feasible mitigation measures will be required, as appropriate, to mitigate impacts to historical resources. Impacts would be **less than significant with mitigation incorporated**.

MM-CUL-1 **Historic Architectural Resources.**

If a development under the Project involves demolition or alteration to a building that is 45 years old or older, the City shall require the applicant of the development to submit a Phase I and/or Phase II Historic Resources Assessment report to evaluate the significance of resources greater than 45 years of age. The report shall be prepared by a Secretary of the Interior (SOI) qualified architectural historian, in accordance with SOI standards and guidelines. The Historic Resources Assessment shall include background, archival, and historic research; site surveys; detailed physical description of identified resources; photographs; a historical significance evaluation in consideration of City, CRHR, and NRHP designation criteria and integrity requirements; an assessment of project impacts to historical resources; recommendations of mitigative treatment; and the preparation/recordation of the appropriate California Department of Parks and Recreation (DPR) 523 forms, as applicable.

If impacts to historic architectural resources are potentially significant, the City shall require the applicant to incorporate appropriate measures to avoid or minimize those impacts. Additional measures may include, but are not limited to, the following:

- If a future project involves alterations or modifications to historic architectural resources, the project design and proposed work shall conform to SOI Standards for the Treatment of Historic Properties to reduce or avoid impacts to historical resources. The project applicant shall retain a qualified architectural historian to advise on the final project design, recommend mitigative actions, specify performance standards, and oversee the construction activities related to the historical resources to ensure the project is constructed in compliance with specified mitigation performance standards and SOI standards.
- If a future project involves the demolition or material impairment of a historical resource that cannot be mitigated through SOI standards compliance, the project applicant shall submit an archival Historic American Building Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS), as appropriate, to the City for review and approval prior to the issuance of any grading or demolition permit. The HABS/HAER/HALS documentation shall be prepared by a SOI qualified architectural historian and may include an architectural and historical narrative, archival drawings and/or measured drawings, and large-format photography. All reports resulting from implementation of this mitigation measure shall be submitted to the City's Planning Division and filed with the South Central Coastal Information Center.

b) *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

Less than Significant Impact with Mitigation Incorporated. A CHRIS records search was conducted at the SCCIC for the Planning Area and surrounding 1-mile radius on February 17, 2026. The SCCIC records search results indicate that 26 previous cultural resources studies have been conducted within a 1-mile radius of the Planning Area. Of these, nine studies intersect with the Planning Area. Approximately 10% of the Planning Area has been subject to past cultural resources investigations. The CHRIS records search identified three previously recorded cultural resources located within 1 mile of the Planning Area, one of which intersects with the Planning Area. As stated in (a) above, the resource that overlaps with the Planning Area is a historic-era commercial building (P-19-190243), while the other two resources that are located in

the 1-mile buffer consist of a multi-component site (P-19-001046) with habitation debris and burials and the historic-era Union Pacific Railroad (P-19-186112).

Additionally, Dudek contacted the Native American Heritage Commission (NAHC) on October 13, 2025, and requested a review of the Sacred Land Files (SLF). The NAHC replied via email on October 20, 2025, stating that the results of the SLF search were negative. However, the Project is subject to compliance with Assembly Bill (AB) 52 (California Public Resources Code Section 21074) and SB 18 (Government Code Section 65352.3). SB 18 letters were sent out on November 25, 2025, and AB 52 letters were sent on February 2, 2026. To date, no responses have been received from the tribes requesting formal consultation. Tribal consultation efforts conducted by the City are discussed in Section 3.18, Tribal Cultural Resources.

Based on the findings in the Archaeological Resources Inventory Letter Report (Appendix B to this IS/MND), there is a low potential for the inadvertent discovery of intact subsurface archaeological deposits within the Planning Area. An archival review also revealed that the Planning Area has been subject to ground-disturbing activities associated with its construction and use since the early twentieth century. Urban land soils are present within the Planning Area and are generally characterized as imported or highly disturbed soils associated with modern development; as such, they do not retain a high potential to contain intact archaeological deposits.

Given the above, while there is low potential, it is possible that previously undiscovered intact archaeological deposits are present at subsurface levels and could be uncovered during ground-disturbing activities associated with future projects. If such unanticipated discoveries were encountered, impacts to encountered resources could be potentially significant. In order to ensure that future development applicants are aware of the potential for encountering unknown archaeological resources, applicants would be required to implement **MM-CUL-2** to ensure early identification of and response to inadvertent discovery of unknown archaeological resources. In the event of an inadvertent discovery of an archaeological resource, an archaeological resources work plan, sensitivity training, and monitoring will be implemented to ensure any potential adverse change to archaeological resources is appropriately addressed under CEQA. Therefore, impacts to archaeological resources would be **less than significant with MM-CUL-2 through MM-CUL-5 incorporated**.

MM-CUL-2 **Unanticipated Discovery of Archaeological Resources.** In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the Project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas but should be redirected to a safe distance from the find. If the find is determined not to be significant, construction work may resume after construction worker awareness training has been conducted, as follows.

Construction Worker Archaeological Resources Sensitivity Training

After a significant unanticipated discovery and prior to resuming construction, a qualified archaeological monitor, as defined in the Archaeological Resources Work Plan, shall present an archaeological resources sensitivity training to project construction personnel. If project was subject to tribal notification/consultation, the Qualified Archaeologist shall invite interested tribes,

a minimum of 2 weeks before the training session, to participate in and present Native American perspectives during the training sessions. The archaeological monitor shall inform construction personnel about the types of cultural resources that could be encountered, the proper procedures to follow in the event of an archaeological discovery, potential penalties for failing to adhere to applicable laws and regulations, and confidentiality of discoveries. The project applicant shall provide the training agenda, materials, and attendance records to the City within 5 business days of request.

If the new discovery is evaluated and found to be significant under CEQA and avoidance is not feasible, additional work such as data recovery may be warranted. In such an event, an Archaeological Resources Work Plan should be developed by the qualified archaeologist in consultation with the City and Native American representatives, if applicable. Ground-disturbing work can continue in the area of the find only after impacts to the resources have been mitigated and with City approval.

MM-CUL-3 **Archaeological Resources Work Plan.** In the event of an unanticipated discovery of archaeological resources found to be significant by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards, the project applicant shall retain a qualified archaeologist to prepare and submit an Archaeological Resources Work Plan (ARWP) to the City for review and approval. The purpose of this plan is to document the actions and procedures to be followed by the project team to avoid or minimize impacts to archaeological resources. If potential impacts to tribal cultural resources are identified during project-level review (e.g., records search, archaeological reports, AB 52 consultation, if applicable), the ARWP shall also address tribal cultural resources, in consultation with interested local Native American tribes. The ARWP shall include, but not be limited to, the following elements:

- A description of the roles and responsibilities of the archaeologist, the reporting relationships between construction managers and the archaeologist, and the notification procedures.
- Maps identifying locations where archaeological and/or Native American monitoring is required; duration of monitoring; and documentation of monitoring activities, including daily log of monitoring activities, locations, and results.
- Detailed procedures to follow if archaeological resources are inadvertently discovered during construction, including a stop-work requirement within no less than a 50-foot radius of the find; documentation of all recovered resources on DPR 523 forms; and inspection and evaluation of the resource for listing in the national, state, and local registers.
- Detailed plan for the collection of archaeological data, including sampling techniques and data management protocols.
- Methodology for testing and evaluation of archaeological resources encountered.
- Detailed treatment plan to avoid or minimize impacts to significant archaeological resources, including preservation and/or data recovery to the satisfaction of the City.
- Detailed plan for reporting recovered resources and treatment results, including submission of reports to applicable agencies.

MM-CUL-4 Archaeological Resources Monitoring.

If required by the Archaeological Resources Work Plan, during grading and excavation activities, a qualified archaeological monitor, as defined in the Archaeological Resources Work Plan, shall be present to monitor ground-disturbing activities. Should archaeological resources be encountered, the archaeological monitor shall have the authority to halt ground-disturbing activities and immediately notify the Qualified Archaeologist of the find. The Qualified Archaeologist shall implement the evaluation and mitigation protocols described in the ARWP. In the event Native American archaeological resources are encountered during construction, Native American monitoring shall be provided thereafter for any ground-disturbing activities.

MM-CUL-5 Treatment of Significant Resources. The Qualified Archaeologist shall prepare a final report documenting all recovered archaeological resources, the significance of the resources, and the treatment of the recovered resources to the City, the SCCIC, and the NAHC (as applicable).

When assessing significance and developing treatment for recovered resources that are Native American in origin, the City shall consult and coordinate with interested tribes. The City shall consider tribal preferences when making a determination on the disposition of Native American archaeological resources, which may include but is not limited to curation at an accredited or nonaccredited repository, on-site or off-site reburial, and/or donation to a local tribe.

The project applicant shall curate all significant non-Native American, historic-period archaeological material, or portions thereof, at the recommendation of the Qualified Archaeologist and approval by the City, at a repository accredited by the American Association of Museums that meets the standards outlined in Title 36 Code of Federal Regulations Section 79.9. If no accredited repository accepts the collection, then the project applicant may curate it at a nonaccredited repository as long as it meets the minimum standards set forth in Title 36 Code of Federal Regulations Section 79.9. If neither an accredited nor a nonaccredited repository accepts the collection, then the project applicant may offer the collection to a public, nonprofit institution with a research interest in the materials or to a local school or historical society in the area for educational purposes.

All reports resulting from implementation of this measure shall be completed and submitted to the City for review and approval. Once approved by the City, the report shall be submitted to the SCCIC and interested tribes.

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

Less than Significant Impact. As described above, the SCCIC records search identified one cultural resource within the Planning Area and two cultural resources within a 1-mile radius of the Planning Area. One of the resources outside of the Planning Area but within a 1-mile radius consisted of a multi-component site (P-19-001046) with habitation debris and burials. No formal cemeteries were identified within the Planning Area.

The Project would result in changes to land use designations, which would facilitate additional future development. Future development that would be facilitated by the Project would involve earthwork to demolish, renovate, and construct on properties within the Planning Area. Such activities could require grading and/or construction in native soils, such as earthwork for ground preparation, construction of foundations and driveways, and installation of trenching for utilities and landscaping. Although the majority of the ground disturbance would occur in engineered fill and/or previously disturbed soils, this analysis

anticipates that some native/undisturbed soils would be impacted by future development activities. Therefore, there is a potential to unexpectedly encounter human remains or disturb human burial grounds, including Native American burials and those interred outside of formal cemeteries through the reasonably foreseeable future property development involving ground-disturbing activities.

There are existing state regulations in place to identify, assess impacts to, and protect burials/human remains. All future development projects would be subject to these regulations related to the discovery of human remains during ground-disturbance activities, such as California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and California Code of Regulations Section 15064.5(e), which outline the procedures that must be followed when human remains are discovered. Human burials have specific provisions for treatment in accordance with California Public Resources Code Section 5097, which authorizes the NAHC to resolve any disputes related to the disposition of Native American burials. California Public Resources Code Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site must halt and remain halted until the Los Angeles County Coroner (County Coroner) has investigated and made recommendations to the person responsible for the excavation or to their authorized representative.

If the County Coroner determines or has reason to believe the remains are those of a Native American, the County Coroner must contact the NAHC within 24 hours, who will, in turn, notify the person the NAHC identifies as the most likely descendent of the human remains. Within 48 hours of being granted access to the site, the most likely descendent may make recommendations regarding the disposition, with appropriate dignity, of the human remains and associated grave goods. Therefore, compliance with these regulations would ensure that potential impacts related to the discovery of previously unidentified human remains would be **less than significant**.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

- 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?*

Less than Significant Impact. The Project does not identify any specific development projects. The construction of new residential and mixed-use developments allowable under the Project would occur intermittently throughout the course of the buildout period (20 years). Nevertheless, implementation of the Project would result in energy use for construction and operation, including use of electricity, natural gas, and petroleum-based fuels. The electricity and natural gas used for construction would be temporary, would be substantially less than that required for Project operation, and would have a negligible contribution to the Project's overall energy consumption. Additionally, although natural gas and electricity usage would increase due to the implementation of the Project, the Project's energy efficiency would meet the Building Energy Efficiency Standards (Title 24 of the California Code of Regulations) at the time of construction. Further, while the Project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in vehicle miles traveled (VMT) over time.

The Project's impacts on energy resources for construction and operation are discussed separately below. Energy consumption (electricity, natural gas, and petroleum consumption) was estimated using CalEEMod data from the air quality and greenhouse gas (GHG) emissions assessment. For further detail on the assumptions and results of the energy analysis, please refer to Appendix A4, Energy Demand Calculations.

Construction Energy Use

Electricity

Electricity consumed during construction of developments resulting from the Project would vary throughout the construction period based on the construction activities being performed. Various construction activities would require electricity, including conveying water that would be used for dust control (supply and conveyance) and powering any necessary lighting during construction, as well as electronic equipment. Such electricity demand would be temporary and nominal and would cease upon the completion of construction. Southern California Edison is the electricity provider to the Planning Area and provided approximately 64,896 gigawatt-hours of electricity in 2024 to Los Angeles County (CEC 2026a). Overall, construction activities associated with the Project would require limited electricity consumption that would not be expected to have an adverse impact on available Southern California Edison electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Natural Gas

Natural gas is not anticipated to be required during construction of developments resulting from the Project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below in the Petroleum subsection. Any minor amount of natural gas that may be consumed as a result of Project construction would be substantially less than that required for Project operation and would have a negligible contribution to the Project's overall energy consumption.

Petroleum

Petroleum-based fuel usage would represent the most energy consumed during construction occurring as a result of the Project. Petroleum fuels would be used to power off-road construction vehicles and equipment on development sites, construction worker travel to and from development sites, and delivery and haul truck trips (e.g., hauling of material to disposal facilities).

For purposes of estimating construction emissions of the Project, construction is assumed to start in 2027 and have a duration of 20 years, reaching completion in 2046. While construction specifics for buildout of the Project are not currently available, the analysis contained herein is based on the first construction year, as detailed in Section 3.3, Air Quality, of this document. The first year is estimated to be the worst-case construction year because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Fuel consumption from construction equipment and vehicles was estimated by converting the total carbon dioxide (CO₂) emissions from each construction phase to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Construction equipment and vehicles anticipated to be used for the project are detailed in Table 3.3-4 of Section 3.3. All off-road equipment and hauling and vendor trucks are assumed to be diesel, while worker vehicles are assumed to be gasoline. The conversion factor for gasoline is 8.78 kilograms per metric ton (MT) CO₂ per gallon, and the conversion factor for diesel is 10.21 kilograms per MT CO₂ per gallon (The Climate Registry 2024). The estimated fuel usage from construction equipment for the Project is shown in Table 3.6-1.

Table 3.6-1. Estimated Construction Fuel Use

Project	Fuel Use (Gallons)			
	Off-Road Equipment (Diesel)	On-Road Haul Trucks (Diesel)	On-Road Vendor Trucks (Diesel)	On-Road Workers (Gasoline)
First Year – 2027	40,371	5,073	6,787	19,519
Total – Buildout (20 years)	807,427	101,469	135,738	390,371

Notes: Conversion factors from The Climate Registry (2024).
See Appendix A4 for complete results.

Using data provided in Table 3.6-1, construction of the Project is anticipated to consume 52,232 gallons of diesel and 19,519 gallons of gasoline during the average year of construction. Developments occurring under the Project would be required to comply with CARB’s Airborne Toxics Control Measure that restricts heavy-duty diesel vehicle idling time to 5 minutes. Furthermore, developments occurring under Project would be subject to CARB’s In-Use Off-Road Diesel Vehicle Regulation, which requires the vehicle fleet to reduce emissions by retiring, replacing, or repowering older engines or installing Verified Diesel Emissions Control Strategies. Therefore, impacts associated with construction would be less than significant.

Operational Energy Use

Electricity

The Project would require electricity for multiple purposes at buildout, including cooling, appliances, and lighting for the proposed uses. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Electricity consumption associated with Project operation is based on the CalEEMod outputs presented in Appendix A2.

CalEEMod default values for energy consumption were applied for the project analysis. The energy use from residential and commercial land uses are calculated in CalEEMod based on the California End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end-use categories subject to California Code of Regulations Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning [HVAC] system; water heating system; and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous “plug-in” uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California building standards. The most recent amendments to Title 24, Part 6, referred to as the 2025 standards, became effective on January 1, 2026. According to CalEEMod estimations, existing uses within the Project footprint consume approximately 19,871,632 kilowatt-hours per year during operations, and the buildout of the Project would consume approximately 35,226,890 kilowatt-hours per year during operation. As such, the Project would result in a net demand of 15,355,257 kilowatt-hours per year during operation. For context, locally, in 2024, residential electricity demand in Los Angeles County was approximately 64,896 gigawatt-hours (CEC 2026a).

Natural Gas

Operation of the Project would require natural gas for various purposes, including water heating. **MM-AQ-1** requires no natural gas fireplaces in the residential portions of new development under the Project. To be conservative, CalEEMod default assumptions were used for residential commercial appliances. Natural gas may still be used for other facilities on site, such as for a communal fireplace and for appliances to service the building. As such, CalEEMod default assumptions were used for residential appliances. Natural gas consumption associated with operation is based on the CalEEMod outputs presented in Appendix A2.

According to CalEEMod estimations, existing uses within the Project footprint consume 42,190,784 kilowatt-hours (kBtus) per year, and buildout of the Project would consume approximately 88,739,631 kBtu per year, for a net demand of 46,548,847 kBtu per year for the project. For context, locally, in 2022, all uses in Los Angeles County consumed about 2.83 billion kBtu of natural gas (CEC 2026b).

Petroleum

During operations, the majority of fuel consumption resulting from the Project would involve the use of motor vehicles traveling to and from developments constructed under the Project by residents, employees, and visitors. This petroleum fuel consumption is a function of the VMT as a result of Project operation. As shown in Appendix A2 and discussed in Section 3.3 and Section 3.8, Greenhouse Gas Emissions, the annual VMT attributable to the Project was estimated based on Project-specific trip generation information and CalEEMod default values for the proposed land use. Similar to the construction worker and truck trips,

fuel consumption from vehicle trips is estimated by converting the total CO₂ emissions from operation of the Project to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Based on the annual fleet mix provided in CalEEMod, approximately 94% of the fleet are assumed to run on gasoline, while the remaining 6% are assumed to run on diesel. In the buildout year of assumed operations (2046), the Project would consume approximately 14,854,632 gallons of gasoline and 821,044 gallons of diesel from vehicle travel. This compares to the existing conditions consumption of approximately 17,993,433 gallons of gasoline, which includes vehicles and landscaping equipment, and 994,532 gallons of diesel from vehicle travel. The Project would result in a net reduction of gasoline and diesel consumption of 3,138,802 and 173,488 gallons of gasoline and diesel fuel, respectively.

Summary

As presented herein, buildout of the Project would result in a net reduction of gasoline and diesel consumption of 3,138,802 and 173,488 gallons of gasoline and diesel fuel, respectively. Over the lifetime of the Project (20 years), the fuel efficiency of the vehicles being used by employees, residents, and visitors is expected to increase. As such, the amount of gasoline and diesel fuel consumed during operation would decrease over time. Operation of the Project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy.

The Project would create additional electricity and natural gas demand by adding new residential units to the existing site. There would be redevelopment of existing commercial spaces with a net reduction of 49,606 sf of commercial uses. New facilities associated with the Project would be subject to the Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of residential and commercial buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting.

In summary, implementation of the Project would increase the demand for electricity and natural gas and reduce petroleum consumption in the region during operation. However, because the Project would be consistent with current regulations and policies, it would not be wasteful or inefficient and would not result in unnecessary energy resource consumption. The Project's energy consumption demands during construction and operation would conform to the state's Title 24 standards such that the Project would not be expected to wastefully use gas and electricity. Because the Project would comply with Title 24 conservation standards, it would not directly require the construction of new energy generation or supply facilities or result in wasteful, inefficient, or unnecessary consumption of energy. Moreover, vehicle usage associated with the Project would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts would be **less than significant**.

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

Less than Significant Impact. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. At a minimum, the developments under the Project would be subject to and would comply with the 2025 California Building Code (24 CCR, Part 6) and updates to the code depending on when the individual projects are constructed. The Project would also not conflict with CARB's Climate Change Scoping Plan (CARB 2022), which identifies several strategies to reduce GHG emissions through energy efficiency. As discussed in further detail in Section 3.8, the Project would not be subject to many of these strategies, because many are state actions requiring no involvement at the project level. However, the Project would comply with all applicable strategies regarding renewable energy or energy

efficiency. As such, implementation of the Project would not conflict with applicable plans for energy efficiency, and the impacts during construction and operation would be **less than significant**.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a) *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.*

Less than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code, Section 2621 et seq.) regulates development in proximity to active faults to mitigate hazards associated with surface fault rupture. The act prohibits construction of structures intended for human occupancy, defined as any structure that would be occupied for 2,000 hours per year, across the trace of an active fault and establishes Alquist-Priolo Earthquake Fault Zones within approximately 500 feet of active fault traces. These zones are delineated and defined by the State Geologist to identify areas where potential surface rupture along a fault could prove hazardous and thus further study is required to establish setback requirements.

No Alquist-Priolo Earthquake Fault Zones exist within the City (City of La Puente 2022b). Further, based on review of the most recent Alquist-Priolo Earthquake Fault Zone maps published by the California Geological Survey, no Alquist-Priolo Earthquake Fault Zones traverse the City's commercially designated parcels proposed for rezoning under the Project (DOC 2026).

Future development facilitated by implementation of the proposed Project would comply with the Alquist-Priolo Earthquake Fault Zoning Act, which is intended to prevent construction of buildings for human occupancy on top of traces of active faults. As such, future development projects would be required to go through the City's plan check and permitting process to ensure compliance with state and local building code requirements, which would also include the Alquist-Priolo Earthquake Fault Zoning Act. Compliance with requirements of building codes for structural safety during seismic events would reduce fault hazards to less than significant. With compliance with existing regulations, including compliance with the state and local building codes, future development implemented under the Project would not cause or exacerbate the potential for fault rupture to occur. Therefore, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. As a result, impacts would be **less than significant**.

ii) *Strong seismic ground shaking?*

Less than Significant Impact. As stated above, no state-designated Alquist-Priolo Earthquake Fault Zones exist within the City. However, the City is located within the seismically active Southern California region. Several major faults within a 10-mile radius of the City are capable of producing substantial effects from ground shaking. Major regional faults capable of generating significant seismic events include the Whittier-Elsinore Fault, Chino Fault, Sierra Madre-Cucamonga Fault, Puente Hills Fault, San Andreas Fault, and San Fernando Fault (City of La Puente 2018).

The Puente Hills Fault system, discovered in 2003, is composed of three sections that run under downtown Los Angeles, through La Puente, and into the Coyote Hills of northern Orange County. The Puente Hills Fault has been credited with causing the 1987 Whittier Narrows Earthquake. No active faults have been identified at the ground surface within the City; however, the City overlies the Puente Hills segment of the Elysian Park Blind Thrust Fault (City of La Puente 2022b). Buried or blind thrust faults are faults without a

surface expression but are a significant source of seismic activity. They are typically identified through analysis of regional seismic data and characterized by propagation folding manifested at the earth's surface by anticlinal fold belts with topographic relief, such as the Elysian Park, Repetto, and Puente Hills Blind Thrusts. Accordingly, the Planning Area may be subject to strong seismic ground shaking, either as a result of seismic events along the aforementioned faults in the area or more distant faults in the region. However, as with any new project development in the State of California, building design and construction of any future development facilitated by implementation of the proposed Project would conform to the current seismic design provisions of the California Building Code. The California Building Code includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to a project site. These design measures are intended to maximize structural stability in the event of an earthquake.

Future development would also be subject to compliance with all applicable regulations and development standards, including but not limited to project-specific conditions and measures to reduce potential impacts required as part of the development review. Compliance with the California Building Code and other applicable regulations would ensure that potential impacts related to strong seismic ground shaking would be reduced to less than significant levels. Therefore, implementation of the proposed Project would not result in substantial adverse effects related to seismic ground shaking and impacts would be **less than significant**.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is the process in which shallow saturated cohesionless soils, typically sandy soils, temporarily lose their frictional strength during strong ground shaking (i.e., an earthquake) as a consequence of increased pore pressure and behave more like a liquid than a solid.

The California Geological Survey) indicates that the City contains areas designated as liquefaction hazard zones; thus, the potential for liquefaction due to ground-shaking exists within the City, including within the parcels identified for rezoning under the Project (DOC 2026). Therefore, future development facilitated by implementation of the Project could result in significant impacts regarding the exposure of people and structures to potential substantial adverse effects involving seismic-related ground failure (i.e., liquefaction) if not designed appropriately.

Future development projects within mapped liquefaction hazard zones would be required to comply with applicable building codes, the Seismic Hazards Mapping Act, and emergency preparedness requirements in the City's General Plan Community Safety Element. The City of La Puente General Plan Community Safety Element addresses liquefaction hazards and provides goals and policies to address these hazards, including Goal 1 and Policy 1.1, as outlined below (City of La Puente 2024).

- Goal 1: Reduce risk from earthquakes, liquefaction, flooding, and dam inundation hazards.
 - Policy 1.1: Require appropriate geotechnical studies or require standard building and remediation measures for all new proposed development projects on properties identified as subject to liquefaction or landslides.

Future development facilitated by implementation of the proposed Project would be required to be consistent with the General Plan's goals and policies related to seismic-related ground failure, including liquefaction, and to comply with applicable regulations and development standards, including but not

limited to the most current adopted version of the California Building Code and California Geological Survey's Special Publication 117A. Preparation of site-specific geologic studies would also be required, along with project-specific conditions and measures to reduce potential impacts required as part of the development review process. As such, impacts would be **less than significant**.

iv) Landslides?

Less than Significant Impact. Seismically induced landslides can adversely affect structures, people, property, utilities, and infrastructure. The geologic and topographic characteristics of an area often determine its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside all contribute to potential slope failure and landslide events. According to the California Geological Survey, areas of the City are designated as landslide zones, specifically the area surrounding the Industry Hills Golf Club (DOC 2026). However, the proposed Project does not include parcels within the vicinity of landslide-risk areas. Moreover, future development projects implemented under the proposed Project would be required to comply with the City's plan check and permitting process, including compliance with applicable building code provisions governing structural design, engineering, safety, and integrity. Therefore, with review under the City's building plan check process, impacts would be **less than significant**.

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

Less than Significant Impact. Future development involving demolition and/or construction activities facilitated by implementation of the proposed Project would be subject to compliance with the California Building Code, as well as the requirements set forth in the NPDES Storm Water General Construction Permit for construction activities. The NPDES Storm Water General Construction Permit requires preparation of a SWPPP, which would identify specific erosion and sediment control BMPs that would be implemented to protect stormwater and non-stormwater runoff during construction and post-development activities, including low impact development (LID) design considerations and operational and maintenance requirements. Compliance with the California Building Code and NPDES would minimize effects from erosion and ensure consistency with the Los Angeles Regional Water Quality Control Board Water Quality Control Plan. As such, through compliance with water quality standards and stormwater runoff requirements, future development projects under the Project would minimize short- and long-term erosion. Therefore, impacts 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. Refer to the discussion above in Sections 3.7(a)(iii) and 3.7(a)(iv) on landslide and liquefaction potential in the City. Lateral spreading is associated with liquefaction where liquefiable materials move as a block towards an exposed slope face during an earthquake. Given the potential for liquefaction susceptibility within the City, the potential for lateral spreading is also considered high. Future development proposals resulting from implementation of the proposed Project would be required to comply with all applicable regulations and development standards, including but not limited to the most current adopted version of the California Building Code and the Seismic Hazards Zonation Program. Preparation of site-specific geologic studies would also be required, along with project-specific conditions and measures to reduce potential impacts required as part of the development review process. Therefore, impacts would be **less than significant**.

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

Less than Significant Impact. Expansive soils generally consist of clays that increase in volume when saturated and shrink when dried. Over long periods of time these volumetric changes can lead to damage of aboveground structures, roadways, and infrastructure. The proposed Project is located in the City, and expansive soil is prevalent in the City. Development under the proposed Project would be required to comply with California Building Code requirements related to hazards involving potentially expansive soils to ensure impacts would be less than significant. Identifying expansive properties of underlying soils and implementing geotechnical design measures such as use of imported fill or treatment of in-situ soils can minimize risks of expansive soils. Further, numerous controls would be imposed on future development projects through the City's permitting process in order to lessen impacts associated with expansive soils. Proposed activities requiring site preparation would implement, where feasible, site and grading preparation in accordance with the Community Safety Element of the City's General Plan (City of La Puente 2024). The potential impacts associated with expansive soils would be sufficiently mitigated through structures being designed and constructed in conformance with the California Building Code, the City's permitting process, and industry-accepted engineering standards. Therefore, impacts would be **less than significant**.

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

No Impact. The City is served by the existing municipal sewer system. The City has established utility services, and no septic or alternative waste water disposal systems would be proposed or required to serve future development projects facilitated by implementation of the proposed Project. Therefore, **no impact** would occur.

- f) *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less than Significant Impact with Mitigation Incorporated. The City has been fully urbanized for many years and does not contain any known paleontological resources or unique geologic features. According to the Housing Element IS/ND, the potential for uncovering paleontological resources or unique geologic features within the City is considered remote, given that no such resources have been discovered during prior development activity (City of La Puente 2022b).

According to surficial geological mapping by Dibblee (1999) at a 1:24,000 scale, the majority of the Planning Area is underlain by Holocene (< 11,700 years ago [Cohen et al. 2024]) alluvial deposits (map unit Qa). However, the southernmost extension of the Hacienda/Glendora Avenue portion of the Planning Area and the portion of the Planning Area along South Azusa Avenue were mapped by Dibblee (1999) as early Holocene to late Pleistocene (approximately 8,200 to 129,000 years ago [Cohen et al. 2024]) elevated alluvium (map unit Qae). These same deposits were mapped by Tan (2000) as Pleistocene (approximately 11,700 years ago to 2.58 million years ago [Cohen et al. 2024]) undivided alluvial fan and valley deposits (map units Qof1 and Qof2).

A paleontological records search was requested from the Natural History Museum of Los Angeles County on March 2, 2026, and the results were received on March 8, 2026. The museum reported no fossil

localities from directly within the Planning Area, but they do have one locality from the same or similar sediments that underlie the Planning Area. They also reported five other nearby localities from older sediments that may underlie the Planning Area at depth. LACM VP (Los Angeles County Museum Vertebrate Paleontology) 1807, approximately 3.47 miles north of the Planning Area, produced mastodon fossils from an unknown Pleistocene Formation, 115 to 120 feet below ground surface. The other localities from the older sediments are located approximately 2 miles east of the Planning Area and produced mostly marine invertebrates and fish from the Puente and Monterey Formations (Appendix C, Confidential Paleontological Records Search Results). In addition, a paleontological literature review revealed two nearby Pleistocene fossil localities approximately 2.37 miles west-northwest of the westernmost Planning Area that included mastodon, bison, and camel (Scott et al. 2014) and 3.37 miles north-northeast of the northern portion of the central Planning Area that produced a mastodon (Jefferson 1991).

The Holocene alluvial deposits, present within much of the Planning Area, have low paleontological sensitivity or potential on the surface; sensitivity increases with depth below the surface where older, high paleontological sensitivity geological units may be present (e.g., Pleistocene deposits). Mapped early Holocene to Pleistocene deposits have high paleontological sensitivity or potential where undisturbed by human activities or natural weathering.

Grading, excavation, or other construction activities for future development facilitated by implementation of the proposed Project have the potential to disturb undiscovered paleontological resources or unique geologic features, in the event that any are present at depth below Holocene alluvial deposits and unweathered Pleistocene deposits. Without mitigation, damage to paleontological resources during ground disturbing activities would have a potentially significant impact. As such, **MM-GEO-1** is required. Per **MM-GEO-1**, a qualified paleontologist shall prepare and implement a Paleontological Resources Monitoring and Mitigation Plan. The plan must include, but is not limited to, requirements for preconstruction meeting attendance and worker environmental awareness training; monitoring, sampling, and fossil recovery procedures; laboratory procedures and museum curation for any scientifically significant specimen recovered; and a report of findings. With implementation of **MM-GEO-1**, potential impacts would be reduced to below a level of significance. Therefore, impacts would be **less than significant with mitigation incorporated**.

MM-GEO-1 Prior to commencement of any grading activity for individual developments within the Planning Area, the applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) 2010 guidelines. The paleontologist shall prepare and implement a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) for the project. The PRMMP shall be consistent with the SVP 2010 guidelines and shall outline requirements for pre-construction meeting attendance and worker environmental awareness training; where monitoring is required within the project site based on construction plans and/or geotechnical reports; procedures for adequate paleontological monitoring and discoveries treatment; and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The qualified paleontologist shall attend the pre-construction meeting and a qualified paleontological monitor shall be on site during all rough grading and other significant ground-disturbing activities (including large diameter [2 feet or greater] augering) in previously undisturbed deposits of high paleontological sensitivity as determined by the qualified paleontologist and detailed in the PRMMP. In the event that paleontological

resources (e.g., fossils) are unearthed during ground-disturbing activities, the paleontological monitor will temporarily halt and/or divert activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot-radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow activity to recommence in the area of the find. Costs for laboratory processing of collected fossils and curation fees at an accredited fossil repository such as the Natural History Museum of Los Angeles County are the responsibility of the project applicant.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

- 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. As defined in California Health and Safety Code Section 38505(g), for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO₂, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5). The primary GHGs that would be emitted by Project-related construction and operations include CO₂, methane, and nitrous oxide.¹³ As detailed under the Construction Greenhouse Gas Emissions section below, the Project would result in GHG emissions from off-road construction equipment, on-road haul and vendor trucks, and worker vehicles during construction activities. As detailed under the Operational Greenhouse Gas Emissions section below, GHG emissions would result from mobile sources, area sources (landscape maintenance equipment and fire trainings), water use and wastewater generation, and solid waste during operational activities.

As discussed in Section 3.3 of this document, the Project is located within the jurisdictional boundaries of the SCAQMD. In October 2008, SCAQMD proposed numeric CEQA significance thresholds for GHG

¹³ Emissions of hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride are generally associated with industrial activities, including the manufacturing of electrical components and heavy-duty air-conditioning units and the insulation of electrical transmission equipment (substations, power lines, and switchgears). Therefore, emissions of these GHGs were not evaluated or estimated in this analysis because the Project would not include these activities or components and would not generate hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride in measurable quantities.

emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its Draft Guidance Document—Interim CEQA GHG Significance Threshold (SCAQMD 2008b). This Draft Guidance Document, which builds on the California Air Pollution Control Officers Association’s previous guidance, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, SCAQMD adopted an interim 10,000 MT carbon dioxide equivalent (CO₂e) per-year screening level threshold for stationary source/industrial projects for which SCAQMD is the lead agency (SCAQMD 2010). The 10,000 MT CO₂e per-year threshold, which was derived from GHG reduction targets established in Executive Order S-3-05, was based on the conclusion that the threshold was consistent with achieving an emissions capture rate of 90% of all new or modified stationary source projects.

SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. SCAQMD has continued to consider adoption of significance thresholds for residential and general land-use development projects. The most recent proposal issued by SCAQMD, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

- | | |
|--------|---|
| Tier 1 | Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2. |
| Tier 2 | Consider whether or not the project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3. |
| Tier 3 | Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO ₂ e per-year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO ₂ e per year), commercial projects (1,400 MT CO ₂ e per year), and mixed-use projects (3,000 MT CO ₂ e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO ₂ e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4. |
| Tier 4 | Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO ₂ e per-service population for project-level analyses and 6.6 MT CO ₂ e per-service population for plan-level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5. |
| Tier 5 | Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels. |

Construction Greenhouse Gas Emissions

See Section 3.3, subheading “Construction Emissions,” for a discussion of methodology that is also applicable to the estimation of GHGs. Based on Pro Forma Advisors LLC (see Appendix A1), the assumed mixed-use tenant allocation of the new commercial space associated with the Project is estimated as shown in Table 3.3-3 in Section 3.3.

Construction of the Project would result in GHG emissions that would primarily be associated with off-road construction equipment, on-road haul and vendor trucks, and worker vehicles. The SCAQMD Draft Guidance Document (SCAQMD 2008b) recommends that “construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.” Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 3,000 MT CO₂e per year. Therefore, the determination of significance is addressed in the operational emissions discussion following the estimated construction emissions.

CalEEMod Version 2022.1.1.41 was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3 of this document. On-site sources of GHG emissions include off-road equipment, and off-site sources include haul trucks, vendor trucks, and worker vehicles. Table 3.8-1 presents the unmitigated GHG emissions resulting from construction of the Project. For further detail on the assumptions and results of this analysis, refer to Appendix A2.

Table 3.8-1. Estimated Annual Construction GHG Emissions - Unmitigated

	CO ₂	CH ₄	N ₂ O	R	CO ₂ e
Construction Year	Metric Tons per Year				
2027	696.13	0.02	0.03	0.36	705.09
Total Construction GHG Emissions for 20 years					14,101.71
<i>Amortized Emissions (30-Year Project Life)</i>					<i>470.06</i>

Notes: GHG = greenhouse gas; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; R = refrigerants; CO₂e = carbon dioxide equivalent.

See Appendix A2 for complete results.

As shown in Table 3.8-1, the estimated total GHG construction emissions would be approximately 705 MT CO₂e in any given construction year. Construction over the 20-year buildout period would equate to a total of 14,102 MT CO₂e. This 20-year total represents a conservative estimate as it is based on year 2027 equipment emissions, and equipment engines would meet higher emissions standards in future years, thus reducing emissions. When amortized over 30 years, the conservative construction emissions would be approximately 470 MT CO₂e.

Operational Greenhouse Gas Emissions

CalEEMod was used to estimate potential project-generated operational GHG emissions from mobile sources, area sources (landscape maintenance equipment), water use and wastewater generation, and solid waste (i.e., CO₂e emissions associated with landfill off-gassing). All operational assumptions detailed within Section 3.3 of this document were also assumed for the GHG emissions analysis.

Regarding solid waste, to estimate potential GHG emissions associated with landfill off-gassing, CalEEMod default values were applied. Similarly, to estimate potential GHG emissions from supply, conveyance, treatment, and distribution of water and wastewater treatment, CalEEMod default values were applied. For additional details, specifically for mobile sources, see Section 3.3 and Appendix A2 of this document for a discussion of operational emission calculation methodology and assumptions.

The Project operation analysis assumes buildout in year 2046. Table 3.8-2 shows the estimated operational GHG emissions from Planning Area sources, energy consumption, mobile sources, solid waste, and water consumption and wastewater treatment associated with the Project and existing land use emissions. Additionally, the Project's proposed net emissions are provided in Table 3.8-2. As discussed previously, total annual operational emissions were combined with amortized construction emissions and compared to SCAQMD's recommended threshold of 3,000 MT CO₂e per year for non-industrial projects.

Table 3.8-2. Estimated Operational GHG Emissions - Unmitigated

Emission Source	CO ₂	CH ₄	N ₂ O	R	CO ₂ e
	Metric Tons per Year				
Project					
Mobile	137,149.63	4.59	5.13	13.86	138,806.52
Area	1,051.70	1.00	0.01	N/A	1,080.45
Energy	8,629.29	0.91	0.07	N/A	8,672.67
Water	341.00	9.74	0.23	N/A	654.44
Waste	710.26	70.99	N/A	N/A	2,484.95
Refrigerants	N/A	N/A	N/A	85.39	85.39
Construction (amortized over 30 years) (Table 3.8-1)					470.06
Total Project Emissions					152,254.49
Existing Land Uses					
Mobile	165,620.5	8.01	6.87	272.88	168,136.51
Area	31.81	0.00	0.00	N/A	32.02
Energy	5,381.13	0.50	0.04	N/A	5,405.52
Water	233.87	5.39	0.13	N/A	407.30
Waste	377.87	37.77	N/A	N/A	1,322.04
Refrigerants	N/A	N/A	N/A	63.12	63.12
Total Existing Emissions					175,366.52
Net Change in Emissions					-23,112.02
SCAQMD GHG Threshold					3,000
Exceeds thresholds?					No

Notes: GHG = greenhouse gas; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrogen dioxide; R = refrigerant; CO₂e = carbon dioxide equivalent; N/A = data not available.

See Appendix A2 for complete results.

Totals may not sum precisely due to rounding.

As shown in Table 3.8-2, estimated annual Project-generated GHG emissions would result in a reduction of approximately 23,113 MT CO₂e per year due to Project operation and amortized construction emissions. This is due mainly to the reduction of mobile emissions when compared to existing uses. Therefore, the Project

would not exceed the SCAQMD threshold of 3,000 MT CO₂e per year, and the Project's GHG contribution would not be cumulatively considerable and would therefore be **less than significant**.

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

Less than Significant Impact. The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. The City does not have an adopted Climate Action Plan, and as such, applicable plans for the Planning Area include CARB's 2022 Scoping Plan (CARB 2022) and SCAG's 2024–2050 RTP/SCS (Connect SoCal) (SCAG 2024a). Each of these plans is described below along with an analysis of the Project's potential to conflict with the related GHG emission reduction goals.

Potential to Conflict with the CARB Scoping Plan

The Scoping Plan, approved by CARB in 2008 and updated in 2014, 2017, and 2022, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, and it is not intended to be used for project-level evaluations.¹⁴ Under the Scoping Plan, however, several state regulatory measures aim to identify and reduce GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area-source emissions (e.g., energy usage and consumer products) and changes to the vehicle fleet (e.g., increasing numbers of hybrid, electric, and more fuel-efficient vehicles) and associated fuels, among others. Nonetheless, the Project would comply with various GHG emission reduction regulations to the extent they apply to the Project's emissions sources as evaluated below.

CARB's 2022 Scoping Plan reflects the 2030 target of a 40% reduction below 1990 levels codified by SB 32, and the 2045 target of carbon neutrality established by Executive Order B-55-18 (AB 1279). Per the 2022 Scoping Plan, empirical evidence shows that residential development projects that are consistent with certain key project attributes to reduce GHG emissions will accommodate growth in a manner that aligns with the GHG and equity goals of SB 32. Many of the measures and programs included in the Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels, and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy). Absent a qualified GHG reduction plan, Appendix D of the CARB Scoping Plan provides recommendations for key attributes that residential and mixed-use projects should achieve that would align with the state's climate goals, including electric vehicle charging infrastructure, infill location, no loss or conversion of natural and working lands, transit-supportive densities or proximity to transit stops, and no net loss of existing affordable units, among others (CARB 2022). The Project's potential to conflict with Appendix D of CARB's 2022 Scoping Plan is analyzed in Table 3.8-3.

¹⁴ The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

Table 3.8-3. Project Potential to Conflict with 2022 Scoping Plan

Scoping Plan Key Attributes	Potential to Conflict
Transportation Electrification	
Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval	No Conflict. The projects developed under the mixed-use overlay would be encouraged to meet the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.
VMT Reduction	
Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	No Conflict. The City is entirely built out. As such, developments and redevelopments occurring under the Project would be surrounded by existing urban uses and be presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).
Does not result in the loss or conversion of natural and working lands.	No Conflict. The Project would not result in the loss or conversion of natural and working lands, as none are present within the Project boundary. The entirety of the properties within the mixed-use overlay are built out and currently have existing commercial uses on site or are vacant/abandoned and do not contain natural or working lands.
- Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or, - Is in proximity to existing transit stops (within a half mile), or - Satisfies more detailed and stringent criteria specified in the region's SCS.	No Conflict. The Project requires a minimum density of 20 residential dwelling units per acre for Housing Element sites. Additionally, the entire Project boundary is within 0.5 miles of existing bus stops. As such, the Project would not conflict with this measure.
Reduces parking requirements by: - Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or - Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or - For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	No Conflict. The Project includes the following provision: The Qualifying residential property, as defined by Civil Code (CIV), shall unbundle parking from the price of rent as required in CIV 1947.1. As such, the Project would not conflict with this measure.
At least 20% of units included are affordable to lower-income residents.	Partially Conflict. The Project implements Program 6 of the City's Housing Element. As such, Housing Element sites must meet the City's Regional Housing Needs Assessment allocation, which requires 20.2% of units be Very Low Income and 14.26% be Low Income.

Table 3.8-3. Project Potential to Conflict with 2022 Scoping Plan

Scoping Plan Key Attributes	Potential to Conflict
Results in no net loss of existing affordable units.	No Conflict. The Project would not remove any existing affordable units.
Building Decarbonization	
Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	Partial Conflict. Based on air quality analysis, the Project will require MM-AQ-1, which requires the City to include language in the development standards for the Project land use designations that prohibits wood-burning and natural-gas fired hearths in the residential portions of the mixed-use. The dwelling units would not use natural gas appliances. However, it is likely that auxiliary services proposed for the Project would use natural gas for other needs, such as space heating, water heating, or indoor cooking.

Source: CARB 2023b, Table 3: Key Residential and Mixed-Use Project Attributes that Reduce GHGs.

Notes: EV = electric vehicle.

As shown in Table 3.8-3, the Project would not conflict with many of CARB’s key attributes and would partially conflict with some of the key attributes. Per Appendix D of CARB’s Scoping Plan, “Lead agencies may determine, with adequate additional supporting evidence, that projects that incorporate some, but not all, of the key project attributes are consistent with the State’s climate goals” (CARB 2022). Here, the Project would result in a net reduction of emissions (see Table 3.8-2), and as such, the Project would not conflict with the 2022 CARB Scoping Plan.

Potential to Conflict with the SCAG 2024–2050 RTP/SCS (Connect SoCal)

Typically, a project would not conflict with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. As discussed in Section 3.3, the Project is a planning action to develop a mixed-use overlay and does not propose any specific projects. Projects would be developed during the buildout period up to year 2046. As such, although the 2022 AQMP does not reflect the current projections of the City’s Housing Element Update, by the time the Project is fully built out (in 2046), SCAG’s RTP/SCS and SCAQMD’s AQMP will have been updated many times and would reflect the residential, housing, population, and employment forecasts in the City, including projects to be developed under the mixed-use overlay. Accordingly, the Project would be consistent with the SCAG RTP/SCS forecasts used in the SCAQMD AQMP development moving forward and would not conflict with Criterion 2 of the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993).

As stated in the Connect SoCal 2024–2050 RTP/SCS, there is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with the RTP/SCS, and lead agencies have the sole discretion in determining a local project’s potential to conflict with the RTP/SCS (SCAG 2024a). The major goals of Connect SoCal are outlined in Table 3.8-4, along with the project’s potential to conflict with those goals.

Table 3.8-4. Project Potential to Conflict with Connect SoCal

RTP/SCS Goal	Potential to Conflict
Mobility: Build and maintain an integrated multimodal transportation network: - Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions. - Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities. - Support planning for people of all ages, abilities and backgrounds.	No Conflict. The Project would apply a mixed-use overlay to existing developed sites within the Project boundary. It would not preclude SCAG from meeting this goal. The Project would support a multimodal transportation system by allowing existing commercial sites to redevelop to residential and mixed-use in an area close to commercial uses, encouraging pedestrians to walk, bicycle, or use existing transit to access adjacent and nearby uses.
Communities: Develop, connect and sustain livable and thriving communities: - Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances. - Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	No Conflict. The Project would apply a mixed-use overlay to existing developed sites within the Project boundary, allowing existing sites in the current General Commercial zone to be redeveloped to residential and mixed-use, thereby reducing travel distances and encouraging pedestrians to walk, bicycle, or use existing transit to access adjacent and nearby uses, which would support a human-centered community.
Environment: Create a healthy region for the people of today and tomorrow: - Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions. - Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water. - Conserve the region's resources.	No Conflict. All development projects under the Project would meet the applicable requirements of the Title 24 Building Energy Efficiency Standards and CALGreen or the applicable version at the time of building permit issuance. The Project would promote sustainability in land use design by encouraging development of infill residential and commercial uses and would thereby encourage walking, bicycling, and transit ridership.
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region: - Improve access to jobs and educational resources. - Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	No Conflict. The Project would encourage the development of new housing within a commercial area, thereby providing housing close to employment opportunities.

Source: SCAG 2024a.

Notes: RTP/SCS = Regional Transportation Plan/Sustainable Communities Plan; SCAG = Southern California Association of Governments; VMT = vehicle miles traveled; GHG = greenhouse gas; CALGreen = California Green Building Standards Code.

As shown in Table 3.8-4, the Project would not conflict with any of the goals in SCAG's Connect SoCal. Therefore, the Project would not conflict with a plan adopted for the purpose of reducing GHG emissions.

Summary

As demonstrated above, the Project would not conflict with CARB's 2022 Scoping Plan or SCAG's 2024–2050 RTP/SCS or with the state's ability to achieve its GHG reduction and carbon neutrality goals. Further, the Project's consistency with the applicable measures and programs would assist in meeting the City's contribution to GHG emission reduction targets in California. As a further consideration, the Project would result in a net reduction of GHG emissions. Based on the considerations previously outlined, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and this impact would be **less than significant**.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

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

Less than Significant Impact with Mitigation Incorporated. The proposed Project would put a mixed-use overlay on all commercially-designated parcels (i.e., C-2 zoning) within the City, including Housing Element sites, to support residential and mixed use development. Both construction and operation of future development projects would require the use of commercially available hazardous materials. As such, future development projects facilitated by implementation of the proposed Project have the potential to routinely transport, use and/or dispose of hazardous materials.

Construction activities associated with future development could involve limited quantities of hazardous materials (e.g., fuels, solvents, paints, adhesives, and construction-related chemicals). Additionally, redevelopment of existing commercial properties may involve excavation in areas where contaminated soil, soil vapor, or groundwater is present. Construction and demolition activities could disturb previously unidentified contaminated soils or groundwater, including sites listed in regulatory databases (e.g., GeoTracker and EnviroStor, further discussed under Section 3.9[d], below), resulting in a potential significant hazard to the public or the environment. Rezoning and redevelopment of commercial properties requires appropriate due diligence to ensure site conditions will not impact human health or the environment, both for construction and for future occupancy.

To address this potential risk, **MM-HAZ-1** requires preliminary due diligence for any property that is redeveloped as residential or mixed use within the Planning Area to identify potential releases of hazardous materials (through a Phase I Environmental Site Assessment [ESA]) and, if recognized environmental conditions are identified, quantify impacts that could result in release of hazardous materials during routine construction (through a Phase II ESA). Should contaminated soil, soil vapor, or groundwater be present above risk-based screening levels applicable at the time of project development, protective measures would be implemented as outlined in **MM-HAZ-1**. With the identification and quantification of hazardous material impacts associated with future development in the Planning Area facilitated by the proposed Project, as well as protective measures in place during construction, the future construction of contaminated sites would not pose a significant risk to the public or environment through the temporary routine transport and limited use or disposal of hazardous materials. Impacts would be less than significant with mitigation incorporated.

Future redevelopment of existing commercial structures within the Planning Area may also involve demolition of older buildings that could contain hazardous building materials, including asbestos-containing materials, lead-based paint, or universal wastes, depending on the age of the structure. Without appropriate identification and abatement, routine demolition and disposal could result in releases of

hazardous materials. Prior to any demolition or construction activities, each building proposed for demolition must undergo a hazardous materials assessment as described in **MM-HAZ-2** to identify hazardous building materials. **MM-HAZ-2** also requires the construction contractor to follow appropriate abatement procedures to remove any identified hazardous materials as part of construction. With the identification and abatement of hazardous building materials that could be encountered during demolition activities, as well as protective measures in place during construction, future construction facilitated by implementation of the proposed Project would not pose a significant risk to the public or environment through the temporary routine transport and limited use or disposal of hazardous materials. Impacts would be less than significant with mitigation incorporated.

Long-term operations would, over time, change current commercial land use to residential or mixed use. This change in land use would ultimately reduce the use of large quantities of hazardous materials typically seen in commercial operations, as residential and mixed-use land uses typically use smaller volumes of hazardous materials. Additionally, as described in Chapter 2, the zoning overlay includes a performance standard prohibiting businesses in mixed-use developments from storing quantities of hazardous materials or wastes greater than reportable quantities under California Health and Safety Code, Division 20, Chapter 6.95, Article 1, HMBP Rules, or quantities of oil above those stated in Title 40 Code of Federal Regulations (CFR) Part 112, SPCC Rules. Future residential and mixed-use land uses would use typical household and commercially available hazardous materials, and the Project does not propose industrial or manufacturing uses within the Planning Area. Redesignating the currently commercial land uses to mixed use to allow for residential development would not expand or increase risks associated with hazardous materials or otherwise result in changes to existing requirements for the transport, use, or disposal of hazardous materials.

Regulations that would be required of those transporting, using, or disposing of hazardous materials include the Resource Conservation and Recovery Act, which provides the cradle to grave regulation of hazardous wastes; Comprehensive Environmental Response, Compensation, and Liability Act, which regulates closed and abandoned hazardous waste sites; the Hazardous Materials Transportation Act, which governs hazardous materials transportation on U.S. roadways; International Fire Code, which creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials; Title 22 of the California Code of Regulations, which regulates the generation, transportation, treatment, storage, and disposal of hazardous waste; Title 27 of the California Code of Regulations, which regulates the treatment, storage, and disposal of solid wastes; and the City's Municipal Code, which regulates hazardous materials and hazardous substance releases.

Overall, with regulatory compliance, adherence to overlay zone performance standards, and the implementation of mitigation measures, future development projects are not anticipated to create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials. Therefore, impacts would be **less than significant with mitigation incorporated**.

MM-HAZ-1 Pre-Construction Due Diligence.

A: Phase I Environmental Site Assessment. During subsequent project-level permitting, a Phase I Environmental Site Assessment (ESA) will be required for each property to be redeveloped within the Planning Area. The Phase I ESA will be completed by an Environmental Professional as defined in Title 40 Code of Federal Regulations (CFR) Part 312.10 in accordance with American Society for Testing Materials (ASTM) Standard E-

1527-21 or any updated standard applicable at the time of the investigation. The Phase I ESA will be submitted to the City as part of the permitting process. The City shall review the Phase I ESA or shall have a third party review (peer review) the Phase I ESA to validate that the content and findings are in compliance with the applicable standards (ASTM E1527-21 or relevant) and the report is viable for the proposed development.

B: Phase II Environmental Site Assessment. Any and all recognized environmental conditions, environmental concerns, or business environmental risks identified in the Phase I ESA shall be investigated through completion of a Phase II ESA in accordance with ASTM Standard 1903-19 or any updated standard applicable at the time of the investigation. The Phase II ESA shall compare sampling results to regulatory screening levels current at the time of the investigation/redevelopment and applicable for the proposed development (i.e., residential). Sampling results must consider exposure of future construction and excavation workers, as well as future occupants. The City shall review the Phase II ESA or shall have a third party review (peer review) the Phase II ESA to validate that the content and findings are in compliance with the applicable standards (ASTM E1903-19 or relevant).

C: Regulatory Oversight of Cleanup Sites. If the Phase I ESA identifies that the proposed development site is on an open cleanup site or a closed cleanup site that either has conditional closure or was closed with remaining contamination that does not meet regulatory screening levels current at the time of development for the proposed type of development (residential or mixed use), the applicant must contact the regulatory agency overseeing (or that oversaw) the cleanup for guidance on future development. The regulatory agency (Department of Toxic Substances Control, State Water Resources Control Board, EPA, or Los Angeles County Fire Department Health and Hazardous Material Division) will provide guidance on requirements for further remediation or protective measures required for redevelopment. The applicant must submit those requirements to the City for review as part of the permit package and must follow those requirements prior to or during redevelopment as outlined by the regulatory agency.

D: Avoidance. As a primary alternative, if contamination is identified above regulatory screening levels applicable to site development, development plans will be prepared to avoid construction on or within contaminated areas, near contaminated areas such that contamination could impact future development (e.g., soil vapor intrusion into future buildings), or where grading/excavation may result in disturbance of contaminated soils. If contamination is identified above regulatory screening levels, project plans will be designed to avoid placement of buildings on identified contaminated areas.

E. Contaminated Media Management. If contamination cannot be avoided during future project construction, a qualified environmental consultant shall be contracted to determine appropriate protective measures required for the proposed development. Protective measures may include, but are not limited to, removal of contaminated media (soil excavation, groundwater dewatering, or similar), remediation of contaminated media (soil vapor extraction or similar), or protective construction measures to avoid exposure of hazardous materials to future occupants (soil vapor barrier or similar).

E.1. Construction Management Plan. If contaminated soil, soil vapor, and/or groundwater cannot be avoided during construction, or if there is a chance that previously unidentified contaminated soils may be encountered, a management plan shall be prepared by a qualified environmental consultant that outlines the proper screening, handling, characterization, transportation, and disposal procedures for contaminated soils on site, dewatering procedures for contaminated groundwater, and protective measures for contaminated soil vapor. It is recommended the management plan include, as appropriate, avoidance measures to allow construction of the project site to be completed without encountering contaminated soil, soil vapor, or groundwater. The management plan shall include health and safety and training procedures for workers who may come in contact with contaminated media. The management plan shall be implemented by the project applicant or their designated contractor for all sites with confirmed and suspected contaminated media, as identified in the Phase I and/or Phase II ESA.

If the Phase I ESA or Phase II ESAs (**MM-HAZ-1[A]** and **[B]**) identified the potential for underground storage tanks, water wells (such as monitoring wells), or other subsurface features, the management plan shall also include procedures for the identification and proper abandonment of these features, as applicable, should any be identified during demolition and construction activities. The management plan shall include all applicable federal, state, and local regulations (including Los Angeles County Fire Department Health Hazardous Materials Division and SCAQMD) associated with handling, excavating, and disposing of contaminated soils; the proposed disposal facility that will accept the contaminated soils; and appropriate procedures, notifications, permitting requirements, handling, and disposal requirements for decommissioning any underground storage tanks, wells, or other subsurface features. The City shall review the management plan or shall have a third party review (peer review) the management plan to validate that the content and findings are in compliance with the applicable standards.

E.2. Protective Measures and Remediation. If contamination will not be removed during construction, construction design plans must include protective measures to avoid exposure of future users and occupants of the project site to contaminated soil, soil vapor, and/or groundwater. Protective measures must be designed by a licensed engineer, geologist, or hydrogeologist experienced in the type of design (e.g., soil vapor barrier systems) and must meet regulatory guidance applicable to the type of protective system (e.g., the Department of Toxic Substances Control's Soil Vapor Mitigation Advisory) and current at the time of site development. Protective measures must be designed to eliminate exposure pathways or reduce concentrations to regulatory screening levels acceptable for proposed site use at the time of development. All protective measures or remediation will include operations and maintenance procedures to be implemented following occupation of the project site to ensure protective measures are adequate and will continue to be protective for the lifetime of the project (e.g., vapor monitoring probes, groundwater monitoring wells, regular cap inspections). The City shall review the proposed protective standards or shall have a third party review (peer review) the proposed protective standards to validate that the content and findings are in compliance with the applicable standards.

MM-HAZ-2 **Hazardous Materials Building Survey and Abatement.** Prior to any demolition or renovation activities within the Planning Area, a hazardous building materials survey shall be conducted by a California Department of Public Health Certified Asbestos Consultant and/or Certified Site Surveillance Technician and a California Department of Public Health Certified Lead Inspector/Risk Assessor or Sampling Technician. The survey will include asbestos, lead-based paint, and universal wastes (including, but not limited to, mercury components in electrical equipment, polychlorinated biphenyls, treated wood wastes, and fluorescent light bulbs). A report documenting material types, conditions, and general quantities will be provided, along with documentation of positive materials and diagrams. Demolition and construction plans and contract specifications shall incorporate any abatement procedures for the removal of material containing hazardous materials. All abatement work shall be done in accordance with federal, state, and local regulations, including those of EPA (which regulates disposal), Department of Toxic Substances Control, Occupational Safety and Health Administration and California Occupational Safety and Health Administration (which regulates employee exposure), and South Coast Air Quality Management District.

- 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?***

Less than Significant Impact with Mitigation Incorporated. As discussed in Section 4.9(a) above, implementation of the proposed Project, a Zoning Code amendment, would not directly result in hazardous material releases. However, future development projects facilitated by the proposed rezoning could involve the routine transport, use, and storage of hazardous materials during both construction and operation. Reasonably foreseeable upset or accident conditions could occur during demolition, grading, excavation, and building renovation activities, particularly where existing contamination or hazardous building materials are present.

Construction and demolition activities could disturb previously unidentified contaminated soils or groundwater, including sites listed in regulatory databases (e.g., GeoTracker and EnviroStor), resulting in potential releases. In addition, demolition of existing structures could involve the handling of hazardous building materials such as asbestos-containing materials, lead-based paint, polychlorinated biphenyls, or universal wastes. Improper handling of such materials could result in releases to the environment. Future mixed-use development could also involve limited storage and use of common commercial hazardous materials (e.g., cleaning agents, fuels, maintenance supplies). Although the rezoning would generally reduce the intensity of heavy commercial or industrial uses that typically involve large quantities of hazardous materials, accidental releases during storage, handling, or transport remain reasonably foreseeable.

The City contains documented oil and gas wells; however, review of available mapping resources indicates that no proposed rezoning parcels are located within 300 feet of an active, idle, or plugged oil or gas well (CalGEM 2026). Additionally, methane hazard mapping was reviewed, and no designated methane hazard zones are located within the Planning Area (County of Los Angeles 2026). Therefore, risks associated with oil/gas well proximity or methane migration would not be anticipated for future development facilitated by the proposed Project.

Compliance with existing federal, state, and local regulations would reduce the likelihood and severity of upset or accident conditions. These regulations include, but are not limited to, the following:

- Hazardous materials business plan requirements pursuant to California Health and Safety Code Division 20, Chapter 6.95, which requires emergency response procedures, spill prevention measures, and employee training
- Spill prevention, control, and countermeasure plans pursuant to 40 CFR Part 112 for facilities storing certain quantities of petroleum products
- Hazard communication requirements under Title 8 California Code of Regulations Section 5194
- Oversight by the Los Angeles County Fire Department Health Hazardous Materials Division (Certified Unified Program Agency), California Department of Toxic Substances Control, and the Los Angeles Regional Water Quality Control Board, as applicable

Contamination, if present, would be identified during preliminary due diligence as outlined in **MM-HAZ-1**. Hazardous building materials, such as lead-based paint and asbestos-containing materials, which could become airborne during demolition of existing facilities, would be identified and abated under **MM-HAZ-2**. Finally, development would ultimately require remediation or mitigation of contaminated soil, soil vapor, or groundwater as a requirement of **MM-HAZ-1**, reducing the potential for accidental releases of hazardous materials.

With implementation of the mitigation measures outlined above and compliance with applicable regulations, the future use of hazardous materials would not pose a significant risk to the public or environment through the potential for accidental releases of hazardous materials. As such, impacts would be **less than significant with mitigation incorporated**.

- 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?***

Less than Significant Impact with Mitigation Incorporated. The proposed Project would put a mixed-use overlay on all commercially-designated parcels (i.e., C-2 zoning) within the City, including Housing Element sites, to support residential and mixed-use development. A multitude of these parcels are located within 0.25 miles of existing schools, and future schools could be developed. Future development projects that would be implemented under the proposed Project are anticipated to result in the redevelopment of existing land uses, including residential and mixed-use. The residential and mixed-use development that is anticipated to be facilitated by the implementation of the proposed Project would not result in emissions or handling of acutely hazardous materials, substances, or hazardous wastes during operation. Moreover, as discussed previously, long-term operations of future residential and mixed-use development implemented under the proposed Project would be generally associated with typical household and commercial materials (e.g., paints, solvents, cleaning supplies, refrigerants, landscaping products, and petroleum products). The proposed land use changes would not expand or increase risks associated with hazardous materials. Moreover, the Project would not result in new industrial uses and no expansion of industrially zoned land area would occur beyond the existing condition. The Project would not introduce industrial businesses into areas that were previously residential/commercial or other uses.

As discussed under Sections 3.9(a) and 3.9(b) above, construction at contaminated sites could result in emissions of hazardous materials, including dust from contaminated soils, volatile compounds from

exposing contaminated soils and soil vapor, and releases of asbestos and lead dusts from demolition of hazardous building materials. Contamination would be identified during preliminary due diligence as outlined in **MM-HAZ-1**. Hazardous building materials, such as lead-based paints and asbestos, which could become airborne during demolition of existing facilities, would be identified and abated under **MM-HAZ-2**. Finally, development would ultimately require remediation or mitigation of contaminated soil, soil vapor, or groundwater as a requirement of **MM-HAZ-1**, reducing the potential for contamination near existing or future schools. Any new residential and mixed-use operations, including those in proximity to existing schools, would be required to comply with regulations related to the routine use, storage, and transport of hazardous materials. In the event of a spill or release, the proposed Project would comply with proper cleanup and disposal procedures and would coordinate with the Los Angeles County Fire Department Health Hazardous Materials Division, California Department of Toxic Substances Control, EPA, and the City's Director of Emergency Services and Public Safety Officer, as necessary. As such, impacts related to use and emissions of hazardous materials would ultimately be reduced during implementation of the proposed Project. Therefore, impacts would be **less than significant with mitigation incorporated**.

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

Less than Significant Impact with Mitigation Incorporated. California Government Code Section 65962.5 requires that information regarding environmental impacts of hazardous substances and wastes be maintained and provided at least annually to the Secretary for Environmental Protection. Commonly referred to as the Cortese List, this information must include the following: sites impacted by hazardous wastes, public drinking water wells that contain detectable levels of contamination, underground storage tanks with unauthorized releases, solid waste disposal facilities from which there is migration of hazardous wastes, and all cease and desist and cleanup and abatement orders. While the Cortese List is no longer maintained as a single list, multiple databases provide information that meet the Cortese List requirements (CalEPA 2026).

Accordingly, a review of these databases, including the California Department of Toxic Substances Control Envirostor and State Water Resources Control Board GeoTracker online databases, identified numerous Cortese List sites that are on or within 0.25 miles of parcels within the Planning Area (DTSC 2026a; SWRCB 2026). Further, EPA identified Puente Valley as one of eight operable units for the San Gabriel Valley Superfund Site; the Puente Valley Operable Unit is also known as the San Gabriel Superfund Site Area 4. The Puente Valley Operable Unit includes most of the City of Industry, portions of the City of La Puente, and portions of unincorporated Los Angeles County. Groundwater and soil are contaminated with various volatile organic compounds, primarily trichloroethene and tetrachloroethene, 1,4-dioxane, perchlorate, and hexavalent chromium.

EPA identified remedies including extraction, containment, and treatment of contaminated groundwater in the shallow and intermediate zones at the mouth of Puente Valley. Additional remedies include wells for monitoring groundwater in the shallow, intermediate, and deep zones at mid-valley and the mouth of the valley to ensure that the remedy meets performance criteria set in the Interim Record of Decision, issued in September 1996. The cleanup status is active (DTSC 2026b). Separately, there are a number of leaking underground storage tanks within the City that have the potential to negatively affect groundwater quality (City of La Puente 2022b). As outlined under Sections 3.9(a) and 3.9(b), **MM-HAZ-1** requires the investigation and characterization of all sites proposed for development within the parcels

for rezoning as implemented by the Project. If contamination is identified that exceeds screening levels protective of the proposed development applicable at the time of construction and operation, protective measures would be required. Additionally, **MM-HAZ-1** requires that sites that are either under cleanup overseen by a regulatory agency or have conditional closure by a regulatory agency must be reviewed by said agency for the proposed redevelopment. These actions would ultimately identify, characterize, and mitigate potential impacts associated with contaminated sites, and impacts would be **less than significant with mitigation incorporated**.

- 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?*

No Impact. The City is not located within 2 miles of a public airport or public use airport and, thus, would not experience safety hazards for people residing or working in the City (City of La Puente 2022b). Thus, implementation of the proposed Project would result in **no impacts** related to airports.

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

Less than Significant Impact. The City's Emergency Operations Plan is a comprehensive system that provides guidelines to appropriately respond to emergency events such as natural disasters, technological events, and human caused events (City of La Puente 2017). Implementation of the proposed Project is not anticipated to result in future development that would alter roadways or otherwise facilitate changes that would result in inadequate emergency access. It is possible that construction activities associated with future developments under the proposed Project may result in the presence of construction equipment and materials adjacent to roadways, which could temporarily impede emergency access to and within the City. Many construction projects would require implementation of a traffic control plan and coordination with the City's Engineering Division to address transportation and access concerns.

The City's General Plan Community Safety Element addresses potential hazards in the City and identifies goals and policies to reduce risks and damages associated with disasters that would require activation of the City's emergency response procedures. Goal 3 of the Community Safety Element focuses on providing adequate emergency response to public health and safety threats (City of La Puente 2024). Policies include the following:

- **Policy 3.1:** Prepare and Maintain an Emergency Operations Plan that addresses all potential disasters affecting the community
- **Policy 3.2:** Promote public awareness of emergency procedures for residents, the business community, City staff, and public officials
- **Policy 3.3:** Continue to contract with experienced and well-qualified service providers for hazardous materials response

Further, future development would need to comply with all applicable building code requirements in the California Building Code, Fire Code, and County Code, as well as City Codes and Ordinances related to access and design requirements to allow for emergency services to access all structures. Therefore, impacts to emergency access would be **less than significant** and no mitigation is required.

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

Less than Significant Impact. The California Department of Forestry and Fire Protection (CAL FIRE) maps Fire Hazard Severity Zones using a science-based and field-tested model that assigns a hazard score based on the factors that influence fire likelihood and fire behavior. Many factors are considered such as fire history, existing and potential fuel (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather for the area. There are three levels of hazard as recommended by the State Fire Marshal: moderate, high, and very high (CAL FIRE 2025). According to CAL FIRE, a Very High Fire Hazard Severity Zone (VHFHSZ) in a Local Responsibility Area is mapped within the southeastern portion of the City, generally north of Main Street, south of East Temple Avenue, and east of North Stimson Avenue, near the interface with open space areas within the City of Industry (CAL FIRE 2025). However, the Planning Area is not located within the mapped VHFHSZ. Areas between the mapped VHFHSZ and the Planning Area consist of established urban development. Additionally, future development facilitated by the Project would be required to comply with applicable access and circulation requirements under the California Building Code, California Fire Code, and the City's Municipal Code. Compliance with the specified fire prevention standards would provide the necessary limitations to reduce the exposure of people or structures to risk involving wildland fires to less than significant. Therefore, impacts would be **less than significant**.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site;	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

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

Less than Significant Impact. Future development facilitated by implementation of the proposed Project could result in potential impacts to surface water quality during ground-disturbing activities and changes to drainage patterns if not managed appropriately. The City is one of the municipal permittees under the NPDES Municipal Separate Storm Sewer System (MS4) Permit Order No. R4-2012-0175 issued by the Regional Water Quality Control Board. In accordance with the MS4 Permit, the City adopted ordinance No. 15-936 to amend Chapter 4.16 of the City's Municipal Code relating to standard urban stormwater mitigation plan requirements by imposing LID requirements on development and redevelopment projects.

Construction activities could potentially result in the generation of water quality pollutants that include debris, silt, chemicals, and other solvents that are transported off site. During construction, if soil is not contained and is directly exposed to rain, soil erosion and sediment could flow into the storm drain system, resulting in the potential degradation of water quality of receiving waters. However, construction activities associated with future development implemented by the proposed Project would be required to implement a SWPPP to minimize stormwater pollution from sources of sediment and other pollutants through site specific BMPs. These would include, but not be limited to, erosion control plans, sediment control measures (e.g., use of silt fences, straw bales, catch basin inlet barriers, and covers for soil stockpiles), hazardous materials management measures (e.g., spill control plans, spill response supplies, and dedicated refueling areas), and other waste management measures.

During operational phases, future development facilitated by implementation of the proposed Project would comply with the City's revised ordinance to lessen water quality impacts by integrating LID standards into project design plans. Adherence to the required LID standards and post-construction BMPs would reduce impacts to water quality. Impacts would be **less than significant**.

- 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 City is located with the San Gabriel Valley Groundwater Basin, also known as the Main San Gabriel Basin, in Los Angeles County, California. The basin is an adjudicated groundwater basin, considered by the California Department of Water Resources to be very low priority according to Sustainable Groundwater Management Act. The Main San Gabriel Basin Watermaster is the agency charged with administering adjudicated water rights and managing groundwater resources within the groundwater basin (City of La Puente 2022a). Groundwater extractions are subject to adjudicated limits, and producers exceeding allotted pumping rights are required to secure replacement water supplies to maintain basin balance. In addition, future development would be required to adhere to drainage control requirements, which include stormwater management measures that promote on-site infiltration of stormwater runoff. Therefore, considering that future development would be required to ensure available water supplies prior to project approval and would be required to include LID stormwater features, development associated with the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Impacts would be **less than significant**.

- 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 off-site?*

Less than Significant Impact. Implementation of the proposed Project would facilitate future residential and mixed-use development within already urbanized areas of the City. The Project does not propose alteration of any natural stream or river channels, and there are no natural watercourses located within the Planning Area. Existing drainage infrastructure in the City consists primarily of storm drain systems, streets, and engineered channels that convey runoff to regional facilities. Future construction activities could temporarily expose soils to erosion from wind or stormwater runoff. However, any future development projects would be required to comply with the MS4 Permit and prepare and implement a SWPPP. The SWPPP would include BMPs such as silt fencing, fiber rolls, stabilized construction entrances, and sediment basins to minimize erosion and prevent off-site sedimentation during construction. Although discrete developments under the Project could incrementally increase impervious surfaces on certain parcels where existing conditions may include pervious landscaping or lower-intensity development, developments under the proposed Project are not likely to result in substantial changes to the amount of impervious surfaces because the Planning Area is already largely developed with impervious surfaces. Additionally, future development facilitated by implementation of the proposed Project would comply with the City's revised ordinance requiring integration of LID standards. Because potential erosion and siltation would be highest during construction, which is temporary, and controlled through mandatory regulatory compliance, and because no natural drainage features would be altered, impacts related to erosion or siltation 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 off site?*

Less than Significant Impact. The Planning Area is located within Federal Emergency Management Agency Zone X, Area of Minimal Flood Hazard, per the Flood Insurance Rate Map panel for the area. Buildout

of the proposed Project could incrementally increase impervious surfaces on certain parcels where existing conditions may include pervious landscaping or lower-intensity development. Increased impervious surface area can increase surface runoff rates. However, the Project is a zoning and policy-level action that would facilitate infill development consistent with the City's General Plan and Housing Element, and future development would occur on previously disturbed, urbanized parcels. Future projects would be required to comply with the City's stormwater management requirements, including adherence to LID standards and post-construction runoff control requirements under the applicable MS4 Permit. LID features such as bioretention areas, permeable pavement, green roofs, and infiltration planters would be incorporated, as feasible, to reduce runoff volume and peak flows and infiltrate stormwater on site to the extent feasible. In addition, site-specific drainage analyses would be prepared during the development review process to ensure that post-development runoff does not exceed pre-development conditions to the extent required by applicable regulations. With compliance with these regulatory requirements, the proposed Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. Impacts would be **less than significant**.

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

Less than Significant Impact. Future development facilitated by implementation of the proposed Project would be required to comply with the MS4 Permit and NPDES requirements during both construction and operation. Construction-related impacts would be addressed through preparation and implementation of a SWPPP, including erosion control and sediment control BMPs. After construction, projects would be required to incorporate LID design features to minimize impervious areas, promote infiltration, and treat stormwater prior to discharge. Compliance with these requirements would reduce pollutant loading associated with urban runoff, including sediments, oils, grease, and metals. Additionally, all development proposals would undergo City review to ensure that connections to existing storm drain infrastructure do not exceed system capacity. Because future development would be subject to regulatory controls designed to prevent exceedance of drainage system capacity and minimize polluted runoff, the Project would not create or contribute runoff water that exceeds the capacity of existing or planned stormwater drainage systems. Impacts would be **less than significant**.

iv) Impede or redirect flood flows?

Less than Significant Impact. As previously discussed in Sections 3.10(a) through (c)(iii), the proposed Project is located in a fully urbanized area that is in Federal Emergency Management Agency Zone X, Area of Minimal Flood Hazard, per the Flood Insurance Rate Map panel. There are no natural rivers or streams within the Planning Area that would be altered by implementation of the Project. Flood flows within the City are conveyed through established storm drain systems and regional flood control facilities. Future development projects would be required to comply with applicable federal, state, and local floodplain management regulations, including compliance with Federal Emergency Management Agency requirements where applicable. Site-specific grading and drainage plans would be reviewed by the City to ensure that stormwater management features are included in project design plans and flood flows are not impeded or redirected in a manner that would adversely affect surrounding properties. Accordingly, implementation of the proposed Project would not impede or redirect flood flows, and impacts would be **less than significant**.

- d) *In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to Project inundation?*

Less than Significant Impact. The City is located inland, approximately 30 miles east of the Pacific Ocean, and is well outside of any tsunami hazard zone. Additionally, there are no large bodies of water within the City that would generate a seiche hazard. The City's General Plan identifies flood inundation areas associated with potential dam failure scenarios for Puddingstone Reservoir, Santa Fe Dam, and Whittier Narrows Dam (City of La Puente 2004, 2018). The Puddingstone Reservoir, located in Frank G. Bonelli County Park in the City of San Dimas, near the junction of State Route 57 and Interstate 10, also presents potential for dam inundation in La Puente. In the event of a catastrophic failure or breach of the Puddingstone Dam, floodwaters would extend throughout most of north and west La Puente within 2 to 3 hours (City of La Puente 2018). According to the City's 2024 Community Safety Element, Puddingstone Creek Dam is owned by Los Angeles County Department of Public Works and was last inspected on Oct 26, 2021 (City of La Puente 2024). The U.S. Army Corps of Engineers has determined this dam's risk to be high in the event of a dam failure and it has an emergency action plan prepared, which was last reviewed in 2022. Puddingstone Creek represents the largest area of flooding in the City (City of La Puente 2024).

However, the proposed Project is a zoning-level action and does not authorize specific development proposals. Future development projects within mapped inundation areas would be required to comply with applicable building codes and emergency preparedness requirements consistent with the goals and policies in the City's General Plan Community Safety Element. The City's General Plan Community Safety Element addresses dam inundation hazards with the following goals and policies (City of La Puente 2024):

Goal 1: Reduce risk from earthquakes, liquefaction, flooding, and dam inundation hazards.

Policy 1.1 Require appropriate geotechnical studies or require standard building and remediation measures for all new proposed development projects on properties identified as subject to liquefaction or landslides.

Goal 3: Provide adequate emergency response to public health and safety threats.

Policy 3.1 Plan for emergencies in coordination with emergency response agencies.

Policy 3.2 Promote public awareness of emergency procedures for residents, the business community, City staff, and public officials.

Compliance with the goals and policies of the General Plan, as well as applicable regulations, would reduce the potential for release of hazardous materials during a flood event. Therefore, the Project would not result in a significant risk of release of pollutants due to inundation from flood, tsunami, or seiche hazards. Impacts would be **less than significant**.

- e) *Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less than Significant Impact. Implementation of the proposed Project would facilitate construction of new buildings, create new impervious surfaces, involve off-pavement construction operations, and require ground-disturbing activities. Thus, the proposed Project has the potential to conflict with existing water

quality or groundwater management plans. However, as discussed above, future development would comply with the City's MS4 Permit and standard urban stormwater mitigation plan and LID programs to lessen water quality impacts. Implementation of project BMPs from the SWPPP during future construction activities would also reduce any impacts associated with water quality, which is consistent with the Regional Water Quality Control Board's Basin Plan, the water quality control plan for the region (RWQCB 2026). Future development implemented by the proposed Project would not include any activities that would interfere with any groundwater management plan, as construction would occur within an urbanized setting that is part of an adjudicated groundwater basin. Impacts would be **less than significant**.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the Project:				
a) Physically divide an established community?	☐	☐	☒	☐
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?	☐	☐	☒	☐

a) *Would the Project physically divide an established community?*

Less than Significant Impact. The physical division of an established community typically refers to the construction of a linear feature (e.g., a major highway or railroad tracks) or removal of a means of access (e.g., a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. The Planning Area identified under the proposed Project is bound by existing, major roadways or within the vicinity of existing roadways. Implementation of the proposed Project would result in future redevelopment of discrete, identified parcels and would not result in a physical division within an established community. Furthermore, the proposed Project does not include features such as a new highway, new aboveground infrastructure, or an easement through an established neighborhood that may result in physical divisions within a community. For these reasons, impacts would be **less than significant**.

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. The Project would establish an M-U overlay zone on all parcels within the City zoned C-2 in order to increase housing development and implement the City's Housing Element Update to be in compliance with state housing law.

The City's Housing Element Update identified implementation programs necessary to be in compliance with state housing element law. The Project represents a portion of the Housing Element Update implementation programs identified. Program 6, Establish a Mixed-Use Zoning Program, proposes a Zoning Code amendment to create a new Mixed-Use Zoning Program that would be applied to existing underutilized non-residential properties. The Project would (1) amend the Zoning Code to allow residential development at a minimum density of 20 du/ac, minimum of 16 units per site, and other applicable development standards on non-residential properties, and (2) apply requirements based on parcel size and provisions to allow owner-occupied and multifamily uses by right for developments in which 20% or more of the units are affordable to lower income households. Additionally, amendments to the City's General Plan are required for Project implementation and internal consistency. These amendments would be applied to the Land Use Element of the General Plan to create consistency with the Housing Element's identification of sites regarding allowed uses, residential densities, floor area ratio, and other provisions. Specifically, the General Plan amendment would propose revisions to the General Commercial land use designation, which is the applicable corresponding land use designation to the C-2 zone. As a result, the Project would comply with the implementation program identified in the Housing Element Update, and the Project would not conflict with all applicable goals and policies of the General Plan adopted for the purpose of avoiding or mitigating an environmental effect.

An overlay zone is a zoning district that applies another set of zoning provisions to a specified area within an existing zoning district. The overlay zone supersedes the zoning regulations of the base zoning district, unless otherwise indicated. The proposed Project would amend the City's Zoning Code to establish the M-U overlay zone applicable to all parcels zoned as C-2, which would be codified under Title 10, Chapter 10.50, Section 10.50.220 of the City's Municipal Code. The proposed overlay zone is intended to promote residential and mixed-use development to allow for a variety of medium- to high-density housing types, while permitting commercial uses generally consistent with the underlying base zone. Based on the provisions identified in Section 10.50.220(D)(1) of the Municipal Code, the M-U overlay zone would allow for permitted uses, accessory uses, and uses subject to Conditional Use Permit or Minor Use Permit. Generally, the proposed M-U overlay zone would allow/conditionally allow the following land uses: residential; recreation, education, and assembly; retail trade uses; service uses (i.e., business, financial, medical, and professional); general service uses (e.g., animal sales and services, artist studio, day care center, and eating and drinking establishments); public and semi-public uses; and transportation communications and infrastructure uses. Any use not listed would be prohibited with exception of any uses required to be allowed under state law. In cases where a specific use or activity is not defined, it is proposed that the City's Development Services Director shall assign the use or activity to a classification that is substantially similar in character, provided that it is compatible with the uses allowed in the M-U overlay. The proposed M-U overlay zone would prohibit the following land uses, as defined in the City's Zoning Code: adult oriented uses, vehicle equipment sales or rentals, vehicle/equipment repair, vehicle equipment services, hazardous materials storage, pawn shops, commercial self-storage, and swap meets. Upon approval of the proposed Project, the Project would be consistent with the Zoning Code standards and would not conflict with existing applicable zoning.

Performance standards are proposed for future development implemented under the M-U overlay zone. All non-residential uses would comply with Chapter 10.38, Performance Standards, of the City's Zoning Code. Additionally, the Project would include additional performance standards that would apply to all developments in the M-U overlay zone to ensure compatibility within a mixed-use setting, as detailed in Section 2.3.2, Mixed-Use Overlay Zone. Given the above, the Project would not result in a significant

environmental impact due to conflict with any regulation adopted to avoid or mitigate an environmental effect. Impacts would be **less than significant**, and no mitigation is required.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

- a) *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?*

No Impact. According to the City of La Puente General Plan and Zoning Code Update EIR, there are no mineral resources in the City (City of La Puente 2022b). As such, there are no known state or locally designated mineral resources or locally important mineral resource recovery sites in the City and **no impact** to mineral resources would occur.

- 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. As stated above in Section 3.12(a), the City of La Puente General Plan and Zoning Code Update EIR concluded there are no mineral resources in the City (City of La Puente 2022b). As such, there would be no loss of known state or locally designated mineral resources or locally important mineral resource recovery sites in the City and **no impact** would occur.

3.13 Noise

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

- a) *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 with Mitigation Incorporated. The following impact analysis applies to all components of the proposed Project, including all land use designation changes that may result in reasonably foreseeable future development or redevelopment (i.e., the proposed mixed-use overlay zone).

Existing Noise-Sensitive Land Uses (Receptors)

The existing noise-sensitive land uses within the Planning Area include single-family residences, multifamily residences, schools, and places of worship. The mixed-use overlay zone would apply to C-2 zoned parcels within the City, including Housing Element sites. The Planning Area includes parcels located on the northwest corner of Main Street and Azusa Avenue, the west side of Azusa Way between Main Street and Hurley Street, the west side of Azusa Way between Hurley Street and Valley Boulevard, the northeast and northwest corners of the Dora Guzman Avenue and Valley Boulevard intersection, the north side of Amar Road between Aileron Avenue and Del Valle Avenue, the west side of Glendora Avenue/Hacienda Avenue between approximately 500 feet south of Michelle Street to approximately 100 feet north of Giordano Street, on the west side of Glendora Avenue between Hacienda Avenue and Temple Avenue, on the east side of Hacienda Avenue/Glendora Avenue between Hudson Avenue and Maplegrove Street, on the north side of Amar Road between Willow Avenue and Puente Avenue, and the southeast corner of Puente Avenue and Amar Road. Due to the nature of the Project, new noise-sensitive land uses would be created in the

Planning Area. As a result, existing noise-sensitive land uses are studied in the analyses herein, as well as sample future noise-sensitive land uses that may be developed in the proposed mixed-use parcels.

Field Noise Measurements

Field measurements of sound pressure level were conducted in the Planning Area on March 20, March 24, and April 6, 2026, to quantify and characterize existing outdoor ambient sound levels. Table 3.13-1 provides the location, date, and time during which these baseline noise level measurements were captured by an attending Dudek field investigator using a Rion-branded Model NL-52 sound level meter, equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute (ANSI) standard for Type 1 (Precision Grade) sound level meters. The accuracy of the meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above the ground.

As shown in Table 3.13-1, six short-term (ST) noise level measurement locations (ST1 through ST6) that represent existing noise-sensitive receivers (NSRs) were selected within the Planning Area to quantify and characterize the representative existing outdoor ambient noise environment of the area. These locations are depicted as receivers ST1 through ST6 in Figure 3.13-1, Outdoor Ambient Noise Level Measurement Locations. The measured equivalent continuous sound level (L_{eq}) and sound level exceeded 90% of the time (L_{90}) noise levels recorded at the ST locations are provided in Table 3.13-1. The primary noise sources at the sites identified in Table 3.13-1 consisted of birdsong, rustling leaves, distant conversations/yelling, and roadway traffic noise. As shown in Table 3.13-1, the measured sound pressure level ranged from approximately 66 dBA L_{eq} at ST1 to 73 dBA L_{eq} at ST2. Beyond the summarized information presented in Table 3.13-1, detailed noise measurement data are included in Appendix D, Noise Data.

Table 3.13-1. Measured Short-Term Outdoor Ambient Sound Levels

Site ID	Location or Address	Date	Time	L_{eq} (dBA)	L_{90} (dBA)
ST1	Northwest corner of Glendora Avenue and Temple Avenue	03/20/26	10:20 a.m. to 10:35 a.m.	66	57
ST2	Southeast corner of Amar Road and Hacienda Boulevard	03/20/26	10:46 a.m. to 11:01 a.m.	73	64
ST3	Northwest corner of Amar Road and Aileron Avenue	03/20/26	11:10 a.m. to 11:25 a.m.	69	54
ST4	Northwest corner of Hacienda Boulevard and Francisquito Avenue	03/24/26	12:19 p.m. to 12:34 p.m.	69	59
ST5	Northeast corner of Amar Road and Ardilla Avenue	04/06/26	11:13 a.m. to 11:28 a.m.	67	63
ST6	Northwest corner of Azusa Avenue and Hurley Street	04/06/26	12:18 p.m. to 12:33 p.m.	68	64

Source: Appendix D.

Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; L_{90} = sound level exceeded 90% of the time; ST = short-term noise measurement locations.

Generally, the samples of measured daytime L_{eq} values agree with expectations: the noise levels measured in the Planning Area were found to be elevated primarily due to noise generated by roadway traffic.

Short-Term Construction Noise

Since precise descriptions of construction activities for future site-specific projects under the proposed Project are not available at this time, construction noise impact predictions are based on CalEEMod default rosters of conventional heavy construction equipment for each of six typical phases of construction activity, as described in Section 3.3 of this Draft IS/MND. For future site-specific projects where CalEEMod default assumptions are not applicable, further detailed construction noise predictions may be required.

To estimate construction noise impacts, a methodology that emulates the Federal Highway Administration Roadway Construction Noise Model version 2.0 was applied. Screening distances were iteratively predicted for relevant impact criteria, assuming that only one of each type of equipment per phase would operate concurrently and would be positioned near the property line of the nearest NSR. Table 3.13-2 provides a list of the sound levels generated by various powered equipment that could be associated with construction of the Project, measured at a distance of 50 feet using a “slow” response time constant (1 second). Usually, construction equipment operates in alternating cycles of full power and low power, producing average noise levels over time that are less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time. Sound source information was obtained from the Noise Source Database developed under National Cooperative Highway Research Program 25-49 (NCHRP 25-49), Development of a Highway Construction Noise Prediction Model (NASEM 2018).

Table 3.13-2. Sound Levels of Typical Construction Equipment

Equipment	Maximum Sound Level (dBA L _{max}) at 50 Feet from Source	Equivalent Sound Level (dBA L _{eq}) at 50 Feet from Source
Air Compressor	67	66
Aerial Lift (Man Lift)	73	72
Backhoe	84	76
Compactor (Plate)	75	N/A
Compactor (Roller)	83	N/A
Concrete Mixer	82	81
Concrete Saw	88	85
Crane, Mobile	76	74
Dozer	86	80
Forklift	88	N/A
Generator	68	67
Grader	79	N/A
Horizontal Bore Drill	88	87
Loader	81	72
Paving - Asphalt	83	N/A
Paving - Concrete	88	85
Pump	74	73
Scraper	92	N/A
Flatbed Truck	74	N/A
Welding Machine	72	71

Source: NASEM 2018.

Notes: dBA = A-weighted decibel; L_{max} = maximum instantaneous noise level; L_{eq} = equivalent continuous sound level (time-averaged sound level); N/A = Equipment without average (L_{eq}) noise levels are non-stationary and best represented only by maximum instantaneous noise level (L_{max}).

Construction activities associated with future, site-specific projects under the proposed Project would generate temporary noise from conventional heavy equipment and support operations during daytime hours. Consistent with the City's Municipal Code (Section 4.34.020[f]), construction equipment is limited to operation between 7:00 a.m. and 8:00 p.m., Monday through Friday (excluding holidays). Because the City does not prescribe a numeric construction noise limit, this analysis applies Federal Transit Administration (FTA) guidance of 80 dBA L_{eq} (8-hour) at the nearest NSR as the screening threshold for short-term (daytime) activities.

Screening distances were developed using CalEEMod default equipment rosters for six typical sequential project construction phases (and an additional line item for pile-driving) with a Roadway Construction Noise Model-emulating approach that calculates L_{eq} from maximum sound levels (L_{max}), adjusted by acoustical usage factors. These screening distances represent the buffer within which the FTA 80 dBA L_{eq} (8-hour) threshold would be exceeded at an adjoining NSR during daytime short-term construction. If a proposed activity occurs closer than the distance shown in Table 3.13-3, mitigation is required. Prediction model inputs and outputs can be found in Appendix D.

Table 3.13-3. Construction Noise: Screening Distance to Adjoining Receptor Within Which Significant Impact Occurs

Construction Phase	Daytime (7:00 a.m. to 8:00 p.m., Monday through Friday, with the Exception of Holidays) Screening Distance (Feet)
Demolition	85
Site Preparation/Grading	69
Grading	69
Building Construction	91
Paving	87
Architectural Coating	8
Pile Driving	236

For each site-specific project, the nearest NSRs (e.g., existing residences, schools, hospitals) shall be identified and their distances to the planned construction footprint compared to Table 3.13-3. When any phase is planned within the applicable screening distance, the unmitigated short-term construction noise would exceed the FTA 80 dBA L_{eq} (8-hour) threshold at the NSR and mitigation must be implemented. When the planned activities are beyond the applicable screening distance, short-term construction noise would not exceed the threshold and no mitigation is required for that phase.

Nighttime construction is not evaluated for short-term conditions because it is generally restricted under City code; if nighttime work is proposed via City approval, a project-level study shall evaluate compliance with the City's nuisance provisions and apply conservative thresholds, with additional screening distances determined case by case.

With adherence to City construction hours and implementation of the construction noise mitigation (**MM-NOI-1**) where activities occur within the Table 3.13-3 screening distances, short-term construction noise impacts would

be less than significant with mitigation. **MM-NOI-1** requires submittal of a construction noise study to the City for review and approval prior to building permits when construction activity phases are anticipated to be located within these screening distances, as well as incorporation of feasible administrative and engineering controls, such as temporary sound barriers (minimum sound transmission class of 25) positioned to block line-of-sight, effective mufflers or enclosures, limitation of non-essential engine idling to no more than 5 minutes within any hour, and activity sequencing/siting to maximize separation from NSRs. These measures are expected to reduce aggregate equipment noise sufficiently to meet the FTA 80 dBA L_{eq} (8-hour) screening threshold at the nearest NSRs during daytime short-term construction.

Under this framework, and with **MM-NOI-1** implemented wherever screening distances are encroached, short term construction impacts would be reduced to **less than significant with mitigation**.

Long-Term Traffic Noise Exposure

To estimate potential off-site traffic noise impacts attributable to the proposed Project, the Federal Highway Administration Highway Traffic Noise Prediction Model (RD-77-108) was applied using roadway-specific inputs documented in Appendix D. The analysis assumed temporal traffic distributions of 80% during daytime (7:00 a.m.–7:00 p.m.), 5% during evening (7:00 p.m.–10:00 p.m.), and 15% during nighttime (10:00 p.m.–7:00 a.m.). Vehicle mix percentages for autos, medium trucks, and heavy trucks, as well as the day/evening/night distribution, can be found in Appendix D.

Existing (2026) hourly-averaged traffic volumes were obtained via observed traffic counts conducted by a Dudek investigator, categorized by vehicle class during each noise measurement, and extrapolated to average daily traffic counts by applying diurnal distribution factors based on the functional class (central business district arterial, collector, or regular arterial) of the roadway (TRB 2014). Future year (2046) average daily traffic volumes were projected to future volumes using a conservative annual growth rate consistent with the Southern California Association of Governments' long-range regional forecasts and California Department of Transportation Highway Design Manual guidance, which requires use of projected traffic volumes over the standard 20-year design period but does not prescribe a fixed growth rate. These projected average daily traffic numbers were then incorporated into the noise model along with posted speeds, truck mix, and temporal distribution assumptions.

All modeling assumes average pavement, level roadways (less than 1.5% grade), and constant traffic flow and does not account for shielding or finite roadway adjustments. Detailed input and output data for each segment and scenario are provided in Appendix D. Table 3.13-4 provides a summary of the results for the analysis of traffic noise for each roadway segment studied.

Table 3.13-4. Predicted Traffic Noise Exposure Levels (dBA L_{dn})

Street	From	To	Existing (2026)	Future (2046)	Noise Level Increase
Glendora Avenue	Temple Avenue	Hacienda Boulevard	67.1	67.5	0.4
Glendora Avenue	Temple Avenue	Nelson Avenue	69.0	69.4	0.4
Temple Avenue	Glendora Avenue	Del Valle Avenue	70.5	70.9	0.4
Temple Avenue	Glendora Avenue	Hacienda Boulevard	69.2	69.6	0.4

Table 3.13-4. Predicted Traffic Noise Exposure Levels (dBA L_{dn})

Street	From	To	Existing (2026)	Future (2046)	Noise Level Increase
Hacienda Boulevard	Amar Road	Fairgrove Avenue	73.5	73.9	0.4
Hacienda Boulevard	Amar Road	Glendora Avenue	73.6	74.0	0.4
Amar Road	Hacienda Boulevard	Unruh Avenue	70.1	70.5	0.4
Amar Road	Hacienda Boulevard	Del Valle Avenue	70.2	70.6	0.4
Amar Road	Echelon Avenue	Del Valle Avenue	71.0	71.4	0.4
Hacienda Boulevard	W Franciscquito Avenue	Franciscquito Avenue	69.3	69.7	0.4
Hacienda Boulevard	W Franciscquito Avenue	Maplegrove Street	69.6	70.1	0.4
W Franciscquito Avenue	Hacienda Boulevard	California Avenue	70.1	70.6	0.4
Amar Road	Ardilla Avenue	Willow Avenue	70.5	70.9	0.4
Amar Road	Ardilla Avenue	Puente Avenue	70.5	70.9	0.4
Ardilla Avenue	Amar Road	Commercial Lot	59.4	59.8	0.4
Ardilla Avenue	Amar Road	Temple Avenue	53.6	54.0	0.4
Hurley Street	Azusa Way	Azusa Avenue	70.1	70.5	0.4
Hurley Street	Azusa Way	Dora Guzman Avenue	64.3	64.8	0.4
Hurley Street	Asuza Avenue	Valley Boulevard	53.8	54.3	0.4
Azusa Avenue	Hurley Street	Main Street	67.0	67.5	0.4
Azusa Avenue	Hurley Street	Anaheim and Puente Road	67.9	68.3	0.4
Azusa Way	Main Street	Hurley Street	63.4	63.9	0.4
Azusa Way	Hurley Street	Valley Boulevard	66.5	66.9	0.4

Note: dBA = A-weighted decibel; L_{dn} = day-night noise level.

As shown in Table 3.13-4, on street segments where the existing or future traffic noise levels are below the residential land use compatibility threshold of 65 dBA day-night noise level (L_{dn}), the predicted traffic noise levels with the implementation of the Project would not exceed 65 dBA L_{dn}. For segments where existing or future conditions already exceed 65 dBA L_{dn}, the future year growth over 20 years is expected to be approximately 0.4 dBA, which is less than the 3 dBA threshold of significance. Based on these results, Project-attributed traffic noise impacts would be less than significant under all analysis scenarios.

With respect to transportation noise exposure resulting from rail, the Union Pacific Railroad runs east-west south of the Planning Area, adjacent to Valley Boulevard. Rail operations along this corridor are not proposed to increase; however, new mixed-use developments located adjacent to the Union Pacific Railroad alignment may be exposed to rail noise. Using FTA General Transit Noise Assessment methodology that emulates the Chicago Region Environmental and Transportation Efficiency (CREATE) Program model, rail noise exposure was predicted for future noise-sensitive residential developments that may be located as

close as 150 feet from the freight tracks (FTA 2006). Additionally, shielding from existing structures was not included in the model. The resulting noise level was estimated to be approximately 59 dBA L_{dn} , which is below the applicable residential land use compatibility threshold of 60 dBA L_{dn} . Therefore, long-term rail noise exposure associated with the Project would be less than significant. Detailed inputs and outputs of the CREATE model are shown in Appendix D.

Long-Term Stationary Operational Noise Exposure

The proposed Project would allow increased land use intensity and mixed-use development at a density beyond what is currently permitted. To evaluate potential stationary operational noise exposure associated with the rezoning, a representative mixed-use development scenario was modeled using DataKustik's CadnaA software, which applies ISO 9613-2 algorithms for outdoor sound propagation (ISO 2024). The modeled sample scenario consisted of two 5-story buildings four residential floors above a ground-floor commercial space, consistent with development anticipated under the proposed Project, located near existing residential NSR positions. Stationary noise sources included rooftop HVAC equipment representative of combined chiller air-cooled condensers and air-handling unit return-air fans, with an overall sound power level of 97 dBA. Reference sound power levels that were used to define area sources of sound emission in the CadnaA computer model are detailed in Appendix D. The two 5-story buildings representative of mixed-use developments were rendered in the 3-D model space. The following parameters are included in this CadnaA-supported stationary noise source assessment:

- Ground effect acoustical absorption coefficient equal to 0.5, which represents an average of acoustically reflective ground cover, such as pavement, with porous surfaces (landscaping, grassy easements, etc.)
- Reflection order of 1, which allows for a single reflection of sound paths on encountered structural surfaces
- Calm meteorological conditions with 68°F and 50% relative humidity

Predicted noise exposure levels attributable to a sample five-story mixed-use development as a representative scenario are detailed in Table 3.13-5.

Table 3.13-5. Operational Noise Emission from Sample Mixed-Use Development

Modeled Receptor	Modeled Receptor Distance from Operational Noise Source	Predicted Operation Noise (dBA) at Indicated Modeled Receptor	
		Hourly L_{eq}	L_{dn}
R1	120	35	41
R2	85	36	42
R3	145	32	38
R4	300	35	41

Notes: dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level (time-averaged sound level); L_{dn} = day-night noise level. See Figure 3.13-1 for modeled "R#" receptor locations and calculated 1-hr L_{eq} noise levels.

Figure 3.13-2, Predicted Stationary Source Operation Noise from Sample Mixed-Use Project (at 5' above grade), illustrates the predicted aggregate sound pressure level propagation 1 hour of operation of the proposed development's rooftop HVAC. The color-coded annular bands of dBA 1-hour L_{eq} levels are

calculated across a field parallel with 5 feet above local grade, and the two proposed five-story mixed-use developments were rendered in the 3-D model space (see Appendix D).

As shown in Table 3.13-5, the highest resulting noise level was predicted to be approximately 42 dBA L_{dn} at an existing noise-sensitive receptor located approximately 85 feet from the sample mixed-use development, which is below the applicable residential land use compatibility threshold of 60 dBA L_{dn} .

This modeled sample scenario is considered representative of potential future high-density mixed-use developments (e.g., five-story or “four-over-one” [four wood-framed residential floors over a concrete podium housing commercial uses at ground level]) expected to be planned and permitted under the new overlay zones. Based on these results, stationary operational noise exposure associated with the proposed Project would be **less than significant**.

MM-NOI-1 Construction Noise. If proposed construction activities are planned within the screening distances identified in Table 3.13-3 of the IS/MND, applicants for future development projects shall submit a construction noise study to the Planning & Building Department for review and approval prior to issuance of a grading or building permit. The study shall include noise-reduction measures, if necessary, to ensure project construction noise will be in compliance with the City of La Puente Municipal Code and General Plan Noise Element standards. All noise-reduction measures approved by the City shall be incorporated into appropriate construction-related plans and implemented during construction activities.

Potential noise-reduction measures may include, but are not limited to, the following:

- Installation of temporary sound barriers for construction activities occurring adjacent to occupied noise-sensitive receptors.
- Equipping construction equipment with effective mufflers, sound-insulating hoods or enclosures, vibration dampers, and other Best Available Control Technology.
- Limiting non-essential idling of construction equipment to no more than 5 minutes per hour.
- Administrative controls, such as reducing operating time of equipment and/or prohibiting usage of certain equipment types within specified distances to the nearest occupied off-site property.
- Engineering controls, such as changing equipment operating parameters or installing features that reduce equipment noise emission (e.g., upgraded engine exhaust mufflers).

Temporary noise barriers may include suspended sound blankets, field-erected plywood sheeting, or comparable temporary solid or flexible barriers with a minimum sound transmission class rating of 25, installed to block line-of-sight between construction activities and sensitive receptors.

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

Less than Significant Impact with Mitigation Incorporated.

Construction Vibration

Groundborne vibration from construction equipment and activities can generate varying degrees of ground vibration. Vibration from construction activities rarely reaches levels that can damage structures but can

be perceptible in occupied buildings close to the construction site. Table 3.13-6 lists vibration levels for various types of construction equipment.

Table 3.13-6. Vibration Source Levels for Construction Equipment

Construction Equipment Type		Peak Particle Velocity at 25 ft (in/sec)	Approximate L_v^* at 25 ft
Pile Driver (Impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (Sonic)	upper range	0.734	105
	typical	0.170	93
Clam Shovel Drop (Slurry Wall)		0.202	94

Table 3.13-6. Vibration Source Levels for Construction Equipment

Construction Equipment Type		Peak Particle Velocity at 25 ft (in/sec)	Approximate L_v^* at 25 ft
Hydromill (Slurry Wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

Source: FTA 2018.

Notes: ft = feet; in/sec = inches per second

* Root mean square velocity in decibels (VdB) re 1 micro-inch/second, and presumes crest factor of 4.

Vibration levels vary widely depending upon the equipment types used. Generally, heavy construction equipment used for most projects (small bulldozers, loaded trucks, caisson drilling, etc.) would have peak particle velocity (PPV) vibration levels of approximately 0.089 inches per second or less at a distance of 25 feet (FTA 2018). Vibratory rollers, used during the paving phases of some projects, would have vibration levels of approximately 0.210 inches per second. Should impact pile driving be necessary during the building foundations phase, typical PPV levels at 25 feet of 0.644 inches per second would be anticipated, with upper range levels of approximately 1.518 inches per second. Because the City does not have quantified groundborne vibration velocity criteria, these values were used to iteratively predict impact screening distances for site-specific construction-attributed vibration (associated with developments implemented under the Project) with expressions found in FTA and California Department of Transportation guidance, per the equation as follows (FTA 2018):

$$PPV_{rcvr} = PPV_{ref} \times (25/D)^{1.5}$$

$$L_v = 20 \times \text{LOG}(PPV/[CF \times V_{ref}]) = 20 \times \text{LOG}(PPV/[4 \times 0.000001])$$

In the above expression, PPV_{rcvr} is the predicted vibration velocity at the receiver position, PPV_{ref} is the reference value at 25 feet from the vibration source, and D is the actual horizontal distance to the receiver. The potential for annoyance to occupants within those buildings is evaluated with root-mean-square vibration velocity decibels (VdB), which are calculated from PPV and application of a crest factor (CF; presumed to be 4), where L_v is the velocity decibels with respect to 1 micro-inch/second.

The resulting minimum distance required for impact pile-driving and two types of typically expected on-site conventional heavy construction equipment to not exceed the FTA groundborne vibration threshold (i.e., 0.2 inches per second PPV for residential structures) is provided in Table 3.13-7. As shown, substantial distances (ranging from approximately 15 feet to over 97 feet) may be necessary to avoid exceeding the FTA threshold of significance for groundborne vibration. Thus, potential impacts from construction vibration are considered significant where these minimum distances may not be feasible for one or more site-specific construction projects implemented under the Project.

Table 3.13-7. Distance Required for Groundborne Vibration Compliance

Estimated Minimum Allowable Distance (Feet) Between Indicated Project Construction Equipment Type and an Adjoining Occupied Property to Comply with Perception Threshold ¹		
Dozer ²	Roller ³	Impact Pile Driver ⁴
15 feet	26 feet	97 feet

Notes:

- ¹ 0.2 inches per second peak particle velocity (PPV) at residential structures, assuming a conversion crest factor of 4 per FTA guidance.
- ² Reference PPV of 0.089 inches per second.
- ³ Reference PPV of 0.21 inches per second.
- ⁴ Reference PPV of 1.518 inches per second.

Because they relate to the same vibration magnitude threshold value of 0.2 inches per second PPV, the screening distances in Table 3.13-7 could also apply to building occupant annoyance.

MM-NOI-2 would reduce vibration impacts associated with construction activities to the extent feasible by documenting and addressing any exceedances found during implementation. Future non-discretionary projects that would be implemented under the proposed Project would be subject to the federal, state, and local regulations mentioned above. With implementation of existing regulations, applicable City of La Puente General Plan goals and policies, and **MM-NOI-2**, Project impacts related to proximity of construction activities to sensitive uses would be **less than significant with mitigation**.

Operational Vibration

Once operational, the future projects would not be expected to feature major on-site producers of groundborne vibration. Anticipated on-site mechanical systems like pumps, compressors, and fans are designed and manufactured to feature rotating or reciprocating components (e.g., impellers, rotors, and pistons) that are well-balanced with isolated vibration within or external to the equipment casings. On this basis, potential vibration impacts due to Project operation would be **less than significant**. No mitigation is required.

MM-NOI-2 Construction Vibration. For future development projects that utilize vibration-intensive construction equipment (e.g., pile drivers, jackhammers, vibratory rollers) within 100 feet of sensitive receptors, the project applicant shall submit a vibration impact evaluation to the City of La Puente (City) for review and approval prior to issuance of a grading or building permit. The evaluation shall include a list of proposed construction equipment, associated vibration source levels, and a predictive analysis of potential project vibration impacts using Federal Transit Administration (FTA) guidance. If construction-related vibration is determined to exceed the FTA threshold of 0.2 inches per second peak particle velocity (PPV), project-specific (e.g., suggested techniques per FTA or California Department of Transportation guidance) measures shall be required to ensure compliance with vibration standards. All project-specific measures approved by the City shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans, and building plans) and implemented during project construction. Examples of construction vibration sources include the following equipment types: dozers, hoe rams, drill rigs, front end loaders, tractors, backhoes, rollers, and impact pile drivers.

This mitigation measure shall remain in effect unless superseded by a Citywide groundborne vibration ordinance that establishes construction vibration standards and

ensures project compliance with FTA thresholds for development projects within the Planning Area. If construction-related vibration is anticipated to exceed the FTA thresholds, the contractor shall issue written notice to all receptors located within the identified screening distances no later than 3 weeks before beginning any activities that involve the vibratory equipment referenced above. The notification shall specify the expected start date and the duration of daytime vibration-producing work. It should also advise recipients of the potential for vibration-related impacts, particularly for those that possess vibration-sensitive equipment. A contact phone number shall be provided to property owners or occupants to report if they have vibration-sensitive devices.

If a vibration-related complaint is received, a vibration monitoring plan shall be implemented within 2 working days to ensure levels are reduced to below 0.2 inches per second PPV. A qualified vibration consultant shall prepare and oversee the monitoring program, which must be submitted to the City's authorized representative for approval. The monitoring plan shall describe the monitoring location, the type of instrumentation to be used, the methods for data collection and retention, and the procedures for reporting and addressing any exceedances.

At a minimum, the program shall include the following measures:

- Conduct vibration monitoring during construction using a seismograph or comparable equipment capable of measuring and recording displacement, frequency, particle velocity, or acceleration at the residence closest to the construction zone.
- Utilize equipment fitted with vibration-dampening features or other modifications that help reduce vibration levels.
- Substitute non-vibratory equipment where feasible.
- Limit the simultaneous operation of multiple pieces of equipment to minimize cumulative vibration.

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

No Impact. The nearest public airport to the Project is Gillespie Field Airport, located approximately 3.8 miles northwest of the intersection of Amar Road and Puente Avenue. Therefore, the Project would have **no impact** related to aviation noise exposure.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the Project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

- 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 would apply a M-U overlay zone to C-2 zoned parcels within the City, which would enable parcels to redevelop with residential and a mix of uses if certain site criteria are met. The M-U overlay zone is intended to allow for a variety of medium- to high-density housing types and promote mixed use development with supportive commercial uses, while continuing to allow properties to redevelop as commercial uses consistent with the underlying base zone. By allowing the development of housing in the current C-2 zone, the Project has the potential to induce unplanned population growth.

The City's 2025 population and housing was estimated to be 37,546 residents and 10,143 units (DOF 2026). In addition, the average household size was estimated to be 4.24 persons per household, which is higher than the Los Angeles County average of 2.99 persons per household (City of La Puente 2022a). The City's current vacancy rate is considered low at 3.7% (City of La Puente 2022a).

The City's 2004 General Plan estimated a population of 46,054 residents, 10,459 units, and 6,132,000 sf of non-residential uses at buildout (City of La Puente 2004). However, the City's General Plan had a horizon year of 2025. Additionally, the City's 2025 existing conditions are below General Plan projections for both population and housing.

The use of SCAG projections for the City was considered. However, for Connect SoCal 2024, SCAG population projections below the county-level are developed for required modeling purposes only. A rough estimate of the future jurisdiction-level (e.g., City of La Puente) population based on Connect SoCal's household forecast can be derived using a county-level persons per household ratio and applying it to a jurisdiction's future household growth. However, Los Angeles County's 2035 persons per household ratio

(2.66)¹⁵ is much lower than the City's existing ratio (4.24). Therefore, utilizing SCAG's suggested methodology would result in a decline in population projections. As such, a comparison to SCAG's projections was not further analyzed.

The Housing Element IS/ND determined impacts related to the addition of RHNA goals would not represent substantial unplanned population growth and impacts would be less than significant. As detailed in the adopted IS/ND, growth forecasts between the years of 2019 and 2040 projected that the City will add 10,200 people, from 40,000 residents to 50,200 residents (City of La Puente 2022b). At this rate, the Housing Element assumed a growth rate of 486 residents and 140 units per year.¹⁶ Assuming a stable growth extrapolated for the Project's buildout year would result in 53,114 residents and 13,243 units in the City by 2046.

As described in Section 2.4.1 of this IS/MND, the Project would result in 3,118 additional units and 12,001 additional residents by 2046. Table 3.3-1 in Section 3.3 compares the Project to existing conditions and the assumed projections under the Housing Element.

As shown in Table 3.3-1, the Project would be under the population projections based on the Housing Element's estimates. However, the Project would exceed housing projections by 18 units. This would not represent substantial unplanned growth. Furthermore, the Project would implement the Housing Element in order to accommodate RHNA goals for the City. The 6th RHNA cycle allocated 1,929 units for the 2021–2029 planning period. As such, 18 units is not a substantial difference in projections. Therefore, impacts would be **less than significant**.

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

Less than Significant Impact. As detailed in Section 2.2.2, Planning Area, the Planning Area includes 10 units of non-conforming residential uses. As previously mentioned, the Project would facilitate future development of residential and mixed-use development through proposed M-U rezoning, thereby resulting in potential environmental impacts. Buildout of the Project would require the demolition of existing residential properties that are occupied. The temporary displacement of some residents due to redevelopment of residential properties would occur. However, the Project would facilitate development of approximately 3,118 dwelling units; this is expected to substantially increase the capacity for housing stock in the Planning Area. The Project is not anticipated to permanently displace a substantial number of people. Future development would occur gradually over time through 2046, and any displacement would be temporary. Notably, the Project does not anticipate any net loss of housing because of Project implementation; rather, the housing facilitated by the Project would represent a net increase and would provide opportunities for development of a range of housing types (e.g., mixed-use residential and multifamily) at various levels of affordability (e.g., low-, moderate- and above-moderate income units). As such, any temporary impacts associated with displacement due to redevelopment of existing properties would be offset by the anticipated increase in housing production. Therefore, impacts related to the substantial displacement of existing housing and people would be **less than significant** and no mitigation is required.

¹⁵ Los Angeles County's 2035 population projections (10,449,000) and housing projections (3,933,000) result in 2.656 or 2.66 persons per household (SCAG 2024b).

¹⁶ See Table 4.14-1 of the Housing Element IS/ND (City of La Puente 2022b). 10,200 residents and 2,949 units growth between 2019 and 2040. $10,200/(2040-2019) = 486$ residents/year. $2,949/(2040-2019) = 140$ units/year.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. PUBLIC SERVICES – Would the Project:

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

Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

As discussed in Section 2.4, Project Buildout, of this IS/MND, the proposed Project would facilitate residential and mixed-use development through implementation of a M-U overlay zone. The Project would result in an estimated 3,118 additional dwelling units and approximately 12,001 additional residents by the 2046 horizon year. As discussed above in Section 3.14, Population and Housing, and as shown in Table 3.14-1, this level of growth would fall below the City's Housing Element population projections previously evaluated in the adopted Housing Element IS/ND and would not represent substantial unplanned population growth. The City's Housing Element IS/ND analyzed population growth associated with accommodating the City's RHNA obligations and determined that impacts to public services would be less than significant (City of La Puente 2022b). Growth facilitated by the proposed Project would be consistent with, and in some cases lower than, the growth assumptions evaluated in that prior environmental review.

- a) *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:*

Fire protection?

Less than Significant Impact. The City is served by the Los Angeles County Fire Department (LACoFD) for fire protection services, such as fire safety inspections, as well as emergency calls for accidents, fires, and more. The station serving the City is Fire Station 26 located at 15336 East Elliot Avenue, La Puente, California 91744. Fire Station 26 is staffed with a four-person engine company that includes one captain, one fire fighter specialist, one fire fighter/paramedic, and one fire fighter and a two-person paramedic squad staffed with two fire fighter/paramedics. In addition to the firefighting assets assigned to provide fire protection service to the City, the LACoFD also provides service on a regional basis without regard to jurisdictional boundaries wherein the closest available resources are dispatched to an incident, regardless of the incident location. Back-up responses to incidents within the City would be provided by the closest LACoFD resources to the incident location (City of La Puente 2022b).

The Project would not include construction or physical development at this time; however, it would facilitate future growth within the Planning Area. The Project would result in an estimated 3,118 additional dwelling units and approximately 12,001 additional residents by the 2046 horizon year. This growth would incrementally increase demand for fire protection and emergency response services. Notably, as discussed in Section 3.14 above, the Project's population increase would result in a Citywide population of approximately 49,547 residents, which is below the 53,114 residents projected under Housing Element assumptions previously analyzed in the Housing Element IS/ND (City of La Puente 2022b).

The Housing Element IS/ND concluded that growth necessary to meet RHNA obligations would not result in substantial adverse impacts to fire protection services and would be adequately served through incremental staffing, equipment adjustments, and facility planning. The City conducts periodic reviews of emergency response service levels and adjusts budgets and service contracts with LACoFD as necessary to meet identified demand and service goals. In addition, future development facilitated by the Project would be required to pay all applicable fire department development and impact fees prior to issuance of building permits, consistent with existing City and county requirements. Continued application of the existing City budget process and permitting procedures for development would address anticipated increased service demands and reduce potential impacts to fire protection services.

Because future buildout of the Planning Area would occur incrementally over a 20-year horizon, and because the City and LACoFD have established mechanisms to adjust staffing, equipment, and funding levels stations on an as-needed basis over time in order to accommodate increased demand, implementation of the Project would not impair LACoFD's ability to maintain acceptable service ratios or response times. Moreover, population growth facilitated by the Project would be consistent with, and lower than, the previously planned growth levels evaluated in the City's Housing Element IS/ND. Therefore, impacts related to fire protection services would be **less than significant**, and no mitigation is required.

Police protection?

Less than Significant Impact. Law enforcement services for the City are provided by the Los Angeles County Sheriff's Department (LASD) through the Industry Sheriff's Station located at 150 North Hudson Avenue in the City of Industry. The LASD Industry Station provides law enforcement services to the City of Industry, City of La Puente, City of La Habra Heights, Valinda, East and West Valinda, Bassett/North Whittier, and Hacienda Heights. Their service area encompasses approximately 65 square miles and a population of more than 243,000 (City of La Puente 2022b).

Future development facilitated by the proposed Project could require police protection services during construction, including responses to theft, vandalism, traffic incidents, or other law enforcement needs. Long-term growth associated with the Project would increase the City's population by approximately 12,001 residents, resulting in a Citywide population that remains below City's Housing Element population projections. The Housing Element IS/ND determined that population growth associated with RHNA compliance would not impair the ability of LASD to maintain acceptable service ratios or response times (City of La Puente 2022b). Consistent with this prior analysis, the City would continue to evaluate law enforcement service needs through its annual budgeting process and contractual agreements with LASD and would adjust funding allocations to support additional staffing, patrol resources, or equipment to maintain acceptable service ratios and response times. Development under the proposed Project would be incremental and distributed over time, allowing service adjustments to occur gradually.

Given the LASD's regional service model, the City's ongoing budgetary oversight, and the incremental nature of growth anticipated under the Project, which would be consistent with, and lower than, the projected growth evaluated previously in the Housing Element IS/ND, implementation of the proposed Project would not result in a substantial adverse impact on police protection services. Therefore, impacts related to police services would be **less than significant**, and no mitigation is required.

Schools?

Less than Significant Impact. The City is part of the Hacienda La Puente Unified School District (HLPUSD), which encompasses 31 schools and serves 15,781 students (HLPUSD 2026). HLPUSD provides elementary, middle, and high schools to residents of the City and surrounding communities. The Project would increase the population of the City by 12,001 residents. According to the most recent census data, approximately 20.6% of La Puente's population is under the age of 18 (Census 2026). For the purposes of this program-level analysis, school-age children (K–12) are assumed to represent approximately 2,160 residents (18%) of the residents that would be added by the Project.

Implementation of the proposed Project would increase enrollment demand and place an increased demand on school facilities within the HLPUSD. However, the scale of population growth anticipated under the Project falls within previously evaluated Housing Element growth assumptions, which were determined not to result in significant impacts to school facilities (City of La Puente 2022b). School enrollment would occur gradually as development is constructed and occupied over the Project's 20-year horizon. Future residential development facilitated by the Project would be subject to the payment of applicable school impact fees pursuant to state law, including SB 50, which will maintain acceptable service ratios or other performance objectives for schools. Therefore, impacts to schools would be **less than significant**, and no mitigation is required.

Parks?

Less than Significant Impact. The City has one primary recreational space, the 22-acre La Puente Park. La Puente Park was recently renovated and includes a variety of amenities including open green spaces, playgrounds, basketball courts, a skate park, fitness equipment, a soccer field, a football field, two baseball fields, two softball fields, multipurpose athletic fields, and walking trails (City of La Puente 2026). La Puente Park is the only large park in the City. The City has a significant shortage in park space with only 0.57 acres for every 1,000 residents, as outlined in the City's General Plan Community Resources Element (City of La Puente 2004). While other recreational facilities, such as Avocado Heights Park, are located nearby, they are outside City limits.

At buildout, the Project would result in a Citywide population of approximately 49,547 residents, which is below the City's Housing Element population projection of 53,114 residents by 2046. The Housing Element IS/ND concluded that projected growth associated with RHNA compliance would not result in significant adverse impacts to recreational facilities (City of La Puente 2022b).

The proposed M-U overlay zone includes development standards requiring that projects greater than 5 acres provide publicly accessible open space, which would help offset increased demand for recreational space. Specifically, one publicly accessible open space (i.e., a plaza or small park) is required for approximately every 3 acres of developable area. These spaces must meet minimum size and accessibility requirements and be open to the public for a minimum number of daily hours. While relatively few parcels

within the Planning Area exceed 5 acres individually, future development proposals involving multiple contiguous parcels could trigger these requirements, resulting in the provision of new publicly accessible open spaces. In addition, future development would be subject to applicable park or recreation impact fees, which would help fund improvements to existing facilities or support long-term park planning efforts.

Given the proposed Project's development standards related to open space requirements and the continued use of development fees to support recreational facilities, implementation of the Project would not result in substantial adverse impacts to parks or recreational facilities. Therefore, impacts would be **less than significant**, and no mitigation is required.

Other public facilities?

Less than Significant Impact. La Puente Library and Sunkist Library, branches of the Los Angeles County Library, are located in the City at 15920 East Central Avenue and 840 North Puente Avenue, respectively. Other libraries in the vicinity of the Planning Area but outside City limits include Hacienda Heights Library and Baldwin Park Library.

Population growth facilitated by implementation of the Project would incrementally increase demand for library services but would remain within the growth range evaluated in the Housing Element IS/ND. New residential development would also contribute to regional tax revenues that support library services. Library services are funded and planned at the county level, with adjustments made based on regional population trends and usage patterns. Because Project-related population growth would not exceed prior projections and would occur over time, the Project would not necessitate construction of new library facilities or result in substantial adverse impacts. Therefore, impacts to library services would be **less than significant**, with no mitigation required.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☒	☒	☐

- a) *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. Public park and recreation services in the City are primarily provided by the City through La Puente Park, a 22-acre community park that serves as the City's primary recreational facility. La Puente Park was recently renovated and includes a wide range of amenities, including open lawn areas, playgrounds, basketball courts, a skate park, outdoor fitness equipment, soccer and football fields, baseball and softball fields, multipurpose athletic fields, and walking trails (City of La Puente 2026). La Puente Park is the only large municipal park within the City. Other recreational facilities, such as Avocado Heights Park, are located nearby but outside City limits and are operated by Los Angeles County.

As identified in the City's General Plan Community Resources Element, the City currently has a deficiency in parkland, providing approximately 0.57 acres of park space per 1,000 residents, which is below commonly used planning benchmarks (City of La Puente 2004). This condition reflects the City's largely built-out urban environment and limited availability of vacant land for new park development.

Implementation of the proposed Project would facilitate residential and mixed-use development over an extended planning horizon through 2046 and could result in an estimated population increase of approximately 12,001 residents. This growth would incrementally increase demand for neighborhood and regional park facilities. However, Project-related population growth would remain within and below the population projections evaluated in the adopted Housing Element IS/ND, which concluded that growth associated with RHNA compliance would not result in substantial adverse impacts to park and recreation facilities.

Future development facilitated by the proposed Project would be subject to applicable park or recreation impact fees, as required by the City. These fees would help fund park improvements, maintenance, and long-term recreational planning efforts necessary to serve new residents. In addition, the proposed M-U overlay zone includes open space development standards applicable to larger projects. Specifically, mixed-use projects greater than 5 acres would be required to provide publicly accessible open space at a ratio of approximately one open space per 3 acres of developable land. These open spaces must meet minimum size and dimensional requirements and be accessible to the public during designated hours. Although relatively few individual parcels exceed 5 acres, future development proposals involving assembled or contiguous parcels could be subject to these standards, resulting in additional publicly accessible open space within the Planning Area.

The combination of phased population growth, publicly accessible on-site open space requirements, and continued collection of development fees would reduce the potential for accelerated physical deterioration of existing park facilities. Accordingly, implementation of the proposed Project would not increase the use of existing parks or recreational facilities such that substantial physical deterioration would occur or be accelerated. Impacts related to recreation would be **less than significant**, and no mitigation measures are required.

- 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?*

Less than Significant Impact with Mitigation Incorporated. The proposed Project is a policy-level zoning action that would implement an M-U overlay zone on parcels currently zoned C-2. The Project does

not propose construction, expansion, or modification of public recreational facilities, nor does it require the City to build new parks or expand existing park facilities as part of Project approval.

While the Project includes development standards requiring privately provided, publicly accessible open space for future projects over 5 acres, these open spaces would be incorporated as part of future development projects facilitated by implementation of the proposed Project and would not involve the construction or expansion of City-owned recreational facilities. Such open spaces are intended to serve future residents in the Planning Area and the general public and would be designed and constructed in accordance with applicable zoning and development standards.

Any potential environmental effects associated with future development projects are addressed programmatically within this IS/MND across relevant environmental issue areas and mitigation has been included, as necessary, to reduce impacts. Therefore, impacts would be **less than significant** with mitigation incorporated mitigation measures are required.

3.17 Transportation

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

- a) *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 would update zoning regulations to increase development opportunities and accommodate the City's mandated fair share of Los Angeles County's housing needs (i.e., RHNA), as well as necessary additional capacity. It would allow mixed-use development and facilitate housing production by creating an overlay zone. The Project would not directly result in the construction of the total buildout potential. Rather, the Project would facilitate the construction of housing units with the adoption of this overlay zone. However, implementation of the Project could result in a realistic buildout potential of 3,128 units and 1,325,775 sf of commercial use. The construction would be over a period of time and would be spread out in the City. Based on the location and size of an individual

project, there would be potential for temporary effects to the existing circulation system, including transit, roadway, bicycle, and pedestrian facilities. For any construction in the public right-of-way, the City would require a traffic control plan be implemented to ensure access for all road users and emergency vehicles. Operation of these future projects could result in changes to the existing traffic levels due to the introduction of residential and mixed-use land uses. Pursuant to California Public Resources Code Section 21099(b)(2) and CEQA Guidelines Section 15064.3(a), a project's effect on automobile delay is not considered a significant environmental effect. Therefore, no discussion or analysis of level of service or delay is provided in this document.

The Project would not conflict with any goals included in the City's General Plan Circulation and infrastructure Element (City of La Puente 2004). Given the well-developed transportation system, most of the parcels in the Project are served by existing transit, bike, and pedestrian facilities in the City. Local transit services in the City are provided by La Puente LINK shuttle and Dial-A-Ride (paratransit service), and regional transit services are provided by Metro and Foothill Transit. The Metrolink service closest to the City includes the San Bernardino line, which runs north of the City and provides services between Los Angeles Union Station and San Bernardino Downtown. The closest Metrolink stations are the Baldwin Park, Industry, and El Monte stations. The City's bicycle network is composed of only Class III bicycle routes, where bicycles share the road with vehicles. The City's bicycle routes are along portions of Sunset Avenue, Temple Avenue, and Amar Road and portions of Stimson Avenue, Main Street, and Glendora Avenue near downtown. The bicycle facilities do not conflict with the San Gabriel Valley Bikeway Master Plan (San Gabriel Valley 2019). The pedestrian system in the City includes provision of wide sidewalks and safe street crossings. The City requires developments to provide at least 4-foot-wide and up to 8-foot-wide sidewalks with Americans with Disabilities Act-compliant access ramps. Equipment such as utility poles, fire hydrants, and traffic controls or street lighting, if placed on the sidewalk, should minimize interference with pedestrian flow.

As such, site plan and design review would ensure that each development proposed as part of the Project is consistent with the City's development code. The individual developments and the Project in its entirety would not conflict with or impede implementation of policies, plans, ordinances, and programs addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities. Impacts 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. CEQA Guidelines Section 15064.3(b) focuses on the vehicle miles traveled (VMT) criteria for determining the significance of transportation impacts. It is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology.

Section 15064.3(b)(1) for land use projects would primarily apply to the Project. Consistent with the Governor's Office of Land Use and Climate Innovation,¹⁷ the City's VMT Adoption Resolution No. 20-5569 notes that if a specific development and/or parcel meets any one of the following criteria then it would not require a detailed VMT analysis and can be presumed to have a less than significant impact. If a project

¹⁷ The Governor's Office of Land Use and Climate Innovation was previously known as the Governor's Office of Planning and Research. The name change took effect in 2024.

does not screen out readily, the San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool¹⁸ can be used to conduct the project's detailed VMT analysis.

To screen out, individual projects are required to meet at least one of the following criteria:

- Certain project types that generate or attract fewer than 110 daily vehicle trips¹⁹ or projects that have local-serving retail uses less than 50,000 sf or other local-serving uses such as parks, schools, community institutions, and affordable housing.
- Projects located in a Transit Priority Area.²⁰ This presumption may not be appropriate if the project:
 - Has a Floor Area Ratio of less than 0.75
 - Includes more parking for use by residents, customers, or employees of the project than required by the City (if the City requires the project to supply parking)
 - Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)
 - Replaces affordable residential units with a smaller number of moderate- or high-income residential units
- Residential and office projects located within a low-VMT generating area compared to the regional average.²¹

The City has adopted VMT-specific screening criteria, VMT baselines, and thresholds of significance (see Resolution No. 20-5569). Therefore, the SGVCOG VMT Screening Tool can be used for projects that would not screen out to conduct a project-specific VMT analysis. This methodology would estimate project-generated VMT based on the proposed land use using appropriate metric (i.e., residents or capita, employees or service population [sum of residents and employees]). As such, projects that exceed the City's VMT significance threshold would propose feasible VMT reduction measures using the measures available in the SGVCOG VMT Evaluation Tool or other City approved source. The analysis would determine the

¹⁸ SGVCOG is the regional planning agency for the San Gabriel Valley. The City is one of 31 incorporated cities included as a member agency. To assist member agencies with complying with SB 743 mandates, SGVCOG worked with member agencies to answer questions about the methodology, thresholds, and mitigation approaches for VMT impact analysis. SGVCOG used existing traffic conditions in the region to develop a baseline standard that determines significance CEQA thresholds for future land use and transportation projects. As part of the process, a web-based tool (SGVCOG VMT Screening Tool) was developed to determine whether a proposed project requires a screening or VMT analysis based on each city's adopted CEQA criteria.

¹⁹ CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area (14 CCR 15301[e][2]). Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110–124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips would not be a significant impact.

²⁰ A Transit Priority Area is defined as a 0.5-mile area around an existing major transit stop or an existing stop along a high quality transit corridor per the following definitions. Per California Public Resources Code (PRC) Section 21099(a)(7) and PRC Section 21064.3, a "major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This interval for headways for major transit stops was amended from 15 to 20 minutes per AB 2553 in September 2024. Per PRC Section 21155, a "high-quality transit corridor" means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

²¹ The project is located in the San Gabriel Valley and SGVCOG is the regional planning agency. The SGVCOG VMT Evaluation tool uses the SCAG travel forecasting model to measure VMT performance for individual traffic analysis zones. The VMT Evaluation Tool published by SGVCOG can be used to determine the VMT of the traffic analysis zone in which a project is located and by comparing that with the VMT thresholds at a subarea level determine if a project is located within a low-VMT generating area.

project's potential for a CEQA transportation impact and require identification of feasible mitigation measures to reduce the project's VMT.

The Project would not directly result in the development of land use projects, rather it would allow mixed-use development and facilitate housing production by creating an overlay zone. Each individual development proposed as part of the Project would either screen out or be required to conduct a detailed VMT analysis, using the methodology described above. As such, the Project would encourage land use and transportation decisions that would reduce greenhouse gas emissions and encourage infill development near transit and existing transportation networks. Therefore, the Project would not conflict with CEQA Guidelines Section 15064.3(b). Impacts would be **less than significant**.

- 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. The Project would not propose any new roads or intersections. Individual developments under the Project, including site development and access improvements, would be subject to and designed in accordance with City standards and specifications, which address potential design hazards including sight distance, driveway placement and access, and signage and striping. The City's Community Development and Public Works Department would conduct discretionary review and approve each development on a case-by-case basis. Additionally, any new transportation facilities or improvements to such facilities associated with individual development would be constructed per City design standards and would be reviewed by the City and LACoFD to ensure that inadequate design features or incompatible uses do not occur and that they are designed to meet adopted standards. Any construction in the public right-of-way would require traffic control plans to be implemented, consistent with the California Manual of Uniform Traffic Control Devices, to ensure safe access for all users. The Project uses are not incompatible with the existing uses and would facilitate utilization of existing sites for residential and mixed-use developments. Therefore, the Project would not increase hazards because of a roadway design feature or incompatible uses. Impacts would be **less than significant**.

- d) ***Would the Project result in inadequate emergency access?***

Less than Significant Impact. The Project does not include any standards that would result in inadequate emergency access. Individual project design details, such as driveway location and design, are unknown at this time. The Project would allow for greater densities than are currently allowed within the Planning Area. Emergency access to individual developments within the Planning Area would be subject to review by the City and responsible emergency service agencies including LACoFD and LASD. This would ensure that individual projects are designed to meet all emergency access and design standards based on the size and intensity of development. Any changes proposed to internal circulation and/or external circulation associated with the implementation of specific projects would be subject to review by the City and responsible emergency service agencies. For construction activities in the public right-of-way or City easement that require closing any vehicle or bike lane, closing the sidewalk, and/or restricting on-street parking prior to starting any work, temporary traffic control plans per California Manual of Uniform Traffic Control Devices would be prepared and implemented. The City and LACoFD would review the proposed developments in order to ensure that they are designed to meet adopted design standards and provide adequate emergency access. Therefore, the Project would not result in inadequate emergency access. Impacts would be **less than significant**.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

The evaluation of potential impacts on tribal cultural resources (TCRs) is based on the findings resulting from tribal consultation conducted by the City, as the lead agency, as well as the findings of Section 3.5, Cultural Resources, in this IS/MND. Background research conducted to inform this analysis includes a CHRIS database records search conducted at the SCCIC, a search of the NAHC SLF, archival research, and the results of formal tribal consultation completed by the City pursuant to SB 18 and AB 52.

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

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

Less than Significant Impact with Mitigation Incorporated. Dudek conducted a records search of the CHRIS on February 17, 2026, at the SCCIC located on the campus of the California State University, Fullerton. The records search encompassed the entire Planning Area and a 1-mile search radius. The purpose of the records search is to identify any previously recorded cultural resources that may be located within or adjacent to the Planning Area and to identify previous studies in the vicinity. The SCCIC records search identified one cultural resource within the Planning Area and two cultural resources within a 1-mile

radius of the Planning Area. The resource that overlaps with the Planning Area is a historic-era commercial building, while the other two resources that are located in the buffer but not within the Planning Area consist of a multi-component site with habitation debris and burials and the historic-era Union Pacific Railroad.

A search of the NAHC SLF was requested on October 13, 2025, and conducted by NAHC Cultural Services Analyst Andrew Green on October 20, 2025, to determine the presence of any reported Native American cultural resources within the Planning Area as listed in the NAHC-maintained SLF (see Appendix B). The NAHC SLF search result was negative. The NAHC suggested contacting 16 Native American individuals who would potentially have specific knowledge as to whether Native American cultural resources are identified within or near the Planning Area that could be at risk. Correspondence with the NAHC is documented in Appendix B.

The proposed Project is subject to compliance with AB 52 (California Public Resources Code Section 21074) and SB 18 (Government Code Section 65352.3). SB 18 letters were sent out on November 25, 2025, and AB 52 letters were sent on February 2, 2026. The Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) responded on February 2, 2026, and requested to be notified of future ground-disturbing activities or site-specific development. No other responses or requests for consultation have been received.

The archaeological resources inventory (Appendix B) indicates that there is a low potential for the inadvertent discovery of intact subsurface archaeological deposits, including TCRs, within the Planning Area. An archival review also revealed that the Planning Area has been subject to ground-disturbing activities associated with its construction and use since the early twentieth century. Urban land soils are present within the Planning Area and are generally characterized as imported or highly disturbed soils associated with modern development; as such, they do not retain a high potential to contain intact archaeological deposits/TCRs. Although there is low potential for the inadvertent discovery of intact subsurface archaeological deposits or TCRs during Project implementation, the potential does exist. Implementation of **MM-TCR-1**, **MM-TCR-2**, and **MM-CUL-2** would reduce the impact related to the inadvertent discovery of TCRs to **less than significant with mitigation incorporated**.

MM-TCR-1 **Unanticipated Discovery Protocol for Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial).** In the event that unanticipated tribal cultural resources (TCRs) are exposed during construction activities, all construction work occurring within 50 feet of the find shall immediately stop until the discovery has been fully assessed by the Native American monitor(s) from the consulting tribes. The work exclusion buffer may be adjusted as appropriate to allow work to feasibly continue at the recommendation of the Native American monitor(s). Should it be required, temporary flagging shall be installed around the TCR in order to avoid any disturbances from construction equipment. The tribes will recover and retain all discovered TCRs in the form and/or manner the tribes deem appropriate, at the tribes' sole discretion, and for any purpose including for educational, cultural, and/or historic.

MM-TCR-2 **Unanticipated Discovery Protocol for Human Remains and Associated Funerary or Ceremonial Objects.** Native American human remains are defined in California Public Resources Code Section 5097.98(d)(1) as an inhumation or cremation, in any state of decomposition or skeletal completeness. Funerary objects, called "associated grave

goods” in California Public Resources Code Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or associated grave goods are discovered or recognized on the project site, California Public Resources Code Section 5097.9 and California Health and Safety Code Section 7050.5 shall be followed. Human remains and/or associated grave goods shall be treated alike per California Public Resources Code Sections 5097.98(d)(1) and 5097.98(d)(2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or associated grave goods. Any discovery of human remains and/or associated grave goods shall be kept confidential to prevent further disturbance.

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

Less than Significant Impact with Mitigation Incorporated. Under AB 52, TCRs are defined as resources that the lead agency determines to be a TCR with a substantial burden of evidence. To date, no known TCRs have been identified through consultation that would be impacted by the Project. However, the unanticipated discovery of unknown TCRs during Project construction is a possibility. Adherence to **MM-TCR-1** and **MM-TCR-2** during construction would reduce impacts to **less than significant with mitigation incorporated**.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the Project:				
a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☒	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the waste water treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project’s projected demand in addition to the provider’s existing commitments?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

- a) ***Would the Project require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less than Significant Impact with Mitigation Incorporated. Existing water, sanitary sewer (wastewater, sewer), storm drain, electrical, natural gas, and telecommunication facilities exist in the City. The Project would facilitate changes to development type/intensity on parcels that already support and/or are designated/zoned for development. Implementation of the proposed Project would facilitate growth within the Planning Area, including an increase in population of approximately 12,001 residents at full buildout. Future development would occur on discrete established parcels and predominantly consist of infill development within previously disturbed and/or developed parcels. Developers would be required to install or relocate, as applicable, on-site and off-site water, wastewater, storm drain, street, electricity, natural gas, and telecommunications infrastructure to serve the proposed development.

Water

The City is served by several retail water purveyors, including the San Gabriel Valley Water Company (SGVWC), Suburban Water Systems, and the La Puente Valley County Water District (LPVCWD). Retail water purveyors charge meter connection fees for all new customers connecting to their potable water transmission and distribution facilities. Meter connection fees would fund capacity improvements (if necessary) to the potable water facilities. Upgrades would likely be completed by either trenchless technology²² or open trenching, to the depth of the underground water lines. Impacts associated with construction of water laterals and upgraded water mains would be temporary and would be subject to all applicable regulatory requirements. Increases in population as a result of Project buildout would result in a projected increased water demand of approximately 1.81 million gallons per day (mgd). Individual development projects would be reviewed by the applicable water purveyor to confirm adequate supply and conveyance capacity prior to approval. Improvements would be limited, localized, and within previously disturbed areas. Future construction-related impacts associated with potential facility upgrades would be reduced by the incorporation of existing regulatory requirements and Project mitigation measures, which

²² "Trenchless technology" is a process of installing and rehabilitating underground utilities like water, sewer, and gas pipelines; electricity and communication cables; and other underground facilities. This technique minimizes or eliminates the need for excavation of open cut trenches.

are discussed in the analysis presented throughout this IS/MND (Sections 3.1 through 3.21). As such, impacts associated the relocation or construction of new or expanded water facilities would be **less than significant with mitigation incorporated**.

Wastewater

Per the General Plan, the City's Sewer Master Plan does not project significant increases in wastewater flows because most of the City is already built out (City of La Puente 2004). Implementation of the proposed Project would facilitate growth within the Planning Area, including an increase in population of approximately 12,001 residents at full buildout. This would result in the generation of increased raw sewage that would be collected in existing or new sewer collection facilities and then transported to the San Jose Creek Water Reclamation Plant (WRP) where it would be treated and ultimately discharged.

Wastewater generation is typically estimated as a percentage of potable water demand. Consistent with standard wastewater engineering and planning practices, a return factor of 85% was applied. Based on the projected potable water demand increase of approximately 1.81 mgd, wastewater flows are estimated to increase by approximately 1.5 mgd.

According to the Los Angeles County Sanitation Districts (LACSD), the design capacities of the LACSD's wastewater treatment facilities are based on the regional growth forecast adopted by SCAG (LACSD 2026). SCAG's 6th RHNA cycle (2021–2029) allocated 1,929 units for the City. The Project would implement the Housing Element in order to accommodate RHNA goals for the City. As described in Section 3.14, Population and Housing, the Project would be under the population projections based on the Housing Element's estimates. However, the Project would exceed housing projections by 18 units. This would not represent a substantial difference in projections. The LACSD Joint Water Pollution Control Plant and Terminal Island WRP have an additional 171.9 mgd of available, unused treatment capacity before they reach their permitted design capacity of 430 mgd. While it is not possible to fully evaluate future treatment capacity without also fully understanding the potential increase in sewage loads across all of the Joint Water Pollution Control Plant and Terminal Island WRP's collection areas, the collective Planning Area population increase constitutes less than 1% of the Joint Water Pollution Control Plant and Terminal Island WRP's combined additional treatment capacity.

Regarding local conveyance systems and segments that may be required to carry additional wastewater loads resulting from increases in density and intensification of Project land uses, it is assumed that the City would assist with the identification of any system deficiencies during individual plan check reviews prior to grading and building permit issuance. Per the City's Plumbing Code (Municipal Code Chapter 8.09), which incorporates by reference the California Plumbing Code, 2022 Edition, and Title 28 of the Los Angeles County Plumbing Code, Ord. No. 2013-0050, as new Project developments are designed and built over time, individual permit applicants will be required to pay sewer development fees to connect to the local sewer system. These fees in turn fund capacity improvements to the local sewer collection and conveyance system. Additionally, because future development projects would predominantly involve infill development within existing urbanized areas, it is reasonable to assume that sewer collection system improvements would occur within existing street rights-of-way and therefore would not result in significant disturbance to the Planning Area.

Future development would be required to comply with applicable LACSD rules and regulations regarding wastewater connection and service, including the wastewater lines and systems necessary to provide

adequate services to the development. Individual projects to be developed within the Planning Area would be required to undergo project-level plan checks prior to issuance of a grading and/or building permit, pay associated sewer fees, and prepare a project-level sewer area study by a California Registered Civil Engineer (if determined it is required by City's Building and Safety Division during the plan check process) to identify any existing system deficiencies and ascertain if the local conveyance system could accommodate the proposed increase in wastewater loads. As such, it is not anticipated that the Project would require substantial construction or upgrades of existing wastewater facilities that would result in significant environmental impacts. Additionally, any required sewer improvements would occur within existing rights-of-way and previously disturbed areas. Future construction-related impacts associated with potential wastewater treatment upgrades would be reduced by the incorporation of existing regulatory requirements and Project mitigation measures, which are discussed in the analysis presented throughout this IS/MND (Sections 3.1 through 3.21). As such, impacts related to wastewater treatment would be **less than significant with mitigation incorporated**.

Stormwater Drainage

Because the Planning Area is predominantly already developed with impervious surfaces, future development completed in accordance with the Project is expected to generate a minimal overall increase in runoff. Future projects would be required to comply with the City's stormwater management requirements, including adherence to LID standards and post-construction runoff control requirements under the applicable MS4 Permit. LID features such as bioretention areas, permeable pavement, green roofs, and infiltration planters would be incorporated, as feasible, to reduce runoff volume and peak flows. In addition, site-specific drainage analyses would be prepared during the development review process to ensure that post-development runoff does not exceed pre-development conditions to the extent required by applicable regulations. As a result, it is not anticipated that the Project would require substantial construction or upgrades of existing drainage facilities that would result in significant environmental impacts. Impacts would be **less than significant**.

Other Infrastructure

Electric Power

The existing system supplies a sufficient level of electrical service to the Planning Area. Electricity supply and demand are generally determined on a case-by-case basis. In accordance with the City's Electric Code (Municipal Code Chapter 8.13), which incorporates by reference Title 27, Electrical Code, of the Los Angeles County Code (County Code Title 27, Section 82-3, Work Requiring a Permit), future development would require any electrical connections or installation of electrical wiring, devices, appliances, or apparatuses to obtain a permit from the county's Chief Electrical Inspector. New development or redevelopment would be responsible for upgrades and undergrounding as determined by Southern California Edison, in coordination with the City and Los Angeles County after building plan submittal. Underground electricity is more reliable, safer, and more aesthetically pleasing. Ultimately, coordination between the City, Los Angeles County, Southern California Edison, and the California Public Utilities Commission will determine which overhead sections will be relocated underground.

Project-related development would generally consist of infill development in urban/suburban areas with existing access to electrical infrastructure. As such, upgrades would likely be confined to new wires, replacement utility poles, and lateral connections to the future project site, rather than any centralized

facilities. For any required connections to underground powerlines, upgrades would likely be completed by either trenchless technology or open trenching to the depth of the underground utilities. The construction of the laterals to existing underground or overhead utility infrastructure would be temporary and would be subject to all applicable regulatory requirements, including the City's Electric Code. Growth facilitated by the Project would also be subject to Part 6 of Title 24 of the California Code of Regulations, requiring energy efficient technologies be incorporated as part of new development, which would reduce electricity demand associated with the Project (see Section 3.6, Energy, of this IS/MND for further discussion of energy-saving requirements applicable to the Project). Impacts would be less than significant.

Telecommunication

The telecommunication provider chosen for individual projects would assess demand for services and the ability to serve new developments on a case-by-case basis after building plans are submitted by developers. The provider would pay for any assessed upgrades or new services and recoup the cost later with the additional revenue from new customers. As Project-related development would generally consist of infill development in urban areas, existing telecommunications and wireless infrastructure exists to serve the Planning Area. Telecommunications upgrades, including wireless facility upgrades, would likely be confined to local connections and/or improvements on the individual project sites or within the public rights-of way and would not require large-scale improvements to any centralized facilities. The small cell wireless communication facilities that may be required to boost local cellular signals in service of the Project would typically be attached to existing buildings or utility infrastructure (e.g., streetlights, utility poles). These types of facilities would typically qualify for a Class 2 Categorical Exemption under CEQA and would require approval of a Conditional Use Permit in compliance with Title 22 County Code standards. Conditional use permits for wireless communications facilities expire 10 years from the date of approval unless amended or extended by the planning commission or hearing officer. Other required upgrades related to telecommunication facilities would likely be completed by either trenchless technology (e.g., horizontal drilling for fiber-optic cables), completion of open trenching to the depth of the underground utilities, or aboveground connections to overhead utility lines. The construction associated with these improvements would be temporary and would be subject to all applicable regulatory requirements, including design standards and permitting process for small cell wireless facilities located in the public rights-of-way, in coordination with the City and Los Angeles County. Impacts would be less than significant.

Natural Gas.

The analysis and decision about whether there is capacity to meet future demand under buildout of the proposed Project would be conducted by the Southern California Gas Company at the time building plans are submitted and development occurs. The developers would be responsible for the cost of required upgrades and new or relocated services for new development or redevelopments. Any necessary upgrades would consist of localized lateral connections within existing developed areas. Improvements would be minor, temporary during construction, and subject to regulatory requirements. Impacts would be less than significant.

Conclusion for Other Infrastructure

The City would work in close coordination with service providers to monitor the infrastructure systems to be able to maintain and rehabilitate the systems when needed. Future construction-related impacts associated with potential utility upgrades would be reduced by the incorporation of Project mitigation

measures, which are discussed in the analysis presented throughout this IS/MND (Sections 3.1 through 3.21) and would be less than significant. As such, impacts associated the relocation or construction of new or expanded facilities would be **less than significant with mitigation incorporated**.

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 Main San Gabriel Basin Watermaster is the agency charged with administering adjudicated water rights and managing groundwater resources within the watershed and groundwater basin known as the Main San Gabriel Basin in Los Angeles County, California. In order to fund its operation, the Main San Gabriel Basin Watermaster is authorized to levy and collect assessments from the producers based upon their amounts of production during the preceding fiscal year. These assessments are applied primarily to the purchase of replacement water and to administrative costs.

Domestic water service in the City is provided by three water agencies, including SGVWC, Suburban Water Systems, and LPVCWD. SGVWC is an investor-owned public utility water company subject to the regulatory jurisdiction of the California Public Utilities Commission. SGVWC utilizes locally produced groundwater from 28 wells located in the Main San Gabriel Basin and from two wells located in the Central Basin. The company also has the ability to deliver imported water through a connection with the Metropolitan Water District of Southern California, as well as emergency interconnections with several surrounding water agencies, to ensure the reliability of its water supply (SGVWC 2026).

Suburban Water Systems, a part of SouthWest Water Company, is a retail water supplier providing high-quality water and reliable service in an approximately 42-square-mile service area that covers all or portions of Glendora, Covina, West Covina, La Puente, Hacienda Heights, City of Industry, Whittier, La Mirada, La Habra, and La Puente and unincorporated portions of Los Angeles and Orange Counties (Suburban Water Systems 2026). Suburban Water is regulated by the California Public Utilities Commission. Suburban Water serves a population of approximately 300,000 through a water distribution system that includes 18 wells, 32 reservoirs, and more than 800 miles of pipeline. The network of facilities pumps and distributes approximately 56,000 acre-feet of water annually (an acre-foot of water is about 326,000 gallons, which meets the annual average indoor/outdoor water needs of 1–2 households). Groundwater comes from Suburban-owned wells in the Main San Gabriel Basin and Central Basin. The well water is disinfected and treated prior to entering the distribution system. This water is supplemented with water purchased mainly from member agencies of the Metropolitan Water District of Southern California, Covina Irrigating Company, and California Domestic Water Company.

LPVCWD has three active wells that produce water from the Main San Gabriel Basin to meet the needs of its customers. The LPVCWD water system serves a population of approximately 9,500. The annual water demand of the system is approximately 1,600 acre-feet or 521 million gallons. The annual per capita consumption is approximately 55,000 gallons, which equates to approximately 150 gallons a day (0.104 gallons per minute) per capita (LPVCWD 2026). LPVCWD relies on groundwater supplies and, where pumping exceeds groundwater allotments, the district may be required to secure “replacement water” through leasing rights or purchasing imported supplies to maintain basin water levels (LPVCWD 2023). In addition, LPVCWD has established drought-rate mechanisms intended to support required conservation responses during drought conditions and maintain sufficient revenues to continue providing safe and reliable water service during water shortages, consistent with state drought response frameworks.

Implementation of the proposed Project would facilitate growth within the Planning Area, including an increase in population of approximately 12,001 residents at full buildout. Using an average per capita water use factor of approximately 150 gallons per capita per day, future growth facilitated by the proposed Project would result in an estimated increase in potable water demand of approximately 1.81 mgd. This is a program-level estimate and does not account for reductions that would occur through compliance with the California Green Building Standards Code (CALGreen), as well as other applicable water conservation requirements, including those established by LPVCWD.

According to the California Department of Water Resources (DWR), state law requires an urban water supplier providing water for municipal purposes to more than 3,000 urban connections/customers or providing more than 3,000 acre-feet annually to adopt an urban water management plan (UWMP) every 5 years demonstrating water supply reliability in normal, single dry, and multiple dry water years. SGVWC and Suburban Water Systems have approved 2020 UWMPs (DWR 2021). The next cycle of UWMPs is currently in development and must be submitted by July 1, 2026. LPVCPD is not required to prepare an UWMP, given that it provides less than 3,000 acre-feet to its customers.

Based on 2020 UWMPs completed by SGVWC and Suburban Water Systems, adequate water supplies are available to serve the anticipated Project-related increases in population during normal, single dry, and multiple dry year scenarios until 2047 (SGCWD 2021; Suburban Water Systems 2021). In addition, because groundwater withdrawals from the Main San Gabriel Basin are limited based on an adjudication process, compliance with the applicable judgments that set pumping rights would eliminate the potential for the water agencies that will serve anticipated Project-related growth to substantially impact the groundwater aquifers.

Existing regulations would also serve to facilitate installation of water efficient fixtures with new development. For example, CALGreen requires a 20% reduction in indoor water use relative to specified baseline levels. Future development would occur on discrete established parcels and developers would be required to comply with the applicable water supplier's rules and regulations regarding water connection, service, and conservation, as well as LACoFD's requirements related to the size of water lines and systems necessary to provide adequate fire flow service to the development. As a result, it is anticipated that sufficient water supplies would be available to serve the reasonably foreseeable future development as a result of Project implementation during normal, single dry, and multiple dry years. As such, impacts would be **less than significant**, and no mitigation is required.

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

Less than Significant Impact. The City is located in County Sanitation District 15 of the LACSD. Sewer waste generated in the City would be treated at one or more of the following LACSD WRPs: San Jose Creek WRP, Whittier Narrows WRP, and Los Coyotes WRP. The San Jose WRP is located adjacent to the City of Industry, has a capacity of 100 mgd, and currently processes an average flow of 61.2 mgd. The Whittier Narrows WRP is located near the City of South Element, has a capacity of 15 mgd, and currently processes an average flow of 9.9 mgd. The Los Coyotes WRP is located in the City of Cerritos, has a capacity of 37.5 mgd, and currently processes an average flow of 23.1 mgd. Approximately 45 mgd of the reclaimed water is reused at over 180 different reuse sites, including for groundwater recharge and irrigation of parks, schools, and greenbelts. The remainder is discharged to the San Gabriel River.

Implementation of the proposed Project would facilitate future development in the Planning Area, which would result in the generation of raw sewage that would be collected in the existing or new sewer collection facilities and then transported to the San Jose Creek WRP where it would be treated and ultimately discharged. Future development would be required to comply with applicable LACSD rules and regulations regarding wastewater connection and service, including the wastewater lines and systems necessary to provide adequate services to the development, as detailed above in Section 3.19(a). In addition, future developments' wastewater (sewer) plans would be reviewed by the City Engineer and would be required to provide sufficient capacity and comply with City standards.

The wastewater treatment requirements issued by the Los Angeles Regional Water Quality Control Board for the LACSD treatment plant that would receive wastewater from the Planning Area were developed to ensure that adequate levels of treatment would be provided for the wastewater flows emanating from all land uses in its service area. Therefore, implementation of the proposed Project would not adversely affect the ability of the City or LACSD to provide adequate capacity and service to existing and future developments. Impacts 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 within the City is subject to the requirements established in Municipal Code Chapter 4.12, Solid Waste Handling and Recycling Services. Solid waste management facilities operated by the LACSD include the Downey Area Recycling and Transfer Facility, the South Gate Transfer Station, and the Puente Hills Materials Recovery Facility. The proposed Project would facilitate future development within the Planning Area. The City's 2021–2029 Housing Element Update IS/ND concluded capacity is available at the solid waste management facilities serving the City, and these facilities would be available to service future development facilitated by the Housing Element Update (City of La Puente 2022b).

In addition, future development proposals would be required to comply with the Municipal Code, which requires providing adequate areas for collecting and loading recyclable materials in concert with countywide efforts and programs to reduce the volume of solid waste entering landfills. Further, the location of recycling/separation areas is required to comply with all applicable federal, state, public health, or local laws relating to fire, building, access, transportation, circulation, or safety. Compliance with all applicable state and Los Angeles County regulations for the use, collection, and disposal of solid and hazardous wastes is also mandated. It can be assumed that future development would include adequate, accessible, and convenient areas for collecting recyclable materials. Thus, implementation of the proposed Project would result in **less than significant** impacts related to solid waste generation.

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

Less than Significant Impact. State, county, and local agencies with regulatory authority related to solid waste include the California Department of Resources Recycling and Recovery, LACSD, and the City. Regulations specifically applicable to the development proposals include the California Integrated Waste Management Act of 1989 (AB 939); CALGreen Section 4.408, which the Municipal Code has adopted by reference; and SB 341, which requires multifamily residential development and commercial uses to implement recycling programs.

The Integrated Waste Management Act, which requires every city and county in the state to prepare a source reduction and recycling element for its solid waste management plan, identifies how each jurisdiction will meet the state's mandatory waste diversion goal of 50% by and after the year 2000. The diversion goal was increased to 75% by 2020 by SB 341.

Municipal Code Chapter 4.12, Solid Waste Handling and Recycling Services, stipulates standards and regulations for the collection and management of solid waste in the City, in accordance with the Integrated Waste Management Act. CALGreen Section 4.408 requires preparation of a construction waste management plan that outlines ways in which the contractor would recycle and/or salvage for reuse a minimum of 50% of the nonhazardous construction and demolition debris.

Similar to the discussion presented in Section 3.19(d) above, future development projects facilitated by Project implementation would increase demand on existing infrastructure facilities, including solid waste facilities (i.e., landfills). During the construction phase, future development would comply with CALGreen through the recycling and reuse of at least 50% of the non-hazardous construction and demolition debris from the development site.

Future development proposals would not have unusual waste production characteristics and thus would not include any components that would conflict with state laws governing construction or operational solid waste production or diversion. Also, future development proposals would be subject to all applicable federal, state, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act, Los Angeles County, and City of La Puente recycling programs, ensuring compliance with federal, state, and local statutes and implementation requirements related to the management of solid waste. As such, disposal of waste generated from implementation of the proposed Project would be consistent with all state regulations, and **less than significant impacts** would occur.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a) ***Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

Less than Significant Impact. State Responsibility Areas are recognized by the Board of Forestry and Fire Protection as areas where CAL FIRE is the primary emergency response agency responsible for fire suppression and prevention. The City does not contain Fire Hazard Severity Zones within a State Responsibility Area. Instead, the City is in a Local Responsibility Area, meaning the financial responsibility of preventing and suppressing wildfires is primarily the responsibility of a local agency (i.e., the City).

According to CAL FIRE, a VHFHSZ in a Local Responsibility Area is mapped within the southeastern portion of the City, generally north of Main Street, south of East Temple Avenue, and east of North Stimson Avenue, near the interface with open space areas within the City of Industry (CAL FIRE 2025). However, the Planning Area is not located within the mapped VHFHSZ. Further, areas between the mapped VHFHSZ and the Planning Area consist of established urban development.

Implementation of the proposed Project would put a mixed-use overlay zone on sites zoned C-2 to allow for increased residential capacity on commercially designated parcels throughout the City. Future development facilitated by the Project would occur on discrete established parcels and developers would be required to comply with applicable access and circulation requirements under the California Building Code, California Fire Code, and the City's Municipal Code to ensure adequate emergency access.

Construction activities associated with future development could result in temporary obstructions (e.g., construction equipment or materials adjacent to roadways). However, such activities would be subject to standard construction management practices and applicable local requirements to maintain emergency access during construction.

The City's General Plan Community Safety Element includes policies for risk reduction, as well as emergency preparedness and response procedures (City of La Puente 2024). In addition, the City's Emergency Operations Plan establishes a framework for coordinated response to emergencies and includes mutual aid agreements with neighboring jurisdictions, Los Angeles County, and the State of California (City of La

Puente 2017). Future development facilitated by the Project would be required to comply with these plans and applicable regulations.

Because the proposed Project would not facilitate development within a VHFHSZ, implementation would not alter established emergency access routes, and future development would be required to comply with applicable emergency access and building standards, the Project would not substantially impair an adopted emergency response or evacuation plan. Impacts would be **less than significant**.

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

No Impact. As discussed above, the Planning Area is not located near a VHFHSZ. The Planning Area is within an urbanized setting and does not include hillside areas or sites that would require substantial grading or large cut-and-fill activities that could alter natural wind patterns. The Project would not facilitate development of industrial uses or otherwise increase the potential exposure of Project occupants to pollutant concentrations from a wildfire. Thus, proposed Project would not exacerbate wildfire risks, exposing future occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and **no impact** would occur.

- c) ***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. The proposed Project would facilitate future mixed-use and residential development within the City. The Project does not include specific development proposals or the construction of new roadways, fuel breaks, or emergency water sources. Future development facilitated by the Project may require utility connections or minor infrastructure improvements; however, such improvements would occur within an urbanized area and would not exacerbate wildfire risk. As discussed above, parcels proposed for rezoning are not located within or near a VHFHSZ. In addition, future development would be required to comply with applicable provisions of the California Building Code, California Fire Code, and the City's Municipal Code. Therefore, **no impact** would occur.

- d) ***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?***

Less than Significant Impact. As discussed above in Section 3.20(a), the Planning Area is not located within or adjacent to a mapped VHFHSZ. The Planning Area is within an established urban area that does not include steep slopes or hillside areas that would be susceptible to post-fire slope instability. Similarly, the Planning Area is outside of a local hazard zone (i.e., landslide hazard zones), as discussed previously in Section 3.7, Geology and Soils. Future development facilitated by the Project would be required to comply with the California Building Code, local grading requirements, and applicable stormwater regulations, reducing potential risks related to drainage changes or runoff. The Project would not facilitate development in areas prone to post-fire slope instability or landslides, and applicable regulations would address drainage and grading; therefore, impacts would be **less than significant**.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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.)	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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

Less than Significant Impact with Mitigation Incorporated. The Project is a policy-level zoning action that would not authorize specific development or construction activities but would facilitate future development and construction within the Planning Area subject to applicable regulations and mitigation measures, as required.

As discussed in Section 3.4, Biological Resources, no special-status plant or wildlife species are expected to occur within the Planning Area due to the lack of suitable habitat, and no designated critical habitat is present. However, future development facilitated by the Project could result in removal of ornamental, non-native trees and shrubs that may provide nesting habitat for common birds and raptors protected under the MBTA (16 USC 703–712) and California Fish and Game Code Sections 3503, 3503.5, and 3513.

Vegetation removal and construction activities could adversely affect nesting birds or raptors on or adjacent to subject parcels, particularly if construction occurs during the breeding, nesting, and juvenile rearing season (generally February 15 through August 31). Potential effects include direct disturbance, noise-related impacts, or loss of active nests. Applicable provisions of the MBTA and California Fish and Game Code would require future development projects to implement avoidance and minimization measures consistent with these regulations, such as pre-construction nesting surveys and appropriate buffering or timing restrictions. Through implementation of these measures at the project level, potential impacts to nesting birds and raptors would be reduced to a less than significant level.

As described in Section 3.5, Cultural Resources, the Planning Area does not contain any known important examples of major periods of California history or prehistory. However, future development facilitated by the Project could involve demolition, alteration, or expansion of existing buildings, as well as ground-disturbing activities that could result in the inadvertent discovery of previously unknown historical resources, archaeological resources, TCRs, or human remains. Impacts to such resources could be potentially significant if discovered and not properly treated. To address this potential impact, future development applicants would be required to implement **MM-CUL-1** through **MM-CUL-5**, **MM-TCR-1**, and **MM-TCR-2**, which provide for the identification, evaluation, protection, and treatment of cultural and tribal cultural resources consistent with CEQA. In addition, the Project would be subject to compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98, which establish mandatory procedures and protections in the event that human remains or suspected human remains are discovered. With implementation of these mitigation measures and regulatory requirements, the Project would not eliminate important examples of major periods of California history or prehistory, and impacts would be **less than significant with mitigation incorporated**.

- 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 with Mitigation Incorporated. The Project does not propose or approve any specific site development. Instead, it consists of zoning changes on select parcels that would facilitate future development over time, subject to development standards and mitigation measures, as required. Certain environmental effects associated with future development facilitated by the Project (e.g., air quality emissions, GHG emissions, and population-related effects) are cumulative in nature. These impact areas are influenced by growth and development occurring throughout the City and the surrounding region. Accordingly, this IS/MND evaluates the Project using a conservative and realistic buildout scenario that accounts for past, present, and reasonably foreseeable future development. The Project would not substantially increase growth beyond that assumed in the City’s adopted 2021–2029 Housing Element and associated CEQA documentation; the estimated residential capacity facilitated by the Project exceeds Housing Element projections by approximately 18 dwelling units, which does not represent a cumulatively considerable increase. As demonstrated throughout this IS/MND, implementation of the Project would not result in significant Project-level impacts, and where potentially significant impacts could occur, they would be reduced to less than significant levels through the incorporation of mitigation measures. When considered together with past, present, and reasonably foreseeable future projects, the incremental effects of the Project would be limited and would not result in cumulatively considerable impacts. Accordingly, impacts would be **less than significant with mitigation incorporated**.

- 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 Incorporated. Under CEQA, substantial adverse effects on human beings generally occur when a project results in significant physical impacts on the environment. As discussed throughout this IS/MND, future development facilitated by the Project could result in temporary or localized direct and indirect effects related to air quality, cultural resources, geology and soils, hazards and hazardous materials, noise, utilities and service systems, and tribal cultural resources. These potential effects have been conservatively evaluated at the programmatic level and, where potentially significant impacts were identified, mitigation measures have been incorporated to reduce impacts to less than significant levels. With implementation of identified mitigation measures and compliance with applicable regulations, future development under the Project would not result in significant physical environmental impacts that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts would be **less than significant with mitigation incorporated**.

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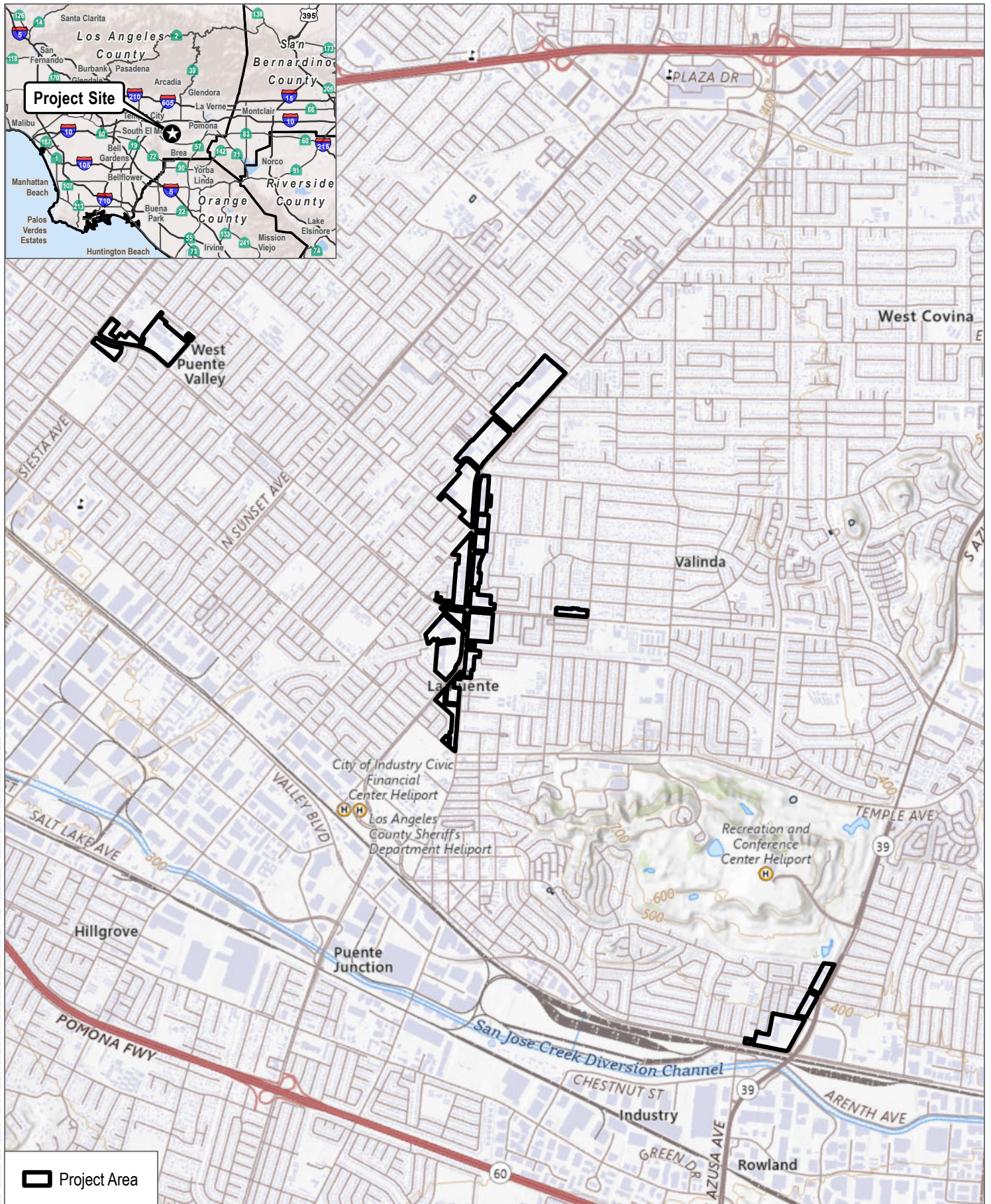
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SOURCE: USGS National Map 2026

DUDEK

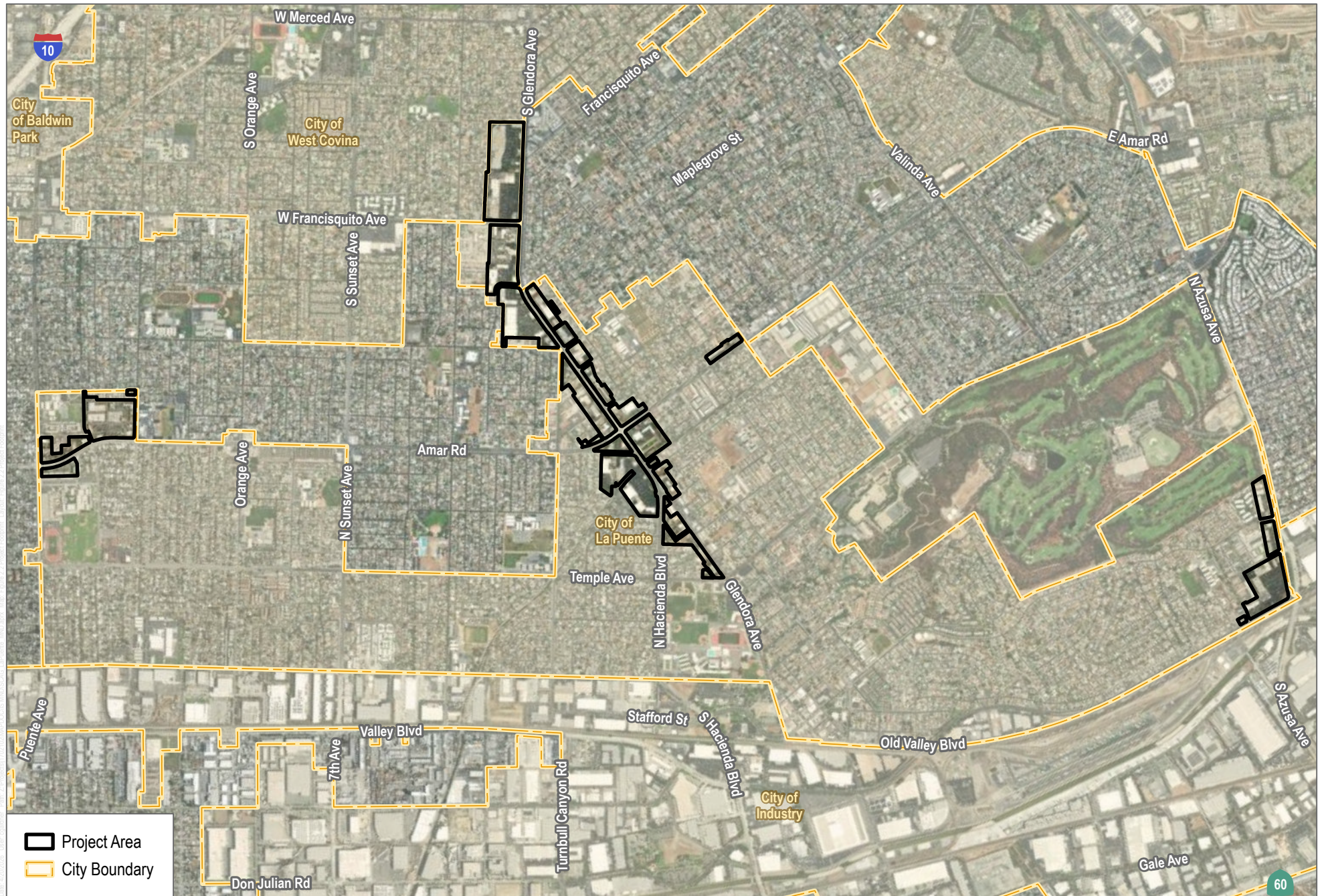


0 1,450 2,900
Feet

FIGURE 2-1
Regional Location and Local Vicinity

La Puente Mixed-Use Places Project

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SOURCE: Esri Basemap; Open Street Map 2023; City of La Puente 2022

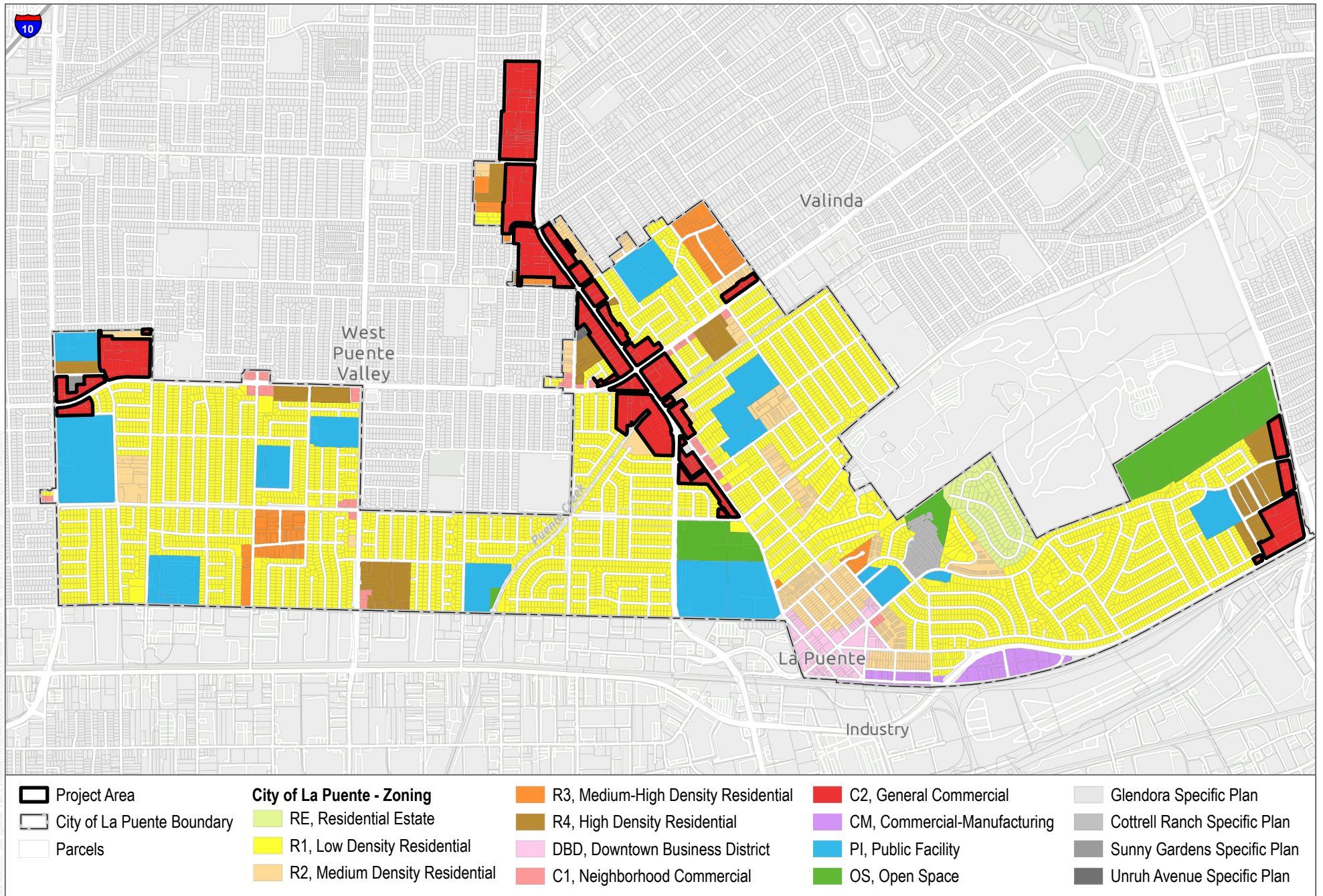
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0 1,160 2,320 Feet

FIGURE 2-2
Project Footprint
 La Puente Mixed-Use Places Project

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SOURCE: Esri Basemap; City of La Puente 2022; LA Co 2026

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0 1,160 2,320 Feet

FIGURE 2-3
Existing Zoning

La Puente Mixed-Use Places Project

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SOURCE: Google 2026; Dudek 2026

DUDEK

Figure 3.13-1

Outdoor Ambient Noise Level Measurement Locations

La Puente Mixed-Use Places Project

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SOURCE: Microsoft 2026; Dudek 2026

DUDEK

Figure 3.13-2

Predicted Stationary Source Operation Noise from Sample Mixed-Use Project (at 5' above grade)

La Puente Mixed-Use Places Project

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