DRAFT ENVIRONMENTAL IMPACT REPORT
FOR A
22-UNIT CONDOMINIUM HOUSING
PROJECT
LA PUENTE, CALIFORNIA

Prepared for:

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December 2018

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EXECUTIVE SUMMARY

E.S.1 INTRODUCTION

This draft focused environmental impact report (EIR), prepared in accordance with the California Environmental Quality Act (CEQA), addresses potential environmental effects associated with the development of a 22-unit condominium housing project (Proposed Project) in the City of La Puente (City), by the Star of La Puente, LLC (Applicant). The Proposed Project is within the footprint of the Downtown Business District (DBD) Specific Plan. The DBD Specific Plan was designed to provide guidance in rejuvenating and intensifying the DBD that includes enhancing the visual appeal of the DBD and providing an expansion of residential opportunities. Additionally, the Proposed Project meets general objectives of the DBD Specific Plan as they relate to land use and architecture, including:

- Enhancing the visual appeal of the DBD
- Providing residential opportunities
- Encouraging private sector investment in the DBD
- Promoting infill development that is compatible with existing land uses and structures
- Encouraging cooperation between the public and private sectors in the revitalization of the DBD
- Encouraging a variety of multi-family housing opportunities within the DBD while eliminating substandard and deteriorating structures by replacing unsightly, obsolete and unsafe structures with new buildings

E.S.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The primary purpose of the CEQA process is to inform the public and decision-makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision-making by the Lead Agency. CEQA requires all State and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid the significant environmental impacts resulting from proposed projects, when feasible, and to identify a range of feasible alternatives to the proposed project that could reduce those environmental effects.

Under CEQA, a focused EIR analyzes the impacts of an individual activity or specific project and focuses primarily on changes in the environment that would result from that activity or project. The EIR must include the contents required by CEQA and the CEQA Guidelines and examine all phases of the project, including planning, construction, operation, and any reasonably foreseeable future phases.

E.S.3 PROJECT BACKGROUND

An Initial Study/Mitigated Negative Declaration (IS/MND) was drafted in 2006 for a proposed project on the site. That project would have consisted of a three-story, mixed-use development that included 5,650 square feet of ground-floor commercial space and 48 condominium units on the second and third floors. However, due to engineering design constraints and financial concerns related to the economic climate at that time, the proposed development did not move forward. The Project site has remained in

its current state since that time, accumulating violations of the City's Municipal Code since 2010. The Project site was sold to the Applicant in 2016. The feasibility of reuse of the existing structure is examined in this EIR as a project alternative (Section 4.0, Alternatives Analysis), as well as the demolition of the existing structure and its replacement, described below (Proposed Project).

E.S.4 PROJECT DESCRIPTION

Project Components

The Proposed Project consists of the demolition of the existing structures on the site, including the Star Theater, all signage, and the associated surface parking lot. The Applicant proposes to replace these with a 22-unit, three-story, 37,720-square-foot attached condominium project with 44 private garage parking spaces and 11 guest parking spaces. Each unit would have three bedrooms, a washer/dryer hookup, a two-car garage, and a private patio. The units would range in size from 1,698 square-feet to 1,724 square feet of living space. Areas surrounding the condominium units will include landscaping, hardscape, and open space areas. The Project site would be gated with one main vehicle access point located along Glendora Avenue.

Construction

Construction is proposed to occur in one phase and would take approximately 20 months. Construction is anticipated to begin in Summer 2019, pending all Project approvals from the City. Construction activities would be scheduled per contractor requirements and in compliance with the City's Municipal Code and all conditions of approval required by any entitlements. Equipment to be used on site during demolition, excavation, and construction would include, but is not limited to, bulldozers, excavators, backhoe loaders, transport trucks, cranes, and other large hydraulic equipment.

E.S.5 TABLE OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The Table ES-1 on the following pages summarizes potential significant adverse impacts of the Proposed Project. Each resource area is summarized in Chapter 3.0. Impacts found to be significant are listed with proposed mitigation measures. The resulting impact after each mitigation is indicated, and cumulative impacts, if any, will be identified as required under CEQA.

Table ES-1: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Cultural Resources				
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively	The demolition of the Star Theater, which is identified to be a historical resource, would result in impacts to that historical resource.	Potentially Significant	**CUL-1:** **Preparation of a Historic American Building Survey (HABS) Level III (or similar) document by a SOI-qualified architectural historian**. The report shall contain historical information, historical photographs, and large-scale digital photographs of the exterior of the Property. The HABS-like document shall be completed prior to any alterations to the Property. A copy of the HABS-like document shall be submitted to the City of La Puente Public Library, or other suitable location, open to the public, for inclusion in its local history collection.	Significant and unavoidable
			CUL-2: **Interpretive Display.** The information included in the HABS-like document shall be used to prepare an interpretive display about the Star Theater that will be accessible to the public. The interpretive display shall be installed within one year of the completion of the Proposed Project. The interpretive display design and information presented shall be prepared in concert with recommendations of a Secretary of Interior's (SOI) qualified architectural historian. The City Council will review and approve the display prior to installation and specify where it will be located.	Significant and unavoidable

Table ES-1: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Section 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5, respectively?	Demolition of the Star Theater would result in impacts to archaeological resources during ground-disturbing activities	Potentially Significant	**CUL-3:** **Archaeological Monitoring.** For adequate coverage and the protection of potentially significant buried resources, a qualified archaeologist shall be retained by the applicant to monitor all ground-disturbing construction activities into native soils. The project archaeologist shall have the authority to halt any activities adversely impacting potentially significant resources. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed, and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission. Any significant archaeological resources found shall be preserved as determined necessary by the project archaeologist and offered to a qualified repository for curation. Any resulting reports will be submitted to the South Central Coastal Information Center at California State University, Fullerton.	Less than significant with mitigation incorporated
Would the project disturb any Native American tribal cultural remains or human remains, including those interred outside of dedicated cemeteries?	Demolition of the Star Theater would result in impacts to Native American tribal remains or human remains during ground-disturbing activities	Potentially Significant	**CUL-4:** **Native American Monitor.** A Native American monitor shall be retained to monitor all ground-disturbing construction activities into native soils. During excavation, the Native American monitor shall have the authority to halt any activities adversely impacting tribal resources. If human remains are uncovered, the Los Angeles Coroner, Native American Heritage Commission, local Native American representatives, and archaeological monitor shall determine the nature of further studies, as warranted in accordance with Public Resources Code 5097.98 and the City's standard conditions of approval.	Less than significant with mitigation incorporated

Table ES-1: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Noise				
Would the project generate 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?	The proposed construction and demolition activities will result in increased ambient noise in excess of local standards to properties located within the vicinity of the project site.	Potentially Significant	**NOI-1** Prior to the issuance of building permits, the Project Applicant shall construct the 6-foot high concrete block wall that is detailed on the site plan along the southern property line of the project site.	Less than significant with mitigation incorporated.
			NOI-2 The Project Applicant shall provide a "windows closed" condition for each proposed residential condominium unit. A "window closed" condition requires a means of mechanical ventilation per Chapter 12, Section 1204 and 1205 of the Uniform Building Code. This shall be achieved with a standard forced air conditioning and heating system with a filtered outside air intake vent for each residential unit.	Less than significant

Table ES-1: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Would the project generate excessive ground-borne vibration or ground-borne noise levels?	The proposed construction and demolition activities will result in excessive vibration and ground-born noise levels to properties located within the vicinity of the project site.		**NOI-3** The Project Applicant shall require that all construction contractors restrict the operation of any construction equipment that is powered by a greater than 150-horse-power engine from operating within 15 feet of any offsite structure.	Less than significant with mitigation incorporated.

ES.6 PROJECT ALTERNATIVES

The following alternatives for the focused Draft EIR were identified and evaluated:

- No Project Alternative – no changes in existing conditions.
- Reduced Density Alternative – this assumes that the development of the Proposed Project will not involve the demolition or rehabilitation of the Star Theater, but would instead consist of a nine-unit condominium complex developed around the existing theatre.

The following alternatives were considered but ultimately rejected for study in the focused Draft EIR:

- Southern Land Acquisition Alternative – this would have consisted of the acquisition of four parcels directly south of the Proposed Project site and would have preserved the existing theatre , and parking lot.
- Western Land Acquisition Alternative – this would have consisted of the acquisition and development of the property immediately to the west of the Proposed Project site, across Glendora Avenue in the City of Industry.
- Adaptive Reuse with Housing Alternative – this would have consisted of the sale or lease of a portion of the Propose Project site to a community group such as a local non-profit organization, and the construction of a six-unit condominium development and associated infrastructure.
- Theater Rehabilitation – this would have consisted of the rehabilitation of the Star Theater and would result in restoring the theater such that it would be operational again.

Chapter 4.0 discusses these alternatives and includes an analysis of potential environmental impacts associated with each.

CHAPTER 1.0 – INTRODUCTION

The Proposed Project is the development of a 22-unit residential condominium complex within the 0.96-acre Project site, encompassing two parcels (Assessor's Parcel Number [APN] No. 8246-010-001 and APN No. 8246-010-017) at 135-145 North 1st Street in the City of La Puente ("City"). The Proposed Project consists of the demolition of the existing structures on the Project site, including the Star Theater, associated signage, and a surface parking lot, and construction of a 22-unit, three-story, approximately 37,720-square-foot attached condominium complex with 44 private parking garage spaces and 11 guest parking spaces. Each unit will have three bedrooms, a washer/dryer hookup, a two-car garage, and a private patio. The units range in size from 1,698 square-feet to 1,724 square feet of living space. Areas surrounding the condominium units will include landscaping, hardscape, and open space areas. The Project site will be gated with one main vehicle access point located along Glendora Avenue.

This section of the focused Draft Environmental Impact Report will discuss the purpose of the focused Draft EIR, scope, content, and environmental review process. The Proposed Project is described in further detail in Chapter 2.0, Project Description.

1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The Proposed Project requires discretionary approval of the City Council and is subject to environmental review requirements in accordance with the California Environmental Quality Act (CEQA). All "projects" within the State of California are required to undergo environmental review to determine any potential environmental impacts associated with project implementation (Section 15021).

CEQA was enacted in 1970 by the California Legislature to disclose to decision-makers and the public the significant environmental effects of a proposed project and to identify possible ways to avoid or minimize significant environmental effects of a project by requiring implementation of mitigation measures or recommending feasible alternatives. CEQA applies to all California agencies at all levels, including local, regional, and State governments, as well as boards, commissions, and special districts. The City of La Puente, the Lead Agency for the Proposed Project, is required to conduct an environmental review to analyze any potential environmental effects associated with project implementation.

A Draft Focused EIR has been prepared to evaluate impacts of the Proposed Project. Section 15179.5 of the CEQA Guidelines states that," … *a focused environmental impact report will be limited to a discussion of potentially significant effects on the environment specific to the project.".* The Proposed Project meets the following conditions in preparing a focused environmental impact report (Section 21158.5 of the CEQA Guidelines):

(a) Where a project consists of multiple-family residential development of not more than 100 units or a residential and commercial or retail mixed-use development of not more than 100,000 square feet which complies with all of the following, a focused environmental impact report shall be prepared, notwithstanding that the project was not identified in a master environmental impact report:

    (1) Is consistent with a general plan, specific plan, community plan, or zoning ordinance for which an environmental impact report was prepared within five years of the certification of the focused environmental impact report.

(2) The lead agency cannot make the finding described in subdivision (c) of Section 21157.1; a negative declaration or mitigated negative declaration cannot be prepared pursuant to Section 21080, 21157.5, or 21158; and Section 21166 does not apply.

(3) Meets one or more of the following conditions:

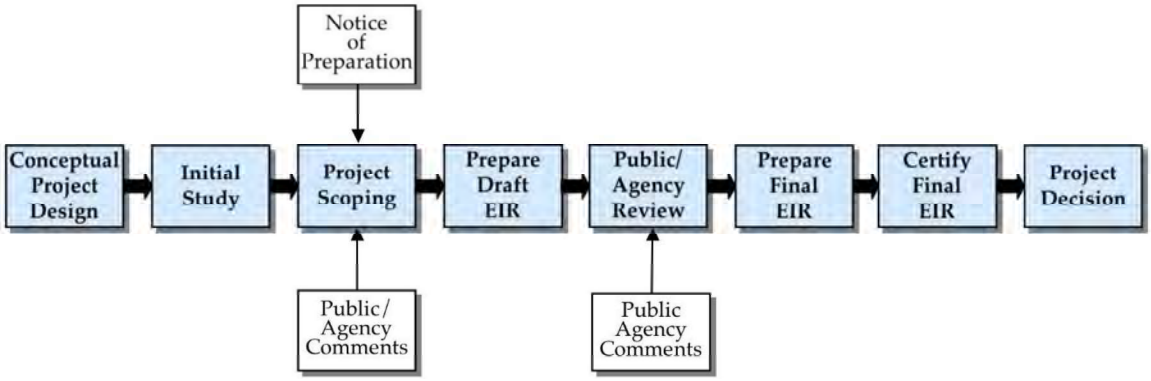
(A) The parcel on which the project is to be developed is surrounded by immediately contiguous urban development.

(B) The parcel on which the project is to be developed has been previously developed with urban uses.

(C) The parcel on which the project is to be developed is within one-half mile of an existing rail transit station.

The Draft Focused EIR is then circulated to the public and affected agencies for review and comment. One of the primary objectives of CEQA is to enhance public participation in the planning process; public involvement is an essential feature of this process. Community members are encouraged to participate in the environmental review process, request to be notified, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the lead agency. The environmental review process provides ample opportunity for the public to participate through scoping, public notice, and public review of CEQA documents. A diagram illustrating the CEQA process is shown in Figure 1-1 below. Additionally, a Lead Agency is required to respond to public comments in Final EIRs and consider comments from the scoping process in the preparation of the Draft EIR.

Figure 1-1
The Environmental Review Process



1.2 SCOPE OF THE EIR

This section provides a summary of the issues addressed in the Draft Focused EIR. This Draft Focused EIR was prepared following input from the public, responsible agencies, and affected agencies through the EIR scoping process, which included the following:

- In accordance with the State CEQA Guidelines, a Notice of Preparation (NOP) and Initial Study (IS) were prepared and distributed to responsible agencies, affected agencies, and other interested parties.

- The NOP was posted with the Los Angeles County Clerk and was made available for a 30-day public comment period. The NOP was submitted to the State Clearinghouse to officially solicit participation in determining the scope of the Draft EIR.

- Information requested, and input provided during the 30-day public review period, regarding the contents of the NOP/IS and the scope of the EIR, were incorporated in this Draft Focused EIR.

The content of the Draft Focused EIR was established based on the findings of the IS and public and agency input. Under the CEQA Guidelines, the analysis in the Draft Focused EIR is centered on issues determined in the IS to be potentially significant, whereas issues found in the IS to have less than significant impacts or no impact do not require further evaluation. Further discussion of these resource areas is addressed in the IS. Therefore, based on the analysis contained in the IS, the following issue areas were determined to have less than significant impacts or no impacts with respect to implementation of the Proposed Project and would not require further evaluation in this document:

- Aesthetics
- Agricultural Resources
- Biological Resources
- Geology and Soils
- Greenhouse Gas
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Wildfire
- Utilities and Service Systems

This Draft Focused EIR analyzes the following environmental issues:

- Air Quality
- Cultural Resources
- Energy
- Noise

Mitigation measures to reduce impacts to a less than significant level are proposed whenever feasible. In addition to the environmental issues identified above, this Draft Focused EIR also includes all of the sections required by the CEQA Guidelines (Section 21158). Table 1-1 contains a list of sections required under CEQA Guidelines, along with reference to the chapter where these items can be found.

Table 1-1: Required EIR Contents

Chapter Title (CEQA Guidelines)	Location
Table of Contents (Section 15122)	Table of Contents
Summary (Section 15123)	Executive Summary
Introduction (Section 15122)	Chapter 1
Project Description (Section 15124) and Environmental Setting	Chapter 2
Significant Environmental Impacts (Section 15126.2)	Chapter 3A-3C
Unavoidable Significant Environmental Impacts (Section 15126.2)	Chapter 5
Mitigation Measures (Section 15126.4)	Chapter 3A-3C
Cumulative Impacts (Section 15130)	Chapter 3A-3C
Alternatives to the Proposed Project (Section 15126.6)	Chapter 4
Growth-inducing Impacts (Section 15126.2)	Chapter 5
Effects Found Not to Be Significant (Section 15128)	Chapter 5
Organizations and Persons Consulted (Section 15129)	Chapter 6 and 7
List of Preparers	Chapter 7
Acronyms/Abbreviations	Chapter 8

1.3 DRAFT EIR ORGANIZATION

The Draft EIR is organized into the following chapters so the reader can easily obtain information about the Proposed Project and related environmental issues:

- Executive Summary – Presents a summary of the Proposed Project and alternatives, potential impacts and mitigation measures, and impact conclusions regarding growth inducement and cumulative impacts.

- Chapter 1: Introduction – Describes the purpose and use of the Draft EIR, provides a brief overview of the Proposed Project, and outlines the organization of the Draft EIR.

- Chapter 2: Project Description and Environmental Setting – Describes the project location, project details, baseline environmental setting and existing physical conditions, and the City's overall objectives for the Proposed Project.

- Chapter 3: Environmental Analysis – Describes the existing conditions, or setting, before project implementation; methods and assumptions used in impact analysis; thresholds of significance; impacts that would result from the Proposed Project; and applicable mitigation measures that would eliminate or reduce significant impacts for each environmental issue.

- Chapter 4: Alternatives Analysis – Evaluates the environmental effects of project alternatives, including the No-Project Alternative and Environmentally Superior Project Alternative.

- Chapter 5: Other CEQA Considerations – Includes a discussion of issues required by CEQA that are not covered in other chapters. This includes unavoidable adverse impacts, impacts found not to be significant, irreversible environmental changes, and growth-inducing impacts.

- Chapter 6: References – Identifies the documents and individuals consulted in preparing the Draft EIR.

- Chapter 7: Report Preparation – Lists the individuals involved in preparing the Draft EIR and organizations and persons consulted.

- Chapter 8: Acronyms/Abbreviations – Presents a list of the acronyms and abbreviations.

Appendices – Present data supporting the analysis or contents of this focused Draft EIR. The Appendices include the following:

- APPENDIX A Notice of Preparation, Initial Study
- APPENDIX B Historical Resources Assessment
- APPENDIX C Air Quality / Greenhouse Gas Modeling
- APPENDIX D Noise Analysis
- APPENDIX E Agency Letters

1.4 AVAILABILITY OF THE DRAFT FOCUSED EIR

The Draft Focused EIR for the Proposed Project is being distributed directly to numerous agencies, organizations, and interested groups and persons for comment during the formal review period. The Draft Focused EIR is also available for review at the following locations in the City:

- City Hall – 15900 East Main Street, La Puente, CA 91744
- Community Center – 501 N. Glendora Avenue, La Puente, CA 91744
- Senior Center – 16001 E. Main Street, La Puente, CA 91744
- La Puente Library – 15920 E. Central Avenue, La Puente, CA 91744

In addition, the document is available online at www.lapuente.org.

1.5 AGENCY COMMENTS

If this document includes information necessary for an agency to meet any statutory responsibilities that are related to the Proposed Project, the City needs to know the views of that agency regarding the scope and content of the environmental information included in this Draft Focused EIR. Responsible and trustee agencies for the purposes of CEQA and other entities that may use this Draft Focused EIR in their decision-making process or for informational purposes include, but may not be limited to, the following:

- California Department of Fish and Wildlife
- La Puente Valley County Water District
- Los Angeles County Department of Public Works
- Los Angeles County Fire Department
- Los Angeles County Sheriff's Department
- Sanitation Districts of Los Angeles County
- South Coast Air Quality Management District

The Project description, location, and the environmental issues addressed in this Draft Focused EIR are contained in the attached materials. Due to the time limits mandated by State law [CEQA Guidelines Section 15205(d)], comments must be sent to the City at the earliest possible date, but not later than January 25, 2019 which is 45 days after publication of this notice.

Comments may be mailed to: The City of La Puente, 15900 East Main Street, La Puente, CA 91744, Attention: Development Service Department or by email to jdimario@lapuente.org and should include "22-Unit Condominium Project" in the subject line. Agency responses to the Draft Focused EIR should include the name of a contact person within the commenting agency.

CHAPTER 2.0 – PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

2.1 PROJECT APPLICANT

Star of La Puente, LLC,
15473 Los Robles Avenue
Hacienda Heights, CA 91745

2.2 PROJECT LOCATION

The Project site is located at 135 – 145 North 1st Street in the City of La Puente in Los Angeles County (Figure 2-1, Project Location). Currently, the Project site consists of the former Star Theater building which spans the northern portion of the site between Glendora Avenue and 1st Street. The site includes the vacant, abandoned theater with the free-standing signage located along 1st Street. A parking lot is immediately adjacent to the theater building along the southern portion of the Project site. Both the Star Theater building and the parking lot comprise the Project site, which encompasses 0.96 acre-, and is enclosed with a chain link fence along Glendora Avenue, North 1st Street, and Workman Street.

2.3 REGIONAL SETTING

The Project site is located within the City, and the City encompasses approximately 3.5 square miles of land in the San Gabriel Valley (Figure 2-2, Project Area). The City is south of West Covina, north of the City of Industry, east of El Monte, and approximately 20 miles east of downtown Los Angeles. Highways that border the City include Interstate 10 to the north, State Route 60 to the south, State Route 57 to the east, and Interstate 605 to the west. Major arterial streets in the City are Amar Road, Valley Boulevard, Sunset Avenue, Hacienda Boulevard, and Azusa Avenue.

Figure 2-1: Project Location

Figure 2-2: Project Area

2.4 LAND USE

2.4.1 Existing Site Uses

The land use designation of the Project site is identified as Sub-Area 3-MU-Mixed Use in the City's General Plan. The site is zoned as DBD-Downtown Business District Specific Plan (City of La Puente 2004). The City prepared the DBD Specific Plan in order to increase the appeal of the DBD area due to a desire to attract retailers, consumers, and residents. The City intended this to occur through revitalization of the retail base, the creation of job centers, establishment of diverse community services, enhancement of the visual appeal of the area, and the provision of housing opportunities. The Specific Plan footprint includes 23.7 acres and is divided into 14 subareas to facilitate and guide future development in the DBD. The Project site is within the Sub-Area 3 of the DBD Specific Plan, which specifically outlines plans for 25 multi-family residential units (townhomes) in the northern half of the subarea.

The Project site currently houses the vacant and boarded-up Star Theater, formerly known as the Puente Theater, which opened in 1948. The theater is approximately 30 feet in height with an approximately 55-foot-tall sign. An asphalt parking lot is adjacent. The Project site is approximately 0.96 acre in size and encompasses two parcels (APN No. 8246-010-001 and APN No. 8246-010-017) at 135-145 North 1st Street.

2.4.2 Surrounding Land Uses

Surrounding land uses and zoning of nearby properties include R2-Medium Density Residential to the northeast and east. Located just west of the Proposed Project site is a park-and-ride lot in the City of Industry, and immediately adjacent to the Proposed Project site are other mixed-use subareas. These land uses specifically include restaurants, the La Puente Valley Women's Club, and a small retail center. Other nearby land uses include La Puente High School and La Puente City Park north of the Project site. The topography of the area is generally flat, although hills are visible to the south of the Project site, and the San Gabriel Mountains are visible in the distance looking north from 1st Street.

Public services available near the Proposed Project site are the Los Angeles County Fire Station No. 26 at 15336 Elliott Avenue, located approximately 1.1 miles away; Industry Sheriff's Station, located at 150 North Hudson Avenue in the City of Industry and approximately 0.5 mile from the Proposed Project; and La Puente High School approximately 0.3 mile from the Proposed Project.

Utility services that serve the existing area are as follows:

- Water: La Puente Valley County Water District
- Sewer: City of La Puente Public Works Engineering Division
- Electricity: Southern California Edison
- Gas: Southern California Gas Company
- Telephone/Internet: AT&T and Frontier

Figure 2-3: Site Photos

Figure 2-3, page 2

Figure 2-3, page 3

Figure 2-3, page 4

2.4.3 Adopted Plans

General Plan

The City's General Plan was adopted in 2004. The General Plan outlines the goals, policies, and development regulations within the City. The five elements discussed in the General Plan are:

- Community Development Element
- Circulation and Infrastructure Element
- Housing Element
- Community Resources Element
- Community Safety Element

Sections of the General Plan that have been comprehensively updated since 2004 include the General Plan Map (2007) and Housing Element (2016). In addition, the City's Zoning Map and Zoning Code were updated in 2015. The Proposed Project land use category is Mixed-Use (MU) according to the General Plan Community Development Element. Uses of the parcels under this category allow for mixtures of commercial, office, and residential including apartments, condominiums, and single-occupancy units (City of La Puente 2004).

Downtown Business District Specific Plan

The DBD area is bordered by Glendora Avenue to the west, 5th Street to the east, Old Valley Boulevard and Southern Pacific Railroad right-of-way to the south, and Rowland Street to the north.

The Project site is located within Subarea 3 of the DBD Specific Plan, which has been prepared in accordance with City's General Plan. The DBD Specific Plan was adopted in 1994 and amended in 2002 and 2007 (City of La Puente 1994). The purpose and intent of the DBD Specific Plan is to establish "guidelines for the intensification and redevelopment of the DBD." The DBD Specific Plan was prepared as a guide to the City and future developments to rejuvenate the area through the following objectives:

- Providing residential opportunities
- Creating a foundation for a revitalized retail base
- Encouraging the creation of a job center
- Establishing diverse civic and community services
- Enhancing the visual appeal of the DBD

The City prepared the DBD Specific Plan in order to establish guidelines for the intensification and redevelopment of the DBD area. The specific plan covers 23.7 acres and is divided into 14 subareas in order to facilitate and guide future development in the DBD. The Project site is within Subarea 3 of the DBD Specific Plan, which specifically outlines plans for 25 multi-family residential units (condominiums) in the northern half of Subarea 3. Land uses permitted within the DBD are consistent with the goals, objectives, policies, and general land uses identified in the General Plan (City of La Puente 2004).

2.5 PROJECT HISTORY

The Project site currently exists as the vacant and boarded-up Star Theater, formerly known as the Puente Theater, which opened in 1948, and adjacent parking lot. Attendance at the theater began to decline in the

late 1960s, and by the 1970s through the early 1990s, the theater began showing adult-rated movies. The theater became a source of illicit activity, and the Los Angeles County Sheriff's Department had many calls for service regarding operation of the movie theater. According to an article by the *San Gabriel Valley Tribune* on August 2017, the theater was sold and repurchased through a cycle of owners that had plans to revitalize the theater (Baer 2017). Ultimately, the theater was closed. In 2004, the Star Theater began showing mainstream movies again but was unable to sustain a consistent client base and was eventually shut down; it has remained closed ever since.

A previous Initial Study/Mitigated Negative Declaration (IS/MND) was prepared in 2006 for the construction of a mixed-use development on the Project site that was ultimately approved by the City Council. The proposed project consisted of a three-story, mixed use development that included 5,650 square feet of ground-floor commercial space and 48 condominium units on the second and third floors. However, due to engineering design constraints and financial feasibility concerns, the proposed development did not move forward. The Star Theater has remained vacant and abandoned since that time. Since 2010, the City's Code Enforcement Division has addressed multiple code violations at the site. The most recent incident occurred on October 2018 when a complaint was reported that the property was being entered and exited by the homeless through a hole on the fence; the case has been prepared and filed with the City. The Star Theater property was purchased by a new owner in 2016, who stated that the building has long been deteriorated and extensive work would be needed to bring it up to current building codes. The feasibility to reuse the existing structure is constrained by costs associated with compliance with current building codes for structural integrity and occupancy (refer to Chapter 4.0 – Alternative Analysis). The current owners of the property have proposed the removal of the theater building and construction of a condominium housing development with ground-level parking in compliance with the DBD Specific Plan.

Areas of Known Controversy

Upon purchasing the site, the Applicant proposed the development of a 22-unit condominium project with updated engineering designs to match the topography of the area. In 2017, a private non-profit group and members of the public expressed belief that the theater should be saved. Others have expressed support for the Project as proposed. This Draft Focused EIR was prepared to address both the potential environmental impacts of the proposed condominium development as well as discussion of impacts related to cultural resources, including potentially historic resources.

2.6 PROJECT OBJECTIVES

The intended objectives of the Proposed Project are to:

1. Meet the Regional Housing Needs Assessment (RHNA) as stated in the 2017 Update to the 2013-2021 Housing Element of the General Plan
2. Develop consistency and meet the goals identified in the DBD Specific Plan
3. Provide market-rate housing
4. Implement California's 2017 Housing Package of housing laws signed by the Governor
5. Enhance public health and safety by removing attractive nuisances that result in illicit activities and potential for injuries

In 2017, the housing crisis was addressed by the California Legislature. Governor Jerry Brown signed a 15-bill housing package designed to increase housing supply in California (California Department of Housing and Community Development 2018). The 2017 Legislative Housing Package ("Housing Package") focuses on providing regulatory and financial resources to provide funding for new homes. The purposes of the Housing Package are to:

1. Provide funding for new affordable homes
2. Accelerate development to increase housing supply
3. Hold cities/counties accountable for addressing housing needs in their communities
4. Create opportunities for new affordable homes and preserve existing affordable homes

The Housing Package is also designed to streamline the approval process for certain developments in cities or counties that have not yet met their legally-mandated housing targets. The bills that were part of the 2017 Housing Package include bills to streamline housing development (Senate Bill [SB] 35, Assembly Bill [AB] 73, SB 540), bills regarding accountability and enforcement (AB 678/SB 167, AB 1515, AB 72, AB 1397, SB 166, AB 879), and bills to create and preserve affordable housing (SB 2, SB 3, AB 1505, AB 1521, AB 571).

According to the 2017 Update to the Housing Element, the City, as directed by California Law, is required to designate "…an adequate number of sites with appropriate zoning and development standards to facilitate production of the City's regional share of housing needs for all income groups." RHNA identifies the total number of housing units needed that each jurisdiction must adapt in its housing element. It is estimated that the RHNA requirement for the City is approximately 818 units (208 units for very-low-income, 121 units for low-income, 135 units for moderate-income, and 354 units for upper-income households (City of La Puente 2017). There has been an increase in demand for housing, necessitating the use of underutilized parcels to accommodate that residential demand. As the City is fully developed and has limited vacant land, the entire DBD has the potential to accommodate 228 additional dwelling units.

The Proposed Project seeks to achieve many community goals, including providing housing opportunities, increased property values, private investment, job creation, and housing unit production. A research report prepared in 2017 by Erwin de Leon and Joseph Schilling by the Urban Institute discussed how the conditions within surrounding neighborhoods and residences can affect the public. The report highlights research on the effect of blight (such as abandoned buildings and vacant lots) on the health of individuals and neighborhoods. Urban blight, in terms of abandoned buildings, is considered as properties that are in disrepair and pose a hazard to the health and well-being of the community. Vacant and abandoned properties are indicators of neighborhood distress, with the theory that neighborhoods with persistent blight can create a social and psychological disorder that attracts criminal activity and crime (de Leon & Schilling 2017).

Over the past five years, based on information obtained from the "Regional Allocation of Police Services" inquiry, for calls received on activities occurring in the Proposed Project area, there has been an active presence of transient activity within and nearby the Proposed Project that have required police intervention. Reported activities include persons undressing in public, forced entry into the theater, trespassing, and other suspicious behaviors such as individuals looking into vehicles. The actual calls represent a portion of the activity that is present as not all activities may be reported. According to the Federal Emergency Management Agency's (FEMA) research report on "Improving the Public's Awareness and Reporting of Suspicious Activity", some people are hesitant to report suspicious activities. Reasons include reporting an innocent person, fear of retaliation, not worthwhile using police resources, or assuming that someone else will report the activity (FEMA 2012).

The baseline condition is the presence of the abandoned theater. A reasonable assumption is that the continued presence of the abandoned theater will result in the continued deterioration of the neighborhood. This, in turn, discourages potential buyers from purchasing homes in, adjacent to, or in the immediate neighborhood of the blighted conditions. Absent the implementation of the Proposed Project to alleviate the current state of conditions of the property, such conditions will likely continue into the foreseeable future, adversely affecting public health, safety and general welfare, including the social and economic conditions of the community, and preventing the implementation of the DBD Specific Plan. The Proposed Project would also eliminate an attractive nuisance for transient activities that have required police intervention and City services.

2.7 PROJECT COMPONENTS

The Proposed Project consists of the demolition of the existing structures, including the Star Theater, signage, and a surface parking lot, and construction of a 22-unit, three-story (with a maximum of 36 feet in height), approximately 37,720-square-foot attached condominium project with 44 private parking spaces and 11 guest parking spaces.

The Proposed Project includes two types of unit designs, Type A (with a total living space of 1,698 square feet) and Type B (with a total living space of 1,724 square feet). Five units will be constructed along Glendora Avenue, seven units along Workman Street, five units along 1st Street, and five units in the center of the property (Figure 2-4, Tentative Tract Map). Yard setbacks of 10 feet are provided along Glendora Avenue, 1st Street, and Workman Street, and 5 feet on the inside. Materials used for the construction of the units are cement plaster – sand finish, foam molding, stone veneer – Eldorado stone – Castillo limestone or equal, and roofing tiles (Figure 2-5, Site Plan).

Figure 2-4: Tentative Tract Map

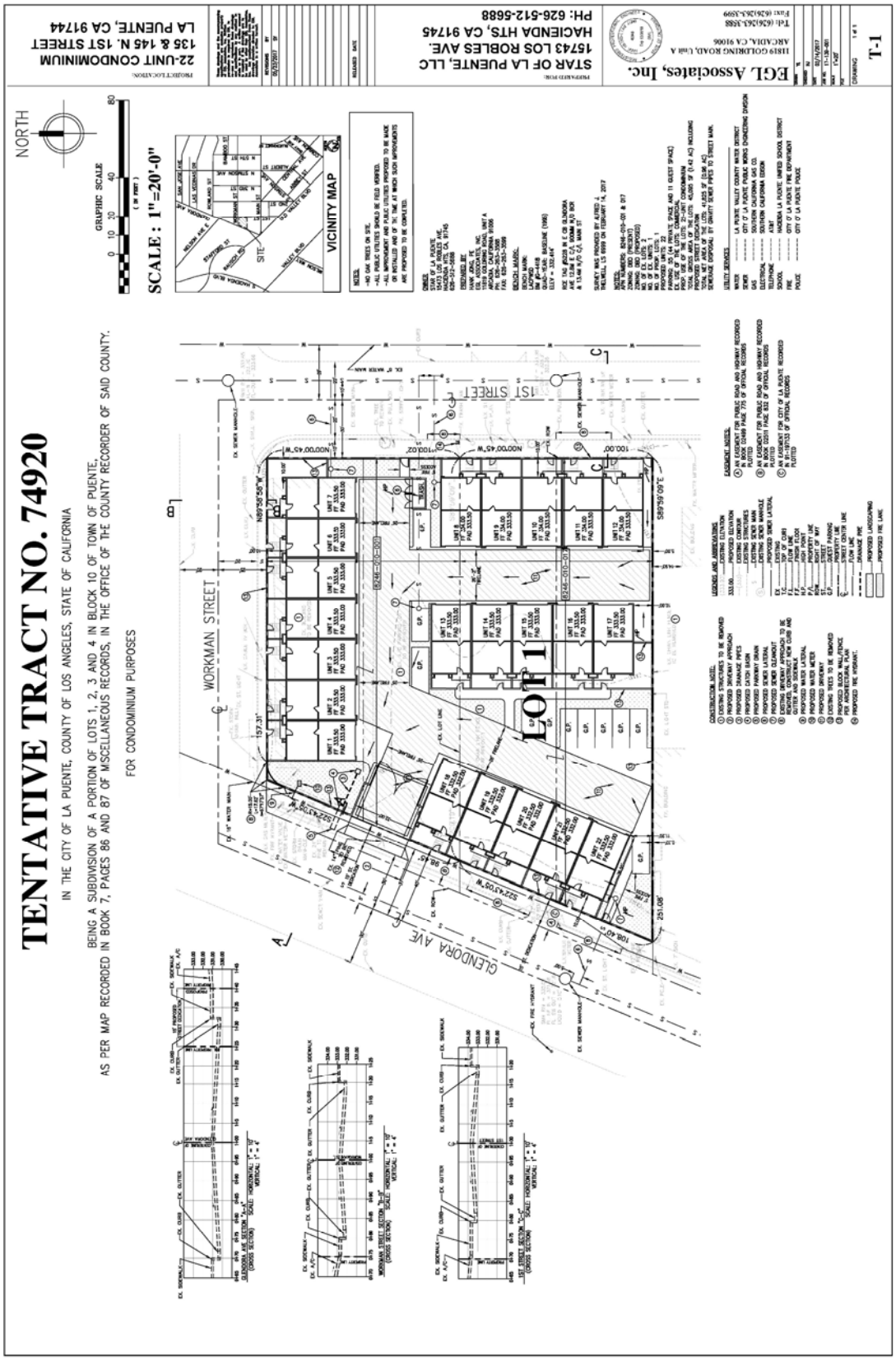


Figure 2-5: Site Plan (four pages)

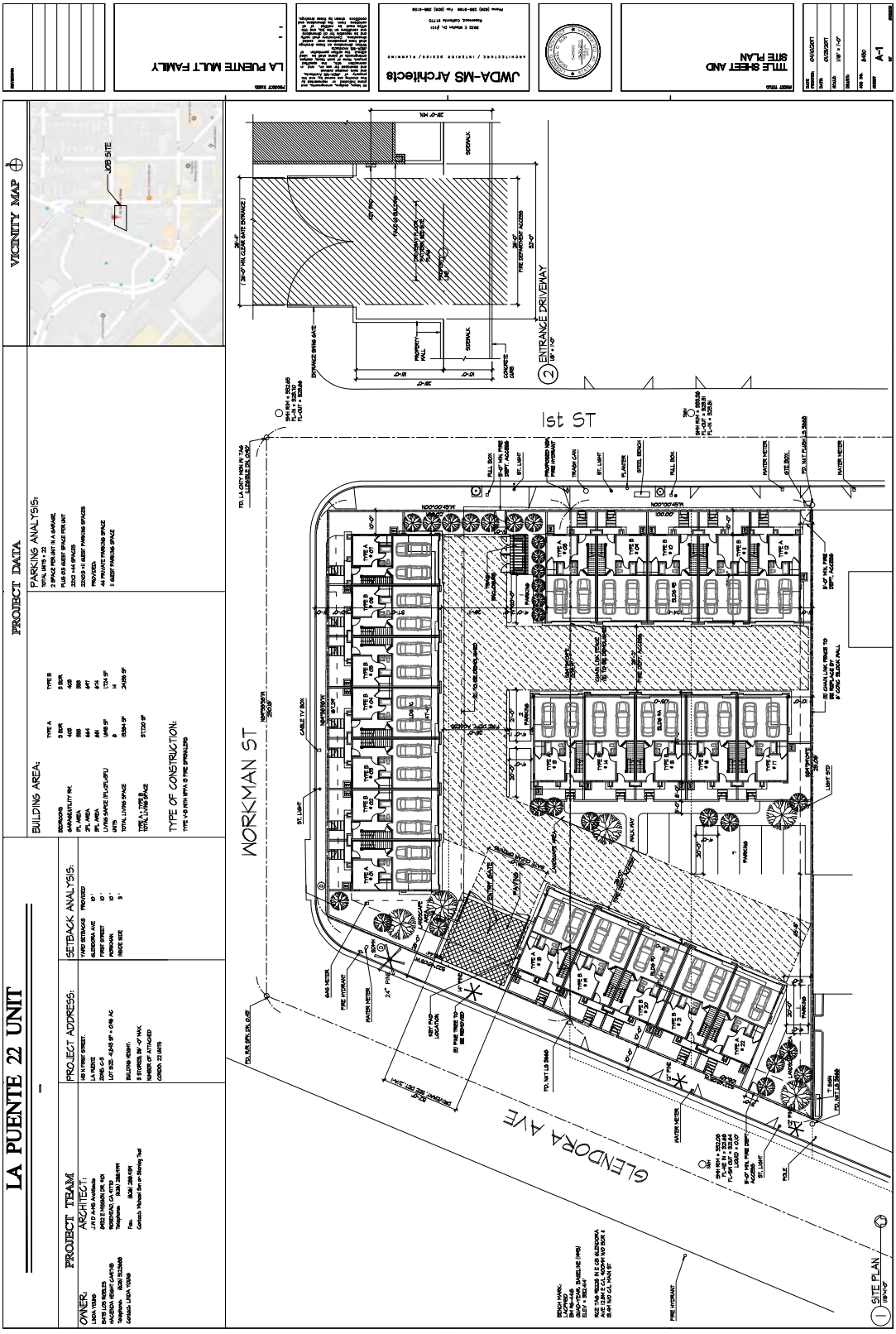


Figure 2-4, page 2

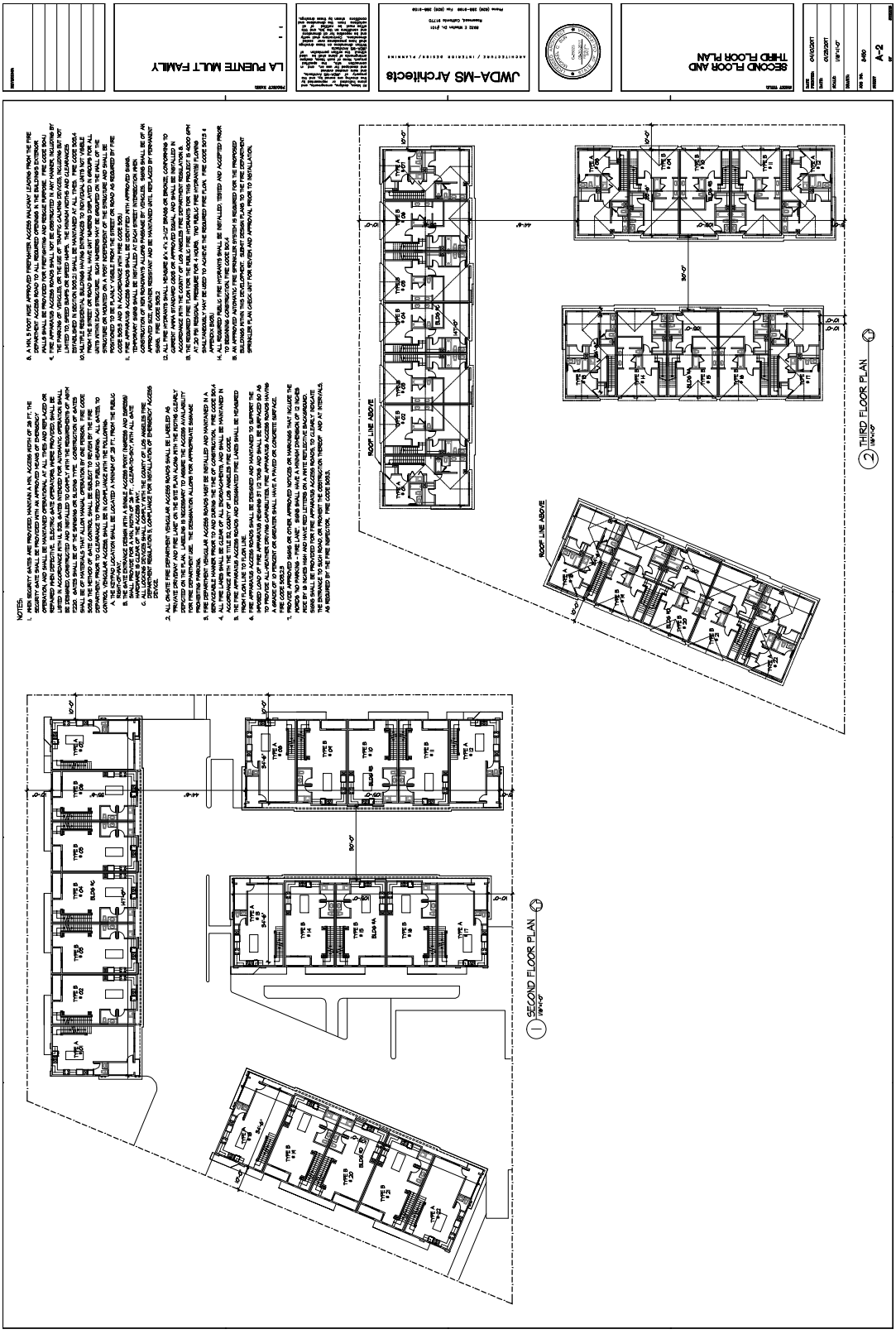


Figure 2-4, page 3

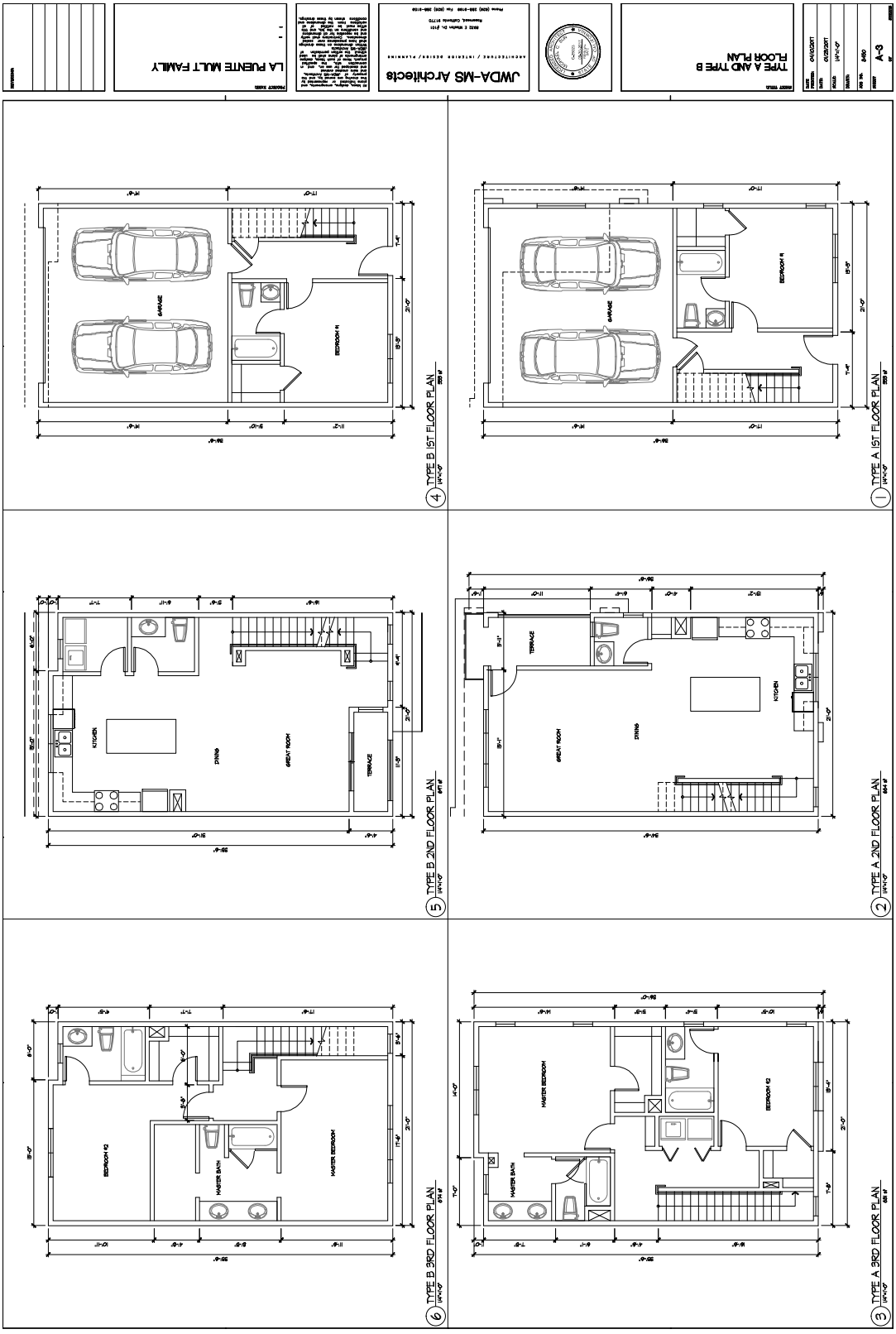
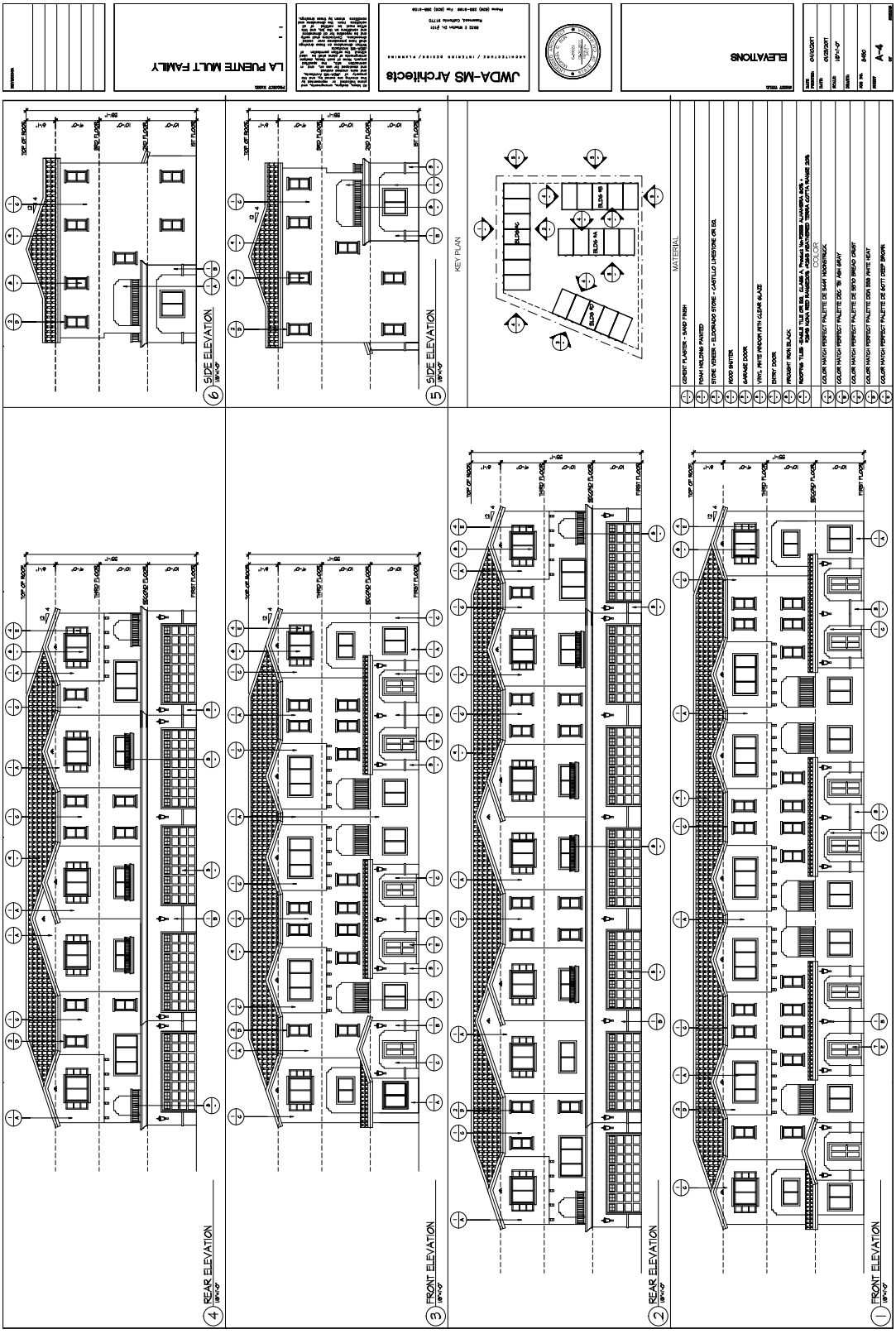


Figure 2-4 page 4



Phasing

Construction will occur in one phase and will be approximately 20 months in duration; construction is anticipated to begin in Summer 2019. Construction activities will be scheduled per contractor requirements and in compliance with the City's Municipal Code and all conditions of approval required by any entitlements. Equipment to be used on site during demolition, excavation, and construction include, but is not limited to, bulldozers, excavators, backhoe loaders, transport trucks, cranes, and other large hydraulic equipment.

Access

Access to the Project site for the use of construction vehicles and equipment will be along Workman Street and Glendora Avenue. The parking lot will be used as a staging area during the demolition of the theater and will house construction trailers and equipment. After demolition, onsite construction equipment will be moved to various locations within the site during the course of construction.

Demolition

The demolition process will take approximately 30 days. The existing chain-link fence dividing the theater and parking lot will be removed prior to demolition. The chain-link fence along the perimeter of the site will be replaced with a construction fence to prevent pedestrians from trespassing on the property during construction. The Star Theater will be demolished, and the site will be excavated and filled. Solid waste management facilities operated by the County Sanitation Districts of Los Angeles County (CSDLAC) include the Commerce Refuse-to-Energy Facility (CREF), the Downey Area Recycling and Transfer Facility (DART), the South Gate Transfer Station, and the Puente Hills Materials Recovery Facility (PHMRF) as well as the Grand Central Recycling and Transfer Station in the City of Industry operated by Valley Vista Services. The Proposed Project will be covered under the City's Construction and Demolition Waste Recycling Program (Chapter 4.13) and will comply with the diversion and permitting requirements under ordinance number 18-957. In discussion with the City on September 2018, Construction and demolition waste will be transferred to the appropriate landfill and/or recycling center by a licensed commercial hauler in compliance with disposal laws and regulations. Because the theater contains areas contaminated by asbestos, demolition activities will be done in compliance with the Air Quality Management District requirements for work and notification requirements for facilities containing asbestos, and as outlined in the Asbestos Abatement Work Plan in the IS (Appendix A).

Grading and Site Preparation

The grading and site preparation will take approximately six months. Prior to grading, any existing vegetation, trash, debris, over-sized materials greater than 6 inches, and other deleterious materials within construction areas will be removed from the site.

Landscaping

The Project site is bounded by sidewalks along Glendora Avenue, Workman Street, and 1st Street. During demolition and construction, the character of these areas will remain consistent except for the removal of one pine tree along Glendora Avenue. Landscaping within the Project site along the condominium walls and along the fence will be planted with native, drought-tolerant, low water use vegetation. The landscaping plan will be designed to enhance the character of the neighborhood.

Construction

Residential construction will occur immediately after grading and site preparation and occur in one phase. Heavy construction of the Proposed Project will be completed in an estimated 20 months (6 months grading and site preparation and 14 months of construction), with unit and landscaping improvements occurring thereafter. Occupancy of the units will be completed in phases and will occur concurrent with site development.

2.8 REQUIRED PERMITS AND APPROVALS

As required by the CEQA Guidelines, this section provides, to the extent the information is known to the City of La Puente, a list of permits and approvals to implement the Proposed Project and list of agencies that will review this Draft Focused EIR and be used in their decision making process. The following lists City entitlements and permits that may be required for the Proposed Project prior to construction and operation:

- Development Agreement No. 17-01,
- Site Plan and Design Review Application No. 1148,
- Tentative Tract Map 74920,
- Certificate of Occupancy
- Permits
  - Building Permits,
  - Grading,
  - Demolition,
  - Electrical and Mechanical,
  - Heating, Ventilating, Air Conditioning,
  - Plumbing

The Final Focused EIR must be certified by the City Council as to its adequacy in compliance with CEQA prior to any actions being taken on the Proposed Project. The analysis of this Draft Focused EIR is intended to provide environmental review for the Proposed Project, including the project planning, demolition of the existing structures, site excavation, and construction of the 22-unit condominium in accordance with CEQA requirements.

2.8.1 Other Required Permits and Approvals

Other required permits and approvals may be necessary in order to approve and implement the Proposed Project as the City finds appropriate. Approvals include, but are not limited to architectural plan and design, landscaping, lighting, transportation permits and approvals for driveways and routes, grading, hauling, and public utilities. Potential responsible and trustee agencies may include:

- California Department of Fish and Wildlife
- La Puente Valley County Water District
- Los Angeles County Department of Public Works
- Sanitation Districts of Los Angeles County
- South Coast Air Quality Management District
- Los Angeles County Fire Department

2.8.2 Reviewing Agencies

Reviewing Agencies include those agencies that do not have discretionary powers, but that may review the Draft EIR for adequacy and accuracy. Potential Reviewing Agencies include the following:

- California Department of Housing and Community Development
- Los Angeles County Fire Department
- Los Angeles County Sheriff's Department
- Native American Heritage Commission
- Office of Historic Preservation
- San Gabriel Valley Council of Governments
- Southern California Association of Governments

2.9 CUMULATIVE SCENARIO

Cumulative impacts refer to the combined effect of Proposed Project impacts with the impacts of other past, present, and reasonably foreseeable future projects. Both CEQA and the CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in the CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone. As stated in CEQA, "a project may have a significant effect on the environment if the possible effects of a project are individually limited, but cumulatively considerable (CEQA Guidelines 15130)."

According to the CEQA Guidelines 15355:

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable and which compound or increase other environmental impacts.

- The individual effects may be changes resulting from a single project or a number of separate projects.

- The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time.

In addition, as stated in the CEQA Guidelines 15604(h)(4), it should be noted that:

> "The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the Proposed Project's incremental effects are cumulatively considerable."

Cumulative impact discussions for each issue area are provided in the technical analyses contained within Chapter 3.0 (Environmental Analysis).

A majority of the study area is located in an already highly urbanized area. The ability to develop new major projects within or adjacent to the study area is limited. The following projects have been identified to occur or currently scheduled within a 2-mile radius from the Project site.

- Crosswalk Enhancement Projects on Main Street and 5th Street and Workman Street and 1st Street
- Detached townhome units on 1068 Larimore Avenue (approximately five units)
- Detached townhome units on 15909/15917 Sierra Vista Court (approximately five units)

The detached townhome units along 1068 Larimore Avenue are under construction and nearing completion while the townhome project along Sierra Vista Court is currently in the grading/plan check phase. Crosswalk Enhancement Project are considered to be new projects for the fiscal year (2019 – 2020).

CHAPTER 3.0 – ENVIRONMENTAL ANALYSIS

3.1 ENVIRONMENTAL ISSUES ADDRESSED

An IS was prepared for the Proposed Project in August 2018. Based on the findings of the IS, it has been determined that a draft focused EIR is required for the Proposed Project. Environmental issue areas are listed by the level of significance of their impacts in the table below, as determined by the analysis provided in the IS. Those issue areas that are identified as having potentially significant impacts in the IS are further analyzed in this draft focused EIR, with the exception of 'Energy'. A discussion of impacts has been included in this section in order to provide further details of the Proposed Project's energy efficiency design.

Table 3-1: Environmental Issue Areas

No Impact	Less Than Significant Impact	Potentially Significant Impact
Agricultural Resources	Air Quality	Cultural Resources
Land Use and Planning	Aesthetics	Noise
Mineral Resources	Biological Resources	
Wildfire	Energy	
	Geology and Soils	
	Greenhouse Gas Emissions	
	Hazards and Hazardous Materials	
	Hydrology and Water Quality	
	Population and Housing	
	Public Services	
	Recreation	
	Transportation	
	Tribal Cultural Resources	
	Utilities and Service Systems	

The City of La Puente used the IS as well as agency and public input received during the public comment period (July 13, 2018, to August 14, 2018), to determine the final scope for this Draft Focused EIR. The three issue areas discussed in this Draft Focused EIR include:

- 3.3 Air Quality
- 3.4 Cultural Resources
- 3.6 Noise

Sections 3.3 to 3.6 provide a discussion of the environmental setting, impacts associated with the Proposed Project, cumulative impacts, and mitigation measures designed to reduce significant impacts. Where impacts cannot be reduced to a less than significant level, the City may consider adopting a Statement of Overriding Considerations.

3.2 TERMINOLOGY USED IN THIS ANALYSIS

For each CEQA checklist question listed in the Draft Focused EIR, a determination of the level of significance of the impact is provided (CEQA Guidelines Appendix G). Impacts are determined in the following categories:

- **No Impact.** A designation of *no impact* is given when no adverse changes in the environment are expected.
- **Less Than Significant.** A *less than significant impact* would cause no substantial adverse change in the environment.
- **Less Than Significant with Mitigation.** A *potentially significant (but mitigable) impact* would have a substantial adverse impact on the environment but could be reduced to a less-than-significant level with incorporation of mitigation measure(s).
- **Potentially Significant.** A *significant and unavoidable impact* would cause a substantial adverse effect on the environment and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level.

3.3 AIR QUALITY

This section provides information on ambient air quality conditions in the vicinity of the Proposed Project site as well as potential impacts to air quality as a result of the construction and operation of the Proposed Project. The air quality modeling output is included in this Draft Focused EIR as Appendix A.

3.3.1 Existing Environmental Setting

California is divided into 15 air basins based on meteorological and geographical similarity. The Proposed Project area lies within the South Coast Air Basin (Air Basin), which exhibits a distinctive climate due to its unique terrain and geographic location. The Air Basin incorporates approximately 12,000 square miles within four counties – all of Orange County, most of Los Angeles and Riverside Counties, and the western portion of San Bernardino County. The Air Basin is a coastal plain with broad valleys and low hills and is bound by the Pacific Ocean from the southwest and by the San Gabriel, San Bernardino, and San Jacinto Mountains from the northeast. The region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.

The Air Basin has the highest recorded concentrations of ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), and particulate matter in the United States. The extent and severity of the air pollution is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Air Basin.

3.3.2 Regional Climate

The Air Basin experiences a Mediterranean climate characterized by warm summers, mild winters, infrequent rainfall, and plentiful sunshine. The Pacific Ocean is the primary moderating influence on the climate pattern, but the coastal mountain ranges lying along the north and east sides of the Air Basin act to buffer extreme summer heat and winter cold temperatures occurring in the interior desert and plateau areas.

The Project site lies in the southeastern portion of Los Angeles County, within the boundaries of the City of La Puente. According to the Western Regional Climate Center, the normal daily maximum temperature is 91.9 degrees Fahrenheit (°F) in August, while the normal daily minimum temperature is 39.6 °F in December. The area typically experiences warm, dry summers, and annual average total precipitation is 18.96 inches (predominantly occurring in the winter and early spring months).

Wind patterns across southeastern Los Angeles County are characterized by westerly and southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between the periods of dominant airflow, periods of air stagnation may occur, both in the morning and evening hours. Whether such a period of stagnation occurs is one of the critical determinants of air quality conditions on any given day. Although the Air Basin has a semi-arid climate, the air near the surface is generally moist due to the presence of a shallow marine layer. Because of very low average wind speeds, a limited capacity exists to disperse air contaminants (e.g., smog) horizontally. The dominant daily wind pattern is an onshore 8 to 12 miles per hour (mph) daytime breeze and an offshore 3 to 5 mph nighttime breeze. The typical wind flow pattern fluctuates only with occasional wind storms or strong northeasterly Santa Ana Winds from the mountains and deserts northeast of the Air Basin. During the winter and fall months, surface high pressure systems over the Air Basin, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally have durations of a few days before predominant meteorological conditions are reestablished.

On virtually all spring and early summer days, most of the pollution produced during an individual day is moved out of the Air Basin through mountain passes or is lifted by warm vertical current produced by the heating of adjacent mountain slopes. In those seasons, the Air Basin can be “flushed” of pollutants by a transport of ocean air in the afternoon.

From late summer through the winter months, flushing is less pronounced because of lower wind speeds and earlier appearance of offshore winds. With extremely stagnant wind flows, the drainage winds may begin near the mountains by late afternoon. Remaining pollutants are trapped and begin to accumulate during the night and the following morning. A low average morning wind speed in pollution source areas is an indicator or stagnation potential and pollutant accumulation.

Vertical dispersion of air pollutants in the Air Basin is hampered by the presence of a temperature inversion in the layers of the atmosphere near the surface of the Earth. In a normal situation, temperatures decrease with altitude and air continues to rise because it remains warmer than the surrounding air. In the case of an inversion layer, air cannot expand upward because the warmer air above traps it. However, as the day progresses and the sun warms the ground, the surface layer of the air approaches a temperature equal to the temperature of the inversion layer. When these temperatures become equal, the inversion layer begins to erode at the lower edge. If enough warming takes place, the

inversion layer becomes weaker and weaker and finally "breaks". The surface air layers will then mix upward without limit. This phenomenon is frequently observed in the middle or late afternoon on hot summer days when the smog appears to clear up suddenly. Winter inversions frequently break by mid-morning preventing contaminant build-up. The combination of low wind speeds and low-level inversions produces the greatest concentration of pollutants. On high wind days, air pollutants are swept and carried in the air. On days of no inversion or on days of wind speed averaging 15 mph, concentration of pollutants is minimal, independent of season.

3.3.3 Air Pollutants of Concern

Criteria Air Pollutants

Federal and State laws regulate the air pollutants emitted into the ambient air by stationary and mobile sources. These regulated air pollutants are known as "criteria air pollutants" and are categorized as primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), sulfur dioxide (SO_2), and most fine particulate matter (PM10, PM2.5), including lead (Pb) and fugitive dust, are primary air pollutants. Of these CO, SO_2, PM10, and PM2.5 are criteria pollutants. VOC and NOx are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Act (42 United States Code [U.S.C.] Sec. 7412[b]) is a toxic air contaminant. Under State law, the California Environmental Protection Agency (CalEPA), acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines the substance is an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.

Cancer Risk. One of the primary health risks of concern due to exposure to TACs is the risk of contracting cancer. The carcinogenic potential of TACs is a particular public health concern because it is currently believed by many scientists that there is no "safe" level of exposure to carcinogens; that is, any exposure to a carcinogen poses some risk of causing cancer. Health statistics show that one in four people will contract cancer over their lifetime, or 250,000 in a million, from all causes, including diet, genetic factors, and lifestyle choices.

Noncancerous Health Risks. Unlike carcinogens, for most noncarcinogens it is believed that there is a threshold level of exposure to the compound below which it will not pose a health risk. CalEPA and California Office of Environmental Health Hazard Assessment (OEHHA) have developed reference exposure levels (RELs) for noncarcinogenic TACs that are health-conservative estimates of the levels of exposure at or below which health effects are not expected. The noncancerous health risk due to exposure

to a TAC is assessed by comparing the estimated level of exposure to the REL. The comparison is expressed as the ratio of the estimated exposure level to the REL, called the hazard index (HI).

Other Effects on Air Pollution

Just as humans are affected by air pollution, so too are plants and animals. Animals must breathe the same air and are subject to the same types of negative health effects. Certain plants and trees may absorb air pollutants that can stunt their development or cause premature death.

There are also numerous impacts to the human economy including lost workdays due to illness, a desire on the part of business to locate in areas with a healthy environment, and increased expenses from medical costs. Pollutants may also lower visibility and cause damage to property. Certain air pollutants are responsible for discoloring painted surfaces, eating away at stones used in buildings, dissolving the mortar that holds bricks together, and cracking tires and other items made from rubber.

3.3.4 Existing Ambient Air Quality Monitoring Data

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Air Basin. Estimates of the existing emissions in the Air Basin provided in the 2012 Air Quality Management Plan (AQMP) indicate that collectively, mobile sources account for 59 percent of the VOC, 88 percent of the NOx emissions, and 40 percent of directly emitted PM2.5, with another 10 percent of PM2.5 from road dust (SCAQMD 2013). The 2016 AQMP found that since 2012 AQMP projections were made, stationary source VOC emissions have decreased by approximately 12 percent, but mobile VOC emissions have increased by 5 percent. The percentage of NOx emissions remained unchanged between the 2012 and 2016 projections (SCAQMD 2017).

The South Coast Air Quality Management District (SCAQMD) is the air pollution agency responsible for regulating stationary sources of air pollution in the Air Basin. SCAQMD has divided the Air Basin into 38 air-monitoring areas. The Project site is located in Air Monitoring Area 11, which covers the South San Gabriel Valley monitoring region. Since not all air monitoring stations measure all of the tracked pollutants, the data from the following two monitoring stations, listed in the order of proximity to the Project site, have been used: Pico Rivera-4144 San Gabriel Monitoring Station (Pico Rivera Station) and Azusa Monitoring Station (Azusa Station).

The Pico Rivera Station is located approximately 4 miles northwest of the Project site at 4144 San Gabriel River Parkway, Pico Rivera, and the Azusa Station is located approximately 8 miles north of the Project site at 803 North Loren Avenue, Azusa. **Error! Reference source not found.** presents the monitored p ollutant levels from these monitoring stations. O_3, PM2.5, and NO_2 were measured at the Pico Rivera Station, and PM10 was measured at the Azusa Station. CO measurements have not been provided, since CO is currently in attainment in the Air Basin and monitoring of CO within the Air Basin ended on March 31, 2013. It should also be noted that due to the air monitoring stations' distances from the Project site, recorded air pollution levels at the air monitoring stations reflect, with varying degrees of accuracy, local air quality conditions at the Project site.

Table 3-2: Ambient Air Quality Monitoring Summary

Pollutant (Standard)	Year		
	2015	2016	2017
Ozone			
Maximum 1-Hour Concentration (ppm)	0.107	0.111	0.118
Days > CAAQS (0.09 ppm)	**6**	**9**	**7**
Maximum 8-Hour Concentration (ppm)	0.082	0.081	0.087
Days > NAAQS (0.070 ppm)	**11**	**6**	**9**
Days > CAAQS (0.070 ppm)	**11**	**6**	**9**
Nitrogen Dioxide			
Maximum 1-Hour Concentration (ppb)	70.4	63.2	75.0
Days > NAAQS (100 ppb)	0	0	0
Respirable Particulate Matter (PM10)			
Maximum 24-Hour California Measurement (µg/m^3)	101.0	74.0	83.9
Days > NAAQS (150 µg/m^3)	0	0	0
Days > CAAQS (50 µg/m^3)	**12**	ND	ND
Annual Arithmetic Mean (AAM) (µg/m^3)	37.1	33.7	31.7
Annual > NAAQS (50 µg/m^3)	No	No	No
Annual > CAAQS (20 µg/m^3)	**Yes**	**Yes**	**Yes**
Fine Particulate Matter (PM2.5)			
Maximum 24-Hour National Measurement (µg/m^3)	52.7	46.5	49.5
Days > NAAQS (35 µg/m^3)	**3**	**2**	**1**
Annual Arithmetic Mean (AAM) (µg/m^3)	11.5	11.7	12.2
Annual > NAAQS and CAAQS (12 µg/m^3)	No	No	**Yes**

Notes: Exceedances are listed in **bold**. CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; µg/m3 = micrograms per cubic meter; ND = no data available.

3.3.5 Toxic Air Contaminant Levels in the Air Basin

In order to determine the Air Basin-wide risks associated with major airborne carcinogens, the SCAQMD conducted the Multiple Air Toxics Exposure Study (MATES) studies. According to the SCAQMD's MATES-IV study, the Project site has an estimated cancer risk of 838 per million persons chance of cancer. In comparison, the average cancer risk for the Air Basin is 991 per million persons, which is based on the use of age-sensitivity factors detailed in the OEHHA Guidelines (OEHHA 2015).

In order to provide a perspective of risk, it is often estimated that the incidence in cancer over a lifetime for the U.S. population ranges between 1 in 3 to 4 and 1 in 3, or a risk of about 300,000 per million persons. The MATES-III study referenced a Harvard Report on Cancer Prevention, which estimated that of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about 2 percent were associated with environmental pollution related exposures that includes hazardous air pollutants.

3.3.6 Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. As adopted by the SCAQMD in their CEQA Air Quality Handbook (Chapter 4, SCAQMD 1993), a sensitive receptor is a person in the population who is particularly susceptible to health

effects due to exposure to an air contaminant. Hazards and hazardous materials regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, residences or day care centers, or other facilities that may house individuals with health conditions. Residential areas are considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Schools are also considered sensitive since children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution because exercise places a high demand on respiratory functions, which can be impaired by air pollution.

The nearest sensitive receptors to the Project site are workers at the nearby commercial offices that are located adjacent to the southern edge of the Project site. The nearest residents are located at the single-family homes, approximately 240 feet northeast of the Project site on the north side of Workman Street. The nearest school is La Puente High School that is located approximately 540 feet north of the Project site.

3.3.7 Applicable Regulations

The Proposed Project would be constructed in the City of La Puente in Los Angeles County, within the Air Basin. The following subsections present a summary of air quality regulatory requirements for the Proposed Project.

Federal

Federal Ambient Air Quality Standards

Air quality is defined by ambient air concentrations of specific pollutants identified by the United States Environmental Protection Agency (EPA) to be of concern with respect to health and welfare of the general public. The EPA is responsible for enforcing the Federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 Amendments. The CAA required the EPA to establish National Ambient Air Quality Standards (NAAQS), which identifies concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the EPA established both primary and secondary standards for six primary air pollutants (called "criteria" pollutants): ozone (O_3), sulfur dioxide (SO_2), carbon monoxide (CO), nitrogen dioxide (NO_2), lead (Pb), respirable particulate matter equal to or smaller than 10 microns in diameter (PM10), and fine particulate matter equal to or smaller than 2.5 microns in diameter (PM2.5). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere.

Areas that do not meet the NAAQS for a particular pollutant are considered to be "nonattainment areas" for that pollutant. As part of its enforcement responsibilities, the EPA requires each State with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, State, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the time frame identified in the SIP. CARB defines attainment as the category given to an area with no violations in the past three years. As indicated below in Table 3-3, the Air Basin has been designated by EPA for the national standards as nonattainment and partial nonattainment for lead. Currently, the Air Basin is in attainment with the NAAQS for CO, SO_2, NO_2, and PM10.

Table 3-3: South Coast Air Basin Attainment Status

Criteria Pollutant	Standard	Averaging Time	Designation	Attainment Date
CO	NAAQS	1971 1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	1-Hour (20 ppm)	Attainment	N/A (attained)
	NAAQS	8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	8-Hour (9 ppm)	Attainment	N/A (attained)
Lead (Pb)	NAAQS	2008 3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial) (Attainment determination requested)	12/31/15
	CAAQS	30-Day Average (1.5 µg/m^3)	Attainment	N/A (attained)
NO_2	NAAQS	2010 1-Hour (100 ppb)	Unclassifiable/Attainment	N/A (attained)
	CAAQS	1-Hour (180 ppb)	Attainment	N/A (attained)
	NAAQS	1971 Annual (53 ppb)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	Annual (30 ppb)	Attainment	N/A (attained)
Ozone (O_3)	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/26/2023 (revised deadline)
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
	NAAQS	2015 8-Hour (0.070 ppm)	Pending – Expect Nonattainment (Extreme)	Pending (beyond 2032)
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	N/A
PM10	NAAQS	1987 24-Hour (150 µg/m^3)	Attainment (Maintenance)	7/26/2013 (attained)
	CAAQS	24-Hour (50 µg/m^3)	Nonattainment	N/A
	CAAQS	Annual (20 µg/m^3)	Nonattainment	N/A
PM2.5	NAAQS	2006 24-Hour (35 µg/m^3)	Nonattainment (Serious)	12/31/2019
	NAAQS	2012 Annual (12 µg/m^3)	Nonattainment (Moderate)	12/31/2021
	NAAQS	1997 Annual (12 µg/m^3)	Attainment (final determination pending)	4/5/2015 (attained 2013)
	CAAQS	Annual (12 µg/m^3)	Nonattainment	N/A
SO_2	NAAQS	2010 1-Hour (75 ppb)	Designation Pending (expect Unclassifiable/Attainment)	N/A (attained)
	CAAQS	1-Hour (0.25 ppm)	Attainment	N/A (attained)
	NAAQS	1971 24-Hour (0.14 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)
	CAAQS	24-Hour (0.04 ppm)	Attainment	N/A (attained)
	NAAQS	1971 Annual (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)

Source: South Coast Air Quality Management District (SCAQMD), 2016.
CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; µg/m3 = micrograms per cubic meter; ND = no data available.

State

State Regulatory Setting

CARB is the agency responsible for regulation of air quality in the state of California. The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. CARB has established the more stringent California Ambient Air Quality Standards (CAAQS) for the six criteria pollutants through the California Clean Air Act of 1988 and also has established

CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. As indicated above in Table 3-3, the Air Basin is currently classified as a nonattainment area under the CAAQS for O_3, PM2.5, and PM10.

CARB is the State regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. CARB is responsible for the development, adoption, and enforcement of the State's motor vehicle emissions program, as well as the adoption of the CAAQS. CARB also reviews operations and programs of the local air districts and requires each air district with jurisdiction over a nonattainment area to develop its own strategy for achieving the NAAQS and CAAQS.

The local air district has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations.

Local

The SCAQMD is the local agency responsible for the administration and enforcement of air quality regulations for the Air Basin. SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the four-county Air Basin, the Mojave Desert Air Basin, and the Riverside County portions of the Salton Sea Air Basin. SCAQMD develops and administers local regulations for stationary air pollutant sources within the Air Basin and develops plans and programs to meet attainment requirements for the NAAQS and the CAAQS. In addition, SCAQMD, along with CARB, maintains and operates ambient air quality monitoring stations at numerous locations throughout the Air Basin that monitor the ambient air quality.

SCAQMD is responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the Air Basin. It has responded to this requirement by preparing a sequence of AQMPs. The Final 2016 AQMP was adopted by the SCAQMD Board on March 3, 2016, and was adopted by CARB on March 23, 2017, for inclusion into the California State Implementation Plan (SIP) (SCAQMD 2017). The 2016 AQMP was prepared in order to meet the following standards:

- 8-hour Ozone (75 ppb) by 2032
- Annual PM2.5 (12 µg/m3) by 2021-2025
- 8-hour Ozone (80 ppb) by 2024 (updated from the 2007 and 2012 AQMPs)
- 1-hour Ozone (120 ppb) by 2023 (updated from the 2012 AQMP)
- 24-hour PM2.5 (35 µg/m3) by 2019 (updated from the 2012 AQMP)

In addition to meeting the above standards, the 2016 AQMP also includes revisions to the attainment demonstrations for the 1997 8-hour ozone NAAQS and the 1979 1-hour ozone NAAQS. The prior 2012 AQMP was prepared in order to demonstrate attainment with the 24-hour PM2.5 standard by 2014 through adoption of all feasible measures. The prior 2007 AQMP demonstrated attainment with the 1997 8-hour ozone (80 parts per billion [ppb]) standard by 2023, through implementation of future improvements in control techniques and technologies. These "black box" emissions reductions represent 65 percent of the remaining NOx emission reductions by 2023 in order to show attainment with the 1997 8-hour ozone NAAQS. Given the magnitude of these needed emissions reductions, additional NOx control

measures have been provided in the 2012 AQMP even though the primary purpose was to show compliance with 24-hour PM2.5 emissions standards (SCAQMD 2013).

The 2016 AQMP provides a new approach that focuses on available, proven, and cost-effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities to promote reductions in greenhouse gas (GHG) emissions and TAC emissions as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy (SCAQMD 2017).

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the Air Basin. Instead, this is controlled through local jurisdictions in accordance with CEQA. To assist local jurisdictions with air quality compliance issues the CEQA Air Quality Handbook (SCAQMD CEQA Handbook), prepared by SCAQMD (1993), with the most current updates found at http://www.aqmd.gov/ceqa/hdbk.html, was developed in accordance with the projections and programs detailed in the AQMPs. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. SCAQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the Air Basin, and adverse impacts will be minimized.

The following lists the SCAQMD rules that are applicable to, but not limited to the Proposed Project.

Rule 402 – Nuisance

Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Compliance with Rule 402 will reduce local air quality and odor impacts to nearby sensitive receptors.

Rule 403 – Fugitive Dust

Rule 403 governs emissions of fugitive dust during construction activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20 percent opacity if the dust is from the operation of a motorized vehicle. Compliance with this rule is achieved through application of standard Best Available Control Measures, which include but are not limited to the measures below. Compliance with these rules would reduce local air quality impacts to nearby sensitive receptors.

- Utilize either a pad of washed gravel 50 feet long, 100 feet of paved surface, a wheel shaker, or a wheel washing device to remove material from vehicle tires and undercarriages before leaving Project site.
- Do not allow any track-out of material to extend more than 25 feet onto a public roadway and remove all track-out at the end of each workday.
- Water all exposed areas on active sites at least three times per day and pre-water all areas prior to clearing and soil moving activities.
- Apply nontoxic chemical stabilizers according to manufacturer specifications to all construction areas that will remain inactive for 10 days or longer.
- Pre-water all material to be exported prior to loading, and either cover all loads or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.
- Replant all disturbed area as soon as practical.
- Suspend all grading activities when wind speeds (including wind gusts) exceed 25 miles per hour.
- Restrict traffic speeds on all unpaved roads to 15 miles per hour or less.

Rules 1108 and 1108.1 – Cutback and Emulsified Asphalt

Rules 1108 and 1108.1 govern the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt. This rule regulates the VOC contents of asphalt used during construction as well as any ongoing maintenance during operations. Therefore, all asphalt used during construction and operation of the Proposed Project must comply with SCAQMD Rules 1108 and 1108.1.

Rule 1113 – Architectural Coatings

Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in sealers, coatings, paints and solvents. This rule regulates the VOC contents of paints available during construction. Therefore, all paints and solvents used during construction and operation of the Proposed Project must comply with SCAQMD Rule 1113.

Rule 1143 – Paint Thinners

Rule 1143 governs the sale, use, and manufacturing of paint thinners and multi-purpose solvents that are used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations. This rule regulates the VOC content of solvents used during construction. Solvents used during construction and operation of the Proposed Project must comply with SCAQMD Rule 1143.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the

federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 2016, and the 2015 Federal Transportation Improvement Program (FTIP), adopted September 2014, which address regional development and growth forecasts (SCAG 2014, 2016). Although the RTP/SCS and FTIP are primarily planning documents for future transportation projects, a key component of these plans is to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The RTP/SCS, FTIP, and AQMP are based on projections originating within the City and County General Plans.

3.3.8 Impacts and Mitigation

Environmental Impacts

Threshold 3.3-1: Does the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant. The Proposed Project would not conflict with or obstruct implementation of the SCAQMD AQMP, the only applicable air quality plan in the Project area. The following section discusses the Proposed Project's consistency with the SCAQMD AQMP.

SCAQMD AQMP

CEQA requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the Proposed Project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the Proposed Project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the Proposed Project would interfere with the region's ability to comply with federal and State air quality standards. If the decision-makers determine that the Proposed Project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase

Both of these criteria are evaluated in the following sections.

Criterion 1 – Increase in the Frequency or Severity of Violations?

The Project site is located in the Air Basin, which is currently designated as a nonattainment area for O_3 and PM2.5 by the EPA for federal standards and as a nonattainment area for O_3, PM10, and PM2.5 by CARB for State standards. Based on the air quality modeling and analysis conducted and detailed in Appendix C, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance or local thresholds of significance discussed in Threshold 3.3-2. The ongoing operation of the Proposed Project would generate air pollutant emissions that are less than significant in a regional context and would therefore not result in significant impacts based on SCAQMD thresholds of significance. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards established by SCAQMD. Therefore, a less than significant long-term impact would occur, and no mitigation would be required.

Therefore, based on the information provided above, the Proposed Project would be consistent with the first criterion.

Criterion 2 – Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the RTP/SCS and FTIP. The RTP/SCS is a major planning document for the regional transportation and land use network within southern California. The RTP/SCS is a long-range plan that is required by federal and State requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with State and/or federal funds within southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City of La Puente General Plan's Land Use Plan defines the assumptions that are represented in the AQMP.

Development of the Proposed Project would result in the demolition of an approximately 8,800-square-foot building and associated paved parking lot and construction of 22 residential condominium units and onsite roads, parking areas, and landscaped areas. Project demolition and construction activities would employ dust control measures (e.g., watering twice daily, application of soil stabilizers, daily removal of track-out onto public roads, etc.) and would utilize only CARB-certified off-road and stationary equipment and would therefore be in compliance with strategies in the AQMP (SCAQMD 2017) for attaining and maintaining air quality standards. Construction of the Proposed Project would therefore not conflict or obstruct the implementation of the AQMP or applicable portions of the SIP.

The Proposed Project is currently designated as mixed-use in the General Plan and is located within Subarea 3 of the DBD Specific Plan. The Proposed development of 22 residential condominiums is consistent with the current land use designation and would not require a General Plan amendment or zone change. As such, the Proposed Project is not anticipated to exceed the AQMP assumptions for the Project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the Proposed Project will not result in an inconsistency with the SCAQMD AQMP. Therefore, less than significant impacts would occur in relation to implementation of the AQMP.

Mitigation Measures

No mitigation measures are necessary.

Residual Impacts

Impacts would be less than significant.

Threshold 3.3-2: Does the project violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?

Less than Significant. Implementation of the Proposed Project would not violate an air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation. The following section calculates the potential air emissions associated with the construction and operations of the Proposed Project and compares the emissions to the following SCAQMD standards for air quality and local air quality.

Regional Air Quality

Many air quality impacts that derive from dispersed mobile sources, which are the dominant pollution generators in the Air Basin, often occur hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. The quantitative SCAQMD regional emission thresholds are shown in Table 3-4.

Table 3-4: Regional Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds (pounds/day)		
Pollutant	**Construction**	**Operation**
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3

Source: SCAQMD, 2015.

Local Air Quality

Air emissions generated from construction and operation of the Proposed Project may have the potential to exceed State and/or federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. In order to assess local air quality impacts, the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the Project vicinity. SCAQMD has also provided *Final Localized Significance Threshold Methodology* (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the Project Site and distance to the nearest sensitive receptors. The Project site is approximately 0.96 acre. In order to provide a conservative analysis, the one-acre Project site shown in the Look-Up Tables has been utilized in this analysis. As discussed above, the Proposed Project is located in Air Monitoring Area 11, which covers the South San Gabriel Valley. The nearest offsite sensitive receptors to the Project site consist of workers at the commercial office located adjacent to the southern edge of the Project site. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Table 3-5 below presents the LSTS for the Proposed Project.

Table 3-5: Local Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds (pounds/day)[1]		
Pollutant	**Construction**	**Operation**
NOx	83	83
CO	673	673
PM10	5	1
PM2.5	4	1

Notes:
[1] The nearest sensitive receptors are offsite workers located adjacent to the southern edge of the Project site. According to SCAQMD Methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-Up Tables for one acre in Monitoring Area 11, South San Gabriel Valley (SCAQMD 2009).

In the event that emissions exceed these thresholds, modeling would be required to demonstrate that the project's total air quality impacts result in ground-level concentrations that are below the State and federal Ambient Air Quality Standards, including appropriate background levels (shown in Table 3-2). In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the State and federal government as TACs or Hazardous Air Pollutants (HAPs). With regard to evaluating whether a project would have a significant impact on sensitive receptors, air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, residences or day care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Any project which has the potential to directly impact a sensitive receptor located within one mile and results in a health risk greater than ten in one million would be deemed to have a potentially significant impact.

Construction Impacts

The construction activities for the Proposed Project are anticipated to include demolition of the existing structures, including the Star Theater, sign, and surface parking lot, and grading of the Project site, building construction of the 22 condominium units, paving of the onsite driveways and parking areas, and application of architectural coatings. The California Emissions Estimator Model, or CalEEMod model, is a computer emissions model used to calculate the total emissions resulting from construction activities which is used to compare to the regional thresholds. The CalEEMod model has been utilized to calculate the construction-related regional emissions from the Proposed Project and the input parameters utilized in this analysis model printouts are provided in Appendix C. The worst-case summer or winter daily construction-related criteria pollutant emissions from the Proposed Project for each phase of construction activities are shown below in Table 3-6.

Table 3-6: Projected Regional Construction Emissions

Construction Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Demolition[1]						
Onsite[2]	0.95	8.60	7.69	0.01	0.97	0.58
Offsite[3]	0.13	2.34	1.01	0.01	0.25	0.08
Total	**1.08**	**10.94**	**8.70**	**0.02**	**1.22**	**0.66**
Grading[1]						
Onsite	0.95	8.60	7.69	0.01	0.83	0.67
Offsite	0.08	0.74	0.67	0.00	0.16	0.05
Total	**1.03**	**9.34**	**8.36**	**0.01**	**0.99**	**0.72**
Building Construction & Architectural Coating[4]						
Onsite	7.68	11.66	9.38	0.01	0.74	0.69
Offsite	0.16	0.69	1.40	0.01	0.33	0.09
Total	**7.84**	**12.35**	**10.78**	**0.02**	**1.07**	**0.78**
Paving						
Onsite	0.89	7.84	7.15	0.01	0.44	0.41
Offsite	0.10	0.07	0.87	0.00	0.20	0.06
Total	**0.99**	**7.91**	**8.02**	**0.01**	**0.64**	**0.47**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Demolition and Grading based on adherence to the SCAQMD Rule 403 fugitive dust suppression requirements.
[2] Onsite emissions from equipment not operated on public roads.
[3] Offsite emissions from vehicles operating on public roads.
[4] This analysis assumed that Building Construction and application of architectural coatings would occur concurrently.
Source: CalEEMod Version 2016.3.2 (see Appendix C).

As shown in Table 3-6, the emissions from construction activities associated with implementation of the Proposed Project would be below the significance thresholds for all phases of construction. Therefore, impacts would be less than significant, and no mitigation is necessary.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed State and federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the Proposed Project could result in a significant impact to the local air quality.

Table 3-7 shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated localized emissions thresholds that have been detailed above. Since this analysis assumed that building construction and architectural coating activities would occur concurrently, Table 3-7 also shows the combined local criteria pollutant emissions from the building construction and architectural coating phases of construction.

Table 3-7: Projected Construction Local Criteria Pollutant Emissions

Land Use Subtype in CalEEMod	Pollutant Emissions (pounds/day)			
	NO_x	CO	PM10	PM2.5
Demolition[1]	8.60	7.69	0.97	0.58
Grading[1]	8.60	7.69	0.83	0.67
Building Construction & Architectural Coating	11.66	9.38	0.74	0.69
Paving	7.84	7.15	0.44	0.41
SCAQMD Thresholds for 25 meters (82 feet)[2]	**83**	**673**	**5**	**4**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Demolition and Grading based on adherence to the fugitive dust suppression requirements from SCAQMD Rule 403.
[2] The nearest sensitive receptors are homes located adjacent to the southern edge of the Project site. In order to provide a conservative analysis, the 25-meter thresholds provided in the Look Up Tables are utilized in this analysis.
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-Up Tables for one acre in Monitoring Area 11, South San Gabriel Valley.

As shown in Table 3-7, the pollutant emissions associated with the demolition, grading, building, and paving of the Proposed Project does not exceed the SCAQMD threshold and no significant impacts are anticipated.

Operational Impacts

The ongoing operation of the Proposed Project would generate air emissions from: (1) project-generated vehicle trips; (2) area sources such as consumer products, architectural coatings, and landscape equipment; and (3) onsite energy usage from natural gas appliances. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the ongoing operations of the Proposed Project.

Operations-related criteria emissions impacts created by the Proposed Project were calculated using the CalEEMod Model, Version 2016.3.2. The worst-case summer or winter VOC, NOx, CO, SO_2, PM10, and PM2.5 daily emissions created from the Proposed Project's long-term operations have been calculated, and Table 3-8 presents the estimated operational emissions created by the Proposed Project.

Table 3-8: Projected Operational Regional Criteria Pollutant Emissions

Emissions Source	Maximum Daily Emissions (pounds/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Area Sources[1]	0.58	0.39	1.98	0.00	0.04	0.04
Energy Usage[2]	0.01	0.10	0.04	0.00	0.01	0.01
Mobile Sources[3]	0.27	1.30	3.70	0.01	0.94	0.26
Total	**0.86**	**1.79**	**5.72**	**0.01**	**0.99**	**0.31**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consists of emissions from natural gas usage (excluding hearths).
[3] Mobile sources consist of emissions from vehicles and road dust.
Source: CalEEMod Version 2016.3.2.

As shown in Table 3-8, the regional emissions associated with the operation of the Proposed Project would be less than the daily significance thresholds, and no significant impacts are anticipated.

Localized CO Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and federal CO standards of 20 ppm over one hour or 9 ppm over eight hours.

At the time of the 1993 CEQA Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los

Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards.[1] Since the nearby intersections to the Proposed Project are much smaller with less traffic than what was analyzed by SCAQMD, no local CO hotspots are anticipated to be created from the Proposed Project; and no CO hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the ongoing use of the Proposed Project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from onsite operations were analyzed using SCAQMD's Mass Rate LST Look-Up Tables and the methodology described in the LST Methodology. The Look-Up Tables were developed by SCAQMD to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the Proposed Project could result in a significant impact to the local air quality. Table 3-9 shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, and mobile sources in the immediate vicinity of the Project site and the calculated emissions thresholds.

Table 3-9: Projected Operations-Related Local Criteria Pollutant Emissions

Emissions Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area Sources	0.39	1.98	0.04	0.04
Energy Usage	0.10	0.04	0.01	0.01
Mobile Sources	0.16	0.46	0.12	0.03
Total	**0.65**	**2.48**	**0.17**	**0.08**
SCAQMD Thresholds for 25 meters (82 feet)[1]	**83**	**673**	**1**	**1**
Exceeds Threshold?	No	No	No	No

Notes:
[1] The nearest sensitive receptors are homes located adjacent to the southern edge of the Project site. In order to provide a conservative analysis, the 25-meter thresholds provided in the Look Up Tables are utilized in this analysis.
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-Up Tables for two acres in Air Monitoring Area 11, South San Gabriel Valley.

As shown in Table 3-9, the ongoing operations of the Proposed Project would not exceed the local NOx, CO, PM10, and PM2.5 thresholds of significance. Therefore, the ongoing operations of the Proposed Project would create a less than significant operations-related impact to local air quality due to onsite emissions, and no mitigation would be required.

[1] The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway, Wilshire Boulevard and Veteran Avenue, Sunset Boulevard and Highland Avenue, and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour.

Mitigation Measures

No mitigation measures are necessary.

Residual Impacts

Impacts would be less than significant.

Threshold 3.3-3: Would the project expose sensitive receptors to substantial pollutant concentrations including air toxics such as diesel particulates?

Less than Significant. Implementation of the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the Proposed Project have been calculated above under Threshold 3.3-2 for both construction and operations. These are discussed separately below. This discussion also includes an analysis of potential impacts from toxic air contaminant emissions. The nearest sensitive receptors to the Project site are workers at the commercial office located adjacent to the southern edge of the Project site. The nearest residents are located at the single-family homes, approximately 240 feet northeast of the Project site on the north side of Workman Street. The nearest school is La Puente High School, located approximately 540 feet north of the Project site.

Construction-Related Sensitive Receptor Impacts

Construction of the Proposed Project may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment, described below.

Local Criteria Pollutant Impacts from Construction

The local air quality impacts from construction of the Proposed Project has been analyzed above under Threshold 3.3-2. This analysis found that construction of the Proposed Project would not exceed the local NOx, CO, PM10, and PM2.5 thresholds of significance discussed above under Threshold 3.3-2. Therefore, construction of the Proposed Project would create a less than significant construction-related impact to local air quality, and no mitigation would be required.

Toxic Air Contaminants Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the Proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual cancer risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the Proposed Project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations (CCR) Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of

equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment; by January 2023 no commercial operator will be allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the Proposed Project. Impacts would be less than significant, and no mitigation is required.

Operations-Related Sensitive Receptor Impacts

The ongoing operations of the Proposed Project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions, local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts to sensitive receptors. The analysis provided above in Threshold 3.3-2 shows that no local CO hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the Proposed Project. Therefore, operation of the Proposed Project would result in a less than significant exposure of offsite sensitive receptors to substantial pollutant concentrations.

Local Criteria Pollutant Impacts from Onsite Operations

Local air quality impacts from the operation of the Proposed Project could occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. The analysis in Threshold 3.3-2 found that the operation of the Proposed Project would not exceed the local NOx, CO, PM10, and PM2.5 thresholds of significance. Therefore, the ongoing operations of the Proposed Project would create a less than significant operations-related impact to local air quality due to onsite emissions, and no mitigation would be required.

Operations-Related Toxic Air Contaminant Impacts

Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and, according to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB (Cox et al. 2013), about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde, have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips generated by the Proposed Project, a less than significant TAC impact would occur during the ongoing operations of the Proposed Project, and no mitigation would be required.

Mitigation Measures

No mitigation measures are necessary.

Residual Impacts

Impacts would be less than significant.

3.3.9 Cumulative Impacts

The analysis of potential cumulative criteria pollutant impacts has been provided in Threshold 3.3-2 above. This analysis found that construction activities associated with implementation of the Proposed Project would be below the significance thresholds for all phases of construction activities and that regional emissions associated with the operation of the Proposed Project would be less than the daily significance thresholds. As such, the Proposed Project would create a less than significant cumulative impact to air quality, and no mitigation is required.

3.4 CULTURAL RESOURCES

This section of the Draft Focused EIR describes the cultural resources in the Project area. Cultural resources include archaeological and historic sites, buildings, structures, features, objects, and human remains (Section 15064.5 of the CEQA Guidelines). This section analyzes the potential impacts resulting from implementation of the Proposed Project and recommends mitigation measures to reduce or avoid impacts to these resources. This section also examines levels of significance after mitigation.

A Historical Assessment Report (HAR) was prepared for the Proposed Project by Architectural Historian Justin Castells in December 2017 and reviewed by Secretary of the Interior (SOI)-qualified Historian and Registered Professional Archaeologist (RPA), Ted Roberts; the findings of the HAR are included in the Draft EIR as Appendix B. The HAR includes an assessment of the historical integrity of the Star Theater, currently located on the Proposed Project site, per the California Register of Historical Resources (CRHR). The HAR was prepared by an Architectural Historian (Castells) that meets the Secretary of the Interior's (SOI) Qualification Standards in Architectural History.

3.4.1 Existing Environmental Setting

The Proposed Project is located in a developed area of the City on anthropogenic soil and fill. The Proposed Project site currently houses the vacant and boarded-up Star Theater, formerly known as the Puente Theater, which opened in 1948. The theater is approximately 30 feet in height with an approximately 55-foot-tall sign. The adjacent asphalt parking lot is also vacant. The Project site is approximately 0.96 acre encompassing two parcels at 135-145 North 1st Street.

3.4.2 Archaeological and Cultural Resource Setting

A cultural resources records search for the Proposed Project site and a 0.75-mile search radius around the Proposed Project site was performed at the South Central Coastal Information Center (SCCIC) at California State University Fullerton on May 18, 2017 (Appendix B). The SCCIC search included a review of all recorded sites and cultural resources reports on file for the specified area. The results from the information center indicated that 14 cultural resources investigations were previously conducted within the 0.75-mile search radius. The SCCIC search indicated that none of the 14 previous investigations overlapped with the Proposed Project site.

The SCCIC search identified archaeological sites located within the 0.75-mile search radius. No archaeological sites were identified within the Proposed Project site. The SCCIC search did identify two built environment resources and 11 properties listed on the National Register of Historic Places (NRHP) Directory within the 0.75-mile search radius. According to the SCCIC search, no historical resources were mapped within the Proposed Project site. Also, no California Points of Historical Interest (CPHI) or California Historical Landmark (CHL) were located within the 0.75-mile search radius or the Proposed Project site. In total, no NRHP, CRHR, or locally listed or eligible properties are located within the Proposed Project site.

3.4.3 Historical Resource Setting

The Star Theater is a two-story Modern-style theater building constructed in 1948. The building is of lamella roof construction resulting in a half-cylinder Quonset hut-style appearance. The walls are clad in rough-textured stucco on the east and west elevations. The north and south elevations feature rough-textured stucco extending approximately three-quarters up the building, with the top of the cylinder being clad in exposed aluminum sheeting. Heating, ventilating, and air conditioning units and piping are located on the roof of the building. The building has been abandoned since 2007 and is in a state of disrepair. Much of the building and surrounding parking lot is in poor condition.

The east elevation features a half-circle façade. The first and second floors are separated by a cantilever overhang that extends out from the building into a point. The exterior edge of the overhang is enclosed in horizontal wood siding. The primary entrance to the theater is recessed beneath the overhang on the east elevations. The recessed entryway is flanked on either side by wood-frame movie poster display cases. Two sets of commercial metal doors flank a wood-frame movie poster display case that is centered on the façade. The south set of commercial doors has been boarded with plywood, and the glass on the north set of commercial doors has been broken. The south wall of the entryway features a built-in ticket window with security glass. The second floor of the east elevation is recessed beneath an arched eave that extends to the top of the cantilevered overhang. A row of aluminum-framed, double-hung windows is centered on the second floor of the east elevation; the majority of the windows have been covered with plywood. Above the windows are two rows of vents, one of which has been filled with an air conditioning unit. One aluminum-frame, double-hung window is located on each of the angled walls of either side of the second floor of the east elevation. The windows have been boarded with plywood. A marquee sign extends east from the center of the second floor of the east elevation. The sign is attached to the building by metal brackets and supported from below by a metal pole. The plastic insert of the marquee sign features the word ‘Star’ with a decorative star motif on the north and south elevations of the sign.

The west elevation of the building features two sets of double security doors. Above each security door is a triangular vent. A square vent is centered on the elevation near the roofline. The elevation features metal piping and a light over the south security door.

The south elevation is clad in rough-textured stucco and features no doors or fenestration. A metal pipe, likely a portion of a light pole, is mounted to the building on the west portion of the south elevation.

The east portion of the north elevation features a wood electrical room addition with rough-textured stucco siding, above which is a dormer with a small door with two vents. A metal pipe, likely a portion of a light pole, is mounted to the building on the west portion of the north elevation. The remainder of the elevation is clad in rough-textured stucco and features no doors or fenestration.

A large-scaled sign is located adjacent to the northeast corner of the building. The sign is freestanding and composed of 10 alternating metal poles supported by four regularly spaced brackets. A metal flagpole extends upward from the top bracket. The top of the sign features a large star with five successively smaller star shapes made of neon lights on the north and south elevations. The lights are all white with the exception of the third star, which is yellow.

The historical resource investigation determined the Star Theater meets CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value. Specifically, the Star Theater meets the eligibility criteria for inclusion on the CRHR under Criterion 3 as a rare example of post-War theater design utilizing lamella roof construction and monumental signage and as the work of notable architect S. Charles Lee.

3.4.4 Tribal Cultural Setting

La Puente Valley and the surrounding region is located in an ethnographic area associated with the Tongva (Gabrielino) people of the Los Angeles, San Gabriel, Rio Hondo, and Santa Ana River drainages. The Tongva were present in the area in the Late Prehistoric/Protohistoric period. As one of the most populous and powerful groups in southern California, the Tongva were primarily hunter gatherers. Although they did not plant crops, use iron tools, and had no cattle or horses until the arrival of the Spanish, the Tongva were among the few New World peoples who regularly navigated the ocean in plank canoes.

After the establishment of the Mission San Gabriel in 1771, following the Spanish custom to name Native American tribes after a nearby mission, the Tongva people became known as the Gabrielino. The Gabrielino inhabited the areas until 1769, when Spanish soldier and explorer Don Gasper de Portolá and his expedition arrived in the area. Resistance to the Spanish soldiers and missionaries led to conflict, enslavement, assimilation, and the near extinction of the Gabrielino people (Los Angeles County Library 2018).

3.4.5 Applicable Regulations

Cultural and historic resources on the Proposed Project site are protected through a number of regulations at the federal, State, and local levels. Below is a listing and brief description of some of the various regulations and standards that relate to cultural and historic resources.

Federal

American Indian Religious Freedom Act

The American Indian Religious Freedom Act, Title 42 United States Code (U.S.C.), Section 1996, protects Native American religious practices, ethnic heritage sites, and land uses.

National American Graves Protection and Repatriation Act

Enacted in 1990, the Native American Graves Protection and Repatriation Act (NAGPRA) conveys to American Indians of demonstrated lineal decent the human remains and funerary or religious items that are held by federal agencies and federally supported museums, or that have been recovered from federal

lands. It also makes the sale or purchase of American Indian remains illegal, whether or not they are derived from federal or Indian lands.

National Historic Preservation Act and National Register of Historic Places

Federal regulations for cultural resources are primarily governed by Section 106 of the National Historic Preservation Act (NHPA) of 1966, which applies to actions taken by federal agencies. The criteria for determining NRHP eligibility are found in 36 Code of Federal Regulations (CFR) Part 60. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on any site, district, building, structure, or object included in or eligible for inclusion in the NRHP and affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, 'Protection of Historic Properties,' are found in 36 CFR Part 800. The NRHP (36 CFR 60.4) criteria are used to evaluate resources when complying with Section 106 of the NHPA. Those criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and any of the following eligibility criteria as follows:

- Criterion A: Associated with events that have made a significant contribution of the broad patterns of our history;
- Criterion B: Associated with the lives of persons significant in our past;
- Criterion C: That embodies the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or
- Criterion D: Have yielded or have potential to yield, information important to history or prehistory.

For properties to be considered eligible for inclusion in the NRHP, they must demonstrate significance. If significance has been established, it is necessary to determine whether the resource retains the integrity for which it is significant. Therefore, eligible properties must meet at least one of the criteria and exhibit integrity. Historical integrity is measured by the degree to which the resource retains its historical attributes and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

Historical Districts derive their importance from being considered a unified entity, even though they are often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties. A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development. A district's significance integrity should help determine the boundaries.

With historic districts, resources are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because it was either present during a period of significance, relates to the significance of the district, and retains its physical integrity; or it independently meets the criteria for listing in the NRHP.

Archaeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based on visual surface and subsurface evidence (if available) at each site location, information gathered during the literature and record searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site.

Secretary of Interior Standards

The Secretary of the Interior is the head of the U.S. Department of the Interior, which is the nation's principal conservation agency. The department oversees agencies including the Bureau of Land Management (BLM), the Bureau of Indian Affairs (BIA), and the National Park Service (NPS).

The Secretary of the Interior Standards and Guidelines for Archaeology and Historic Preservation

The purpose of the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation of 1983 is to (1) organize the information gathered about preservation activities; (2) describe results to be achieved by federal agencies, states, and others when planning for the identification, evaluation, registration, and treatment of historic properties; and (3) integrate the diverse efforts of many entities performing historic preservation into a systematic effort to preserve the nation's cultural heritage (NPS 1983).

The Secretary of Interior Standards for Rehabilitation

Developed in 1986, the Secretary of the Interior's Standards for Rehabilitation are 10 basic principles created to help preserve the distinctive character of a historic building and its site, while allowing for reasonable chance to meet new needs.

The Secretary of the Interior Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, or Reconstructing Historic Buildings, 1995

The Secretary of the Interior's Standards for the Treatment of Historic Properties were developed to help protect the nation's irreplaceable cultural resources by promoting consistent preservation practices. The standards are a series of concepts about maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations; as such, they cannot, in and of themselves, be used to make essential decisions about which features of a historic property should be saved and which might be changed. But once an appropriate treatment is selected, the standards provide philosophical consistency to the work.

State

Assembly Bill 52

Assembly Bill 52 (AB 52) mandates early tribal circulation prior to and during CEQA review with a requirement to formally conclude consultation. AB 52 established a new category of tribal cultural resources for which only tribes are experts. The mandate requires CEQA documents to incorporate findings, not just in terms of mitigation measures, but also in terms of which type of CEQA document is appropriate.

AB 52 Consultation letters were sent on June 5, 2018, to tribal parties on the list provided by the City. These tribal parties were: Michael Mirelez of the Torres Martinez Desert Cahuilla Indians, Anthony Morales of the San Gabriel Band of Mission Indians, Joseph Ontiveros of the Soboba Band of Luiseno Indians, and Andrew Salas of the Gabrieleno Band of Mission Indians – Kitz Nation. Andrew Salas provided the lone request for consultation in a letter dated June 13, 2018. The letter stated the Gabrieleno Band of Mission Indians – Kitz Nation desire to consult on the Project and requested the cultural resources records search results and the Project mitigation measures. The City released the mitigation measures, and the requested documents were sent to Andrew Salas on August 9, 2018. No further requests have been received in regard to AB 52 consultation.

California Environmental Quality Act and the California Register of Historic Resources

In accordance with the provisions of CEQA, California Public Resources Code (PRC) Division 13 Environmental Quality, §21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. For the purposes of this statute, a historical resource is defined as a resource listed in or determined eligible for listing in the CRHR. Historical resources included in a local register of historical resources, as defined in Section 5020.1 or deemed significant pursuant to criteria set forth in §5024.1((g), are presumed to be historically or culturally significant for purposes of §21084.1. The fact that a resource is not listed in, or determined to be eligible for listing in, the CRHR, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in §5024.1(g) shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of §21084.1.

The California Office of Historic Preservation (OHP) is responsible for administering federally and State mandated historic preservation programs to further the identification, evaluation, registration, and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), a gubernatorial appointee, and the State Historical Resources Commission (SHRC). The SHRC designed and manages the CRHR program for use by State and local agencies, private groups, citizens, and other stakeholders to identify, evaluate, register, and protect California's historical resources. As such, the CRHR is used to determine if a resource qualifies for listing on the register and is a "historical resource" per CEQA §21084.1. The determination of significance of impacts to historical resources is defined in §15064.5(a) of the CEQA Guidelines, which defines the term "historical resources" as the following:

(1) A resource listed in, or determined to be eligible for by the SHRC, for listing in the CRHR (PRC §5024.1, Title 14 CCR, §4850 et seq.)

(2) A resource included in a local register of historical resources, as defined in §5020.1(k) of the PRC or identified as significant in an historical resources survey meeting the requirements of PRC §5024.1(g), shall be presumed to be historically or cultural significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a

resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (PRC §5024.1, Title 14 CCR, §4850) including the following:

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

B. Is associated with the lives of persons important to our past;

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

D. Has yielded, or may be likely to yield, information important to the prehistory or history.

The fact that a resource is not listed in or determined to be eligible for listing in the CRHR and not included in a local register of historical resources (pursuant to PRC §5024.1) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC §5020.1 or PRC §5024.1.(b).

Per §15064.5(b) of the CEQA Guidelines, which is the foundation of Threshold 3.4-1 below, a project with an effect that may cause a substantial adverse change in the significance of an historical resources is a project that may have a significant effect on the environment. The factors used when making this determination are as follows:

1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

2) The significance of an historical resource is materially impaired when a project:

   (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or

   (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to PRC §5020.1, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significance; or

   (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by the lead agency for the purposes of CEQA.

3) Generally, a project that follows the SOI Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the SOI's Standards for the Rehabilitation and Guidelines for Rehabilitating Historic Buildings shall be considered as mitigated to a level of less than significant impact on the historical resource. This

includes assessing the integrity of a resource in accordance with SOI guidelines to aid in the determination of eligibility for CRHR as a historical resource.

4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

5) When a project will affect State-owned historical resources, as described in PRC §5024.5. Consultation should be coordinating in a timely fashion with the preparation of environmental documents.

California Historical Landmarks

The State Historical Landmarks Program places an emphasis on well-known places and events in California history. The goals of the program include the preservation and maintenance of registered landmarks, most of which include missions, early settlements, battles, and gold rush sites.

California Native American Graves Protection and Repatriation Act (Health and Safety Code Section 8010)

The California Native American Graves Protection and Repatriation Act (Cal NAGPRA) 2001 conveys to American Indians of demonstrated lineal descent, the human remains and funerary items that are held by State agencies and museums.

California Points of Historical Interest Program (PRC §5020.2)

The State Points of Historical Interest Program was established in the effort to accommodate local historic properties not able to meet the restrictive criteria of the State Historical Landmarks Program. The Points of Historic Interest Program requires the participation of local governmental officials, such as the chairperson of the Board of Supervisors, in the approval process. To be eligible for designation as a Point of Historical Interest, a resource must meet at least one of the following criteria:

(A) The first, last, only, or most significant of its type within the local geographic region (City or County)

(B) Associated with an individual or group having a profound influence on the history of the local area

(C) A prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder. California Native American Graves Protection and Repatriation Act

Health and Safety Code, Sections 7050 and 7052

Health and Safety Code, Section 7050.5 declares that, in the event of the discovery of human remains outside a dedicated cemetery, all ground-disturbing activities must cease and the County Coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

Mills Act

The Mills Act provides for reduced property taxes on eligible historic properties in return for the property owner's agreement to maintain and preserve the historic property. Preservation of properties is to be in accordance with the standards and guidelines set forth by the Secretary of the Interior. In order to be designated, a building must meet qualifying criteria such as significant architecture, association with a historically significant event or person, or location in a historic district.

Native American Heritage Commission

Section 5097.91 of the PRC established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a County Coroner.

Senate Bill 18 – Traditional Tribal Cultural Places

As of March 1, 2005, SB 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction. The consultation intends to establish a meaningful dialogue regarding potential means to preserve Native American places of importance. It allows for tribes to hold conservation easements and for tribal cultural places to be included in open space planning.

State Historic Building Code (Health and Safety Code Sections 18950-18961)

Created in 1975, the State Historical Building Code (SHBC) provides regulations and standards for the preservation, restoration, rehabilitation, or relocation of historic buildings, structures, and properties that have been determined by an appropriate local or State governmental jurisdiction to be significant in the history, architecture, or culture of an area. Rather than being prescriptive, the SHBC constitutes a set of performance criteria. The SHBC is designed to "help facilitate restoration or change of occupancy in such a way as to preserve original or restored elements and features of a resource; to encourage energy conservation and a cost-effective approach to preservation; and to provide for reasonable safety from earthquake, fire, or other hazards for occupants and users of such buildings, structures, and properties."

Codified in Health and Safety Code Sections 18950 through 18961, the SHBC provides alternative building regulations and building standards for the rehabilitation, preservation, restoration (including related reconstruction), or relocation of buildings or structures designated as historic buildings. Such alternative building standards and building regulations are intended to facilitate the restoration or change of occupancy so as to preserve their original or restored architectural elements and features, to encourage energy conservation and a cost-effective approach to preservation, and to provide for the safety of the building occupants. The SHBC also serves as a guide for providing reasonable availability, access, and usability by the physically disabled.

State Historic Preservation Officer (PRC §5024)

The SHPO is responsible for the operation and management of the OHP, as well as long-range preservation planning in California. The Governor appoints the SHPO, in consultation with the SHRC and the Director of the Department of Parks and Recreation. The SHPO assists the SHRC in accomplishing its goals and duties by developing and administering a program of public information, education, training, and technical assistance. The SHPO also serves as Executive Secretary to the SHRC and is responsible for developing an administrative framework for the SHRC and implementing the SHRC's preservation programs and priorities. The SHPO also oversees implementation of preservation laws regarding historic resources and oversees the California Historic Resources Inventory, which serves as a listing of historic resources identified using national, State, and local criteria.

3.4.6 Impacts and Mitigation

Threshold 3.4-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively?

Significant and Unavoidable. The NRHP maintains a list identifying the nation's historic places worthy of preservation; CRHR maintains a list identifying California's significant historical and archaeological resources. The designation criteria for both the NRHP and CRHR are described above in Section 3.4.5, Applicable Regulations. Review of the Proposed Project site area did not identify any previously recorded historical resources potentially eligible for listing in the NRHP or CRHR.

The historic resource investigation of the Proposed Project site included an examination of the exterior of the Star Theater as observed from the pedestrian public right-of-way as well as the interior of the building. During the historic resource investigation, the Star Theater was photographed, documented, and evaluated. Any property determined to have been built prior to 1965 or to be potentially eligible for the CRHR was formally evaluated on California Department of Parks and Recreation (DPR) 523 series forms. The results of the historic resource investigation and DPR 523 series forms are provided in Appendix B.

In addition to the in-field historical resource investigation, resource staff executed general contextual and site-specific research for the Star Theater and the surrounding area. The Los Angeles County Department of Building and Safety; the Los Angeles County Assessor; the La Puente Valley Historical Society; the Los Angeles Conservancy; the *Los Angeles Times* historical database; the S. Charles Lee Papers housed at the University of California, Los Angeles; the La Puente Library local history collection; historic Sanborn Fire Insurance Maps; historic U.S. Geological Survey (USGS) maps; and Los Angeles Public Library databases were accessed during the current research effort. Investigators also consulted the California Historic Resources Inventory and NPS Focus (National Park Service online digital library and database) to determine if any properties had been previously surveyed or evaluated. The research did not identify any previously surveyed or evaluated properties within the Proposed Project site.

The following evaluation of the Star Theater includes reviews for each criterion set forth in Section 15064.5(a)(3) of the CEQA Guidelines, Determining the Significance of Impacts to Archaeological and Historical Resources.

Criterion 1: *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage?*

This building is not associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. More specifically, the building is one of many movie theaters constructed throughout California as the demand for theaters grew in the post-World War II period. Research has yielded no information to suggest that any historical events are specifically associated with this building. Therefore, this resource is not eligible for the CRHR under Criterion 1.

Criterion 2: *Is associated with the lives of persons important to our past?*

This resource is not directly associated with the lives of persons important in local, state, or national history based on the research conducted. While S. Charles Lee is a significant architect and considered a master, beyond his involvement with the design of the building, his life is not specifically associated with the building. His association is better addressed under CRHR Criterion 3. Several individuals have been associated with the Star Theater including Steven and Emma Chorak, Robert Stein, Leo Borunda, Arturo Gutierrez, Efrain Tobalina, and Jose Cortez.

The Puente Theater was initially owned by Steven and Emma Chorak (County of Los Angeles Department of Building and Safety 1947). In 1949 the Choraks sought damages against film distributors under the treble-damage provision of the antitrust law, asserting that the nearby El Monte Theater was given preferential booking to their own Puente Theater. In a lawsuit that the *Los Angeles Times* referred to as "the first of its kind," the courts found in favor of the film distributors (*Los Angeles Times* 1949). Research has yielded little additional information regarding Steven and Emma Chorak. Between 1948 and 1965, the name of the theater was changed from the Puente Theater to the Star Theater; and Robert Stein became the owner of the theater (City of La Puente 1965). Between 1965 and 1975, Leo Borunda purchased the property (County of Los Angeles Department of Building and Safety 1975). Research has yielded little information regarding Stein or Borunda. Borunda sold the property to Arturo Gutierrez and Efrain Tobalina in 1976. Shortly after Gutierrez and Tobalina purchased the property, they changed the format to adult X-rated films. In addition to the Star, Tobalina and his wife operated two other X-rated theaters, the Mayan in downtown Los Angeles and the X Theater in Hollywood (Morris 1983). Research has yielded little additional information regarding Gutierrez or Tobalina. It appears that by 1977 Gutierrez and Tobalina sold the theater to Jose Cortez (City of La Puente 1977). The theater continued to show adult films until 2000 when the theater lost its adult entertainment permit (Baer 2017). Between 2000 and 2007, the theater was renovated and began showing first-run family films with Spanish subtitles before closing in 2007 (Los Angeles Conservancy 2017).

Research into the lives of these individuals yielded no information to suggest that they are persons important in local, state, or national history. Research yielded no information that any persons important to history were specifically associated with this building. Therefore, this resource is not eligible for the CRHR under Criterion 2.

Criterion 3: *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values?*

This resource meets CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, as the work of an important creative individual, and as having high artistic value. As discussed above, the building was designed by S. Charles Lee, one of the most prolific and prominent architects of movie theaters from the 1920s through the 1940s. The theater is one of five designed by Lee that utilized a lamella roof and is not only the last remaining example designed by Lee in Los Angeles County, but is also his only design that did not enclose the half cylinder roof that resulted from the lamella

roof design. This building is associated with the post-World War II trend in movie theater construction where, under the limitations of restricted materials, movie theater designers began to design simpler, more cost-effective theaters using non-restricted materials. It is representative of a larger shift in building design that occurred throughout California in the post-war years that largely embraced Modernism. It also represents a distinctive period in the design sensibilities of S. Charles Lee when he began to focus on less extravagant, economical, and more Modernist-influenced design. The building reflects his willingness to experiment with a wider variety of materials and building forms. The monumental signage, which was designed to be visible to passing motorists, also contributes to the significance of the building as an example of a design element specific to the rise of automobile culture. The building is a good example of the work of S. Charles Lee during the post-World War II period of his career. While many theaters were constructed in the years after World War II, the design and method of construction of the building is a rare example of post-war theater design utilizing lamella roof construction and monumental signage. Therefore, this resource is eligible for the CRHR under Criterion 3.

Criterion 4: *Has yielded, or may be likely to yield, information important in prehistory or history?*

This resource is unlikely to yield information important to prehistory or history. The style, type, design, and construction materials for this theater are well-known/documented as is the location. The research potential of this historic resource has been exhausted as a result of the current Historic Assessment Report research efforts. Therefore, this resource is not eligible for the CRHR under Criterion 4.

Integrity (14 CCR § 4852(c): The CRHR recognizes a property's historic integrity through seven aspects or qualities. These include location, design, setting, materials, workmanship, feeling, and association. For a property to be eligible, it must retain some, if not most, of the aspects. The building has not been moved, so it retains integrity of location. While the building is currently in general disrepair and has undergone some significant modifications, including the application of non-historic stucco, the removal of the ticket booth, and the addition of a wood-frame, stucco-clad electrical room, the building does retain some integrity of design, materials, and workmanship since the general massing and the bulk of the architectural characteristics that convey the lamella roof construction and the prominence of the monumental sign are still evident and the bulk of the materials remain intact. The building retains integrity of feeling and association since it is still recognizable as a post-war movie theater. The area surrounding the building is a mix of historic-period buildings, many of which appear to have been modified over time, and new construction. The building no longer retains integrity of setting due to changes in the surrounding area resulting from new construction and the modifications of buildings over time.

As a result of the historical resource investigation, the property site as a whole meets the eligibility requirements for listing on the CRHR under Criterion 3 and, therefore, meets the threshold of significance for consideration as a historical resource for purposes of CEQA.

Mitigation Measures

The Proposed Project will implement the following mitigation measures in order to reduce the potentially significant impacts on the historical resource; however, the impact would remain significant and unavoidable.

CUL-1: **Preparation of a HABS Level III (or similar) document by a SOI-qualified architectural historian**. The report shall contain historical information, historical photographs, and large-scale digital photographs of the exterior of the Property. The HABS-like document shall be

completed prior to any alterations to the Property. A copy of the HABS-like document shall be submitted to the City of La Puente Public Library or other suitable location, open to the public, for inclusion in its local history collection.

CUL-2: **Interpretive Display.** The information included in the HABS-like document shall be used to prepare an interpretive display about the Star Theater that will be accessible to the public. The interpretive display shall be installed within one year of the completion of the Proposed Project. The interpretive display design and information presented shall be prepared in concert with recommendations of an SOI-qualified architectural historian. The City Council r will review and approve the display prior to installation and specify where it will be located.

Residual Impacts

This impact would remain significant and unavoidable.

Threshold 3.4-2: Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Section 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5, respectively?

Less than Significant with Mitigation Incorporated. PRC Section 21083.2 defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information

2) Has a special and particular quality such as being the oldest of its type or the best available example of its type

3) Is directly associated with a scientifically recognized important prehistoric or historic event or person

Under the CEQA Guidelines, archaeological resources may also be considered historical resources if the resource is listed or eligible for listing on the CRHR (14 CCR § 4850). Therefore, definitions of archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines are the same as those provided above in Threshold 3.4-1: Historical Resources.

The records search found one archaeological site located within the 0.75-mile search radius; however, the archaeological site is not determined to be located within the Proposed Project site. Although the Proposed Project site has not been previously surveyed for archaeological resources, the entire ground surface within the Proposed Project site has been previously disturbed and is obscured by urban development; archaeological deposits located at or near the surface have long since been obliterated by urbanization. However, based upon the human occupation history of the area, buried archaeological resources may be present.

Mitigation Measures

CUL-3: **Archaeological Monitoring.** For adequate coverage and the protection of potentially significant buried resources, a qualified archaeologist shall be retained by the applicant to monitor all ground-disturbing construction activities into native soils. The Project Archaeologist shall have the authority to halt any activities adversely impacting potentially significant resources. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed, and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission. Any significant archaeological resources found shall be preserved as determined necessary by the Project Archaeologist and offered to a qualified repository for curation. Any resulting reports will be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

Residual Impacts

Impacts to unknown archaeological resources would be reduced to less than significant.

Threshold 3.4-3: Would the project disturb any Native American tribal cultural remains or human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact with Mitigation Incorporated. A Sacred Lands File Request was submitted to the NAHC on June 25, 2018. On June 27, NAHC responded with no results. Due to the context and location of the Proposed Project, a negative result was expected.

If human remains are encountered during construction of the Proposed Project, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Compliance with State Health and Safety Code Section 7050.5 and implementation of the following mitigation measure would reduce any potential impacts associated with Native American tribal cultural remains or human remains to less than significant.

Mitigation Measures

CUL-4: **Native American Monitor.** A Native American monitor shall be retained to monitor all ground-disturbing construction activities into native soils. During excavation, the Native American monitor shall have the authority to halt any activities adversely impacting tribal resources. If human remains are uncovered, the Los Angeles Coroner, Native American Heritage Commission, local Native American representatives, and archaeological monitor shall determine the nature of further studies, as warranted in accordance with Public Resources Code 5097.98 and the City's standard conditions of approval.

Residual Impacts

Potential impacts associated with Native American tribal cultural remains or human remains would be less than significant.

3.4.7 Cumulative Impacts

The geographic scope of cumulative archaeological and tribal resource impacts associated with the Proposed Project are limited to the Proposed Project site. Activities associated with the Proposed Project, as it relates to archaeological and tribal resources, would have no impact to areas outside the Proposed Project site due to the localized nature of the impact. As such, no cumulative archaeological and tribal resource impacts would be associated with implementation of the Proposed Project.

The geographic scope of cumulative historic resource impacts associated with the Proposed Project is greater due to the location of S. Charles Lee designed theaters. Demolition of the theater is considered a significant cumulative impact as it is the last remaining example designed by Lee in Los Angeles County. Although the Proposed Project would result in the demolition of his only design that did not enclose the half cylinder roof that resulted from the lamella roof design, this demolition is considered a potentially significant impact as it relates to cumulative historic resources. Implementation of Mitigation Measures Cul-1 and CUL-2 would reduce cumulative historic resource impacts; however, the impact would remain significant and unavoidable.

3.5 ENERGY

In accordance with the Initial Study, this section of the Draft Focused EIR describes the source and consumption of energy resources associated with the Proposed Project. The results of the Initial Study identified that the Proposed Project would result in less than significant impacts regarding energy use. This section provides further information on applicable regulation, policies, and potential impacts of the Proposed Project.

3.5.1 Environmental Setting

Electricity

Electricity is a consumptive utility. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for onsite distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Southern California Edison (SCE) is the primary local public utility and energy supplier that services a majority of southern California, including the Proposed Project site, via a statewide network of power plants and transmission lines. SCE has delivered electricity to southern and central California for more than 125 years as one of the nation's largest electric utilities, conveying electric power to approximately 15 million people in a 50,000-square-mile area (SCE 2018a). SCE produces and purchases electricity from renewable and nonrenewable sources. Table 3-10 identifies SCE and statewide power mixes for 2017 (SCE 2018b). In 2016, SCE provided approximately 103,398 million kilowatt hours (kWh) throughout its service areas (CEC 2016a).

Table 3-10: SCE 2017 Power Content Label

Energy Resources	SCE Power Mix	2017 CA Power Mix**
Eligible Renewable	32%	29%
Biomass & bio waste	*0%*	*2%*
Geothermal	*1%*	*4%*
Eligible hydroelectric	*8%*	*3%*
Solar	*13%*	*10%*
Wind	*10%*	*10%*
Coal	*0%*	*4%*
Large Hydroelectric	8%	15%
Natural Gas	20%	34%
Nuclear	6%	9%
Other	0%	<1%
Unspecified sources of power*	34%	9%
TOTAL	100%	100%

* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.
** Percentages are estimated annually by the California Energy Commission based on the electricity sold to California consumers during the identified year.
Source: SCE 2018b

SCE supplies electrical power to the Proposed Project site from electrical service lines located in the Proposed Project vicinity. The Star Theater is currently not in operation, and electricity used at the Proposed Project site is limited to the parking facility and other security/aesthetic lighting.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the state, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the state's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Quantities of natural gas are measured in billion cubic feet (Bcf), with the average home requiring approximately 1,000 cubic feet of natural gas for space-heating, water-heating, cooking, etc. for four days.

Natural gas is provided to the Proposed Project site by the Southern California Gas Company (SoCalGas). The service territory of SoCalGas encompasses approximately 20,000 square miles in diverse terrain throughout Central and Southern California, from the City of Visalia to the Mexican border. SoCalGas receives gas supplies from several sedimentary basins in the western United States and Canada, including the Rocky Mountains and western Canada, as well as local California supplies. Natural gas for SoCalGas is delivered to the region through interstate pipelines. SoCalGas delivered approximately 7,542 million therms to its customers in 2016 (CEC 2016b).

3.5.2 Applicable Regulations

Federal

Public Utility Regulatory Policies Act of 1978

Public Utility Regulatory Policies Act of 1978 (PURPA) was passed in response to the unstable energy climate of the late 1970s. PURPA sought to promote conservation of electric energy. Additionally, PURPA created a new class of nonutility generators, small power producers, from which, along with qualified co-generators, utilities are required to buy power. PURPA was in part intended to augment electric utility generation with more efficiently produced electricity and to provide equitable rates to electric consumers. Utility companies are required to buy all electricity from qualifying facilities (QFs) at avoided cost (avoided costs are the incremental savings associated with not having to produce additional units of electricity). PURPA expanded participation of nonutility generators in the electricity market and demonstrated that electricity from nonutility generators could successfully be integrated with a utility's own supply. PURPA requires utilities to buy whatever power is produced by QFs (usually cogeneration or renewable energy). Utilities want these provisions repealed; critics argue that it will decrease competition and impede development of the renewable energy industry. The Fuel Use Act (FUA) of 1978 (repealed in 1987) also helped QFs become established. Under FUA, utilities were not allowed to use natural gas to fuel new generating technologies; but QFs, which were by definition not utilities, were able to take advantage of abundant natural gas and abundant new technologies (such as combined-cycle). The technologies lowered the financial threshold for entrance into the electricity generation business as well as shortened the lead time for constructing new plants.

Energy Policy Act of 2005

On August 8, 2005, President George W. Bush signed the National Energy Policy Act of 2005 into law. This comprehensive energy legislation contains several electricity-related provisions that aim to:

- Help ensure that consumers receive electricity over a dependable, modern infrastructure
- Remove outdated obstacles to investment in electricity transmission lines
- Make electric reliability standards mandatory instead of optional
- Give federal officials the authority to site new power lines in Department of Energy-designated national corridors in certain limited circumstances

State

Executive Order S-3-05

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3- 05, which establishes GHG emission reduction targets for California and directs the California Environmental Protection Agency Secretary to coordinate the oversight of efforts to achieve them.

The targets established by Governor Schwarzenegger call for a reduction of GHG emissions to 2000 levels by 2010; a reduction of GHG emissions to 1990 levels by 2020; and a reduction of GHG emissions to 80 percent below 1990 levels by 2050.

Executive Order S-20-06

This Executive Order directs CARB to collaborate with the Secretary for Environmental Protection and the Climate Action Team to develop a comprehensive market-based compliance program with the goal of creating a program that permits trading with the European Union, the Regional Greenhouse Gas Initiative, and other jurisdictions. CARB shall consider the recommendations of the Market Advisory Committee in the development of the market-based compliance program.

Senate Bill 1389

Senate Bill 1389 requires the development of an integrated plan for electricity, natural gas, and transportation fuels. The California Energy Commission (CEC) must adopt and transmit to the Governor and Legislature an Integrated Energy Policy Report (IEPR) every two years.

The 2018 IEPR Update will be composed of two volumes. The first volume will be a succinct, high-level summary of the innovative energy policies implemented in recent years, highlighting the role these policies have played in establishing California's leadership in building a clean energy future. It will emphasize graphic displays of California's successes to date and will not include extensive new information. It is scheduled for adoption in August 2018. The second volume will provide a more detailed follow-up of several energy issues examined in the 2017 IEPR and will encompass new analytical work as well as significant opportunities for public participation. It is scheduled for adoption in February 2019.

Volume 1: California's Energy Policy Leadership

The first volume will include a review of:

- Actions to address climate change and improve air quality
- Increases in renewable energy, both large-scale and distributed renewable energy resources
- Advancements in energy efficiency
- Developments in clean technology innovation
- Advancements in clean transportation, transportation electrification, and the development of the infrastructure needed to support zero-emission transportation
- Efforts to improve energy equity in California

Volume 2: Updated Analysis from Issues Raised in the 2017 IEPR

The second volume will address the following issues from the 2017 IEPR which was focused on implementing SB 350:

- Ongoing work to ensure energy reliability in southern California areas affected by the closure of the San Onofre Nuclear Generation Station in 2013, coupled with the retirement of natural gas power plants that use once-through cooling and the massive methane leak at the Aliso Canyon natural gas storage facility in 2016

- Updating the 2017 California energy demand forecast that was adopted as part of the 2017 IEPR proceeding. New data on transportation electrification and behind-the-meter photovoltaic adoption will be included in the updated 2018 demand forecast. This update will include planning for analysis needed to support SB 350 in the forecast that will be developed as part of the 2019 IEPR proceeding.

- Advancing Governor Jerry Brown's call to expand State adaptation activities through Executive Order B-30-15, with the goal of making the consideration of climate change a routine part of planning

- Enhancing the resiliency of the electricity system while integrating increasing amounts of renewable energy

- Continuing work on the framework developed in response to SB 350 to double energy efficiency savings by 2030. The 2018 IEPR Update will focus on identifying and pursuing additional energy efficiency savings from the agricultural and industrial sectors

- Working to ensure that low-income and disadvantaged communities have an opportunity to participate in and benefit from advancements and investments in energy efficiency, renewable energy, and clean transportation

- Advancing greenhouse gas reductions in California's buildings. The 2018 IEPR Update will discuss the long-term role of natural gas in California buildings, the Pacific Coast Collaborative's thermal decarbonization regional goals, and other greenhouse gas reduction policies and strategies relevant to California's built environment. This update will also identify market barriers, data collection needs, building performance metrics, and grid integration opportunities to develop recommendations that advance California's energy-related policies and programs on greenhouse gas reductions from buildings.

Assembly Bill 32

Assembly Bill 32, also known as the California Global Warming Solutions Act of 2006, commits the State to achieving year 2000 GHG emission levels by 2010 and year 1990 levels by 2020. To achieve these goals, AB 32 tasked the California Public Utilities Commission and the CEC with providing information, analysis, and recommendations to CARB regarding ways to reduce GHG emissions in the electricity and natural gas utility sectors.

California Building Standards Code (Title 24)

The following subsections delineate the relevant parts under California Building Standards Code (Title 24).

California Building Energy Efficiency Standards (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The California Building Energy Efficiency Standards are updated every three years. The current California Building Energy Efficiency Standards are the 2013 Building Energy Efficiency Standards, which became effective July 1, 2014. The 2013 Building

Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements to enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

California Green Building Standards (Title 24, Part 11)

The California Green Building Standards Code, commonly referred to as the CALGreen Code, went into effect on January 1, 2014, with energy provisions effective July 1, 2014. The 2013 CALGreen Code includes mandatory measures for non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality. Mandatory measures for residential development pertain to green building; planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; environmental quality; and installer and special inspector qualifications.

California Air Resources Board

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

The Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling was adopted to reduce public exposure to DPM and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles. This section applies to diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. Reducing idling of diesel-fueled commercial motor vehicles reduces the amount of petroleum-based fuel used by the vehicle.

Regulation to Reduce Emissions of DPM, Oxides of Nitrogen and other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles

The Regulation to Reduce Emissions of DPM, Oxides of Nitrogen and other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles (Title 13, Division 3, Chapter 1, Section 2025) was adopted to reduce emissions of DPM, oxides of nitrogen (NO_X) and other criteria pollutants from in-use diesel-fueled vehicles. This regulation is phased, with full implementation by 2023. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirements, replacement, or repower of older, dirtier engines with newer emission-controlled models. The newer emission-controlled models would use petroleum-based fuel in a more efficient manner.

Local

La Puente General Plan

The Community Resources Element of the La Puente General Plan addresses energy conservation. The General Plan Goals and Policies identified below, address energy conservation.

Goal 4: Conservation of La Puente's natural resources, improvement of air quality, and energy conservation.

Policy 4.3: Promote and encourage energy conservation measures by the public sector, private sector, and local school districts.

In response to the above General Plan Goal and Policy, the City of La Puente adopted the following action:

Action CR-13: Promote Energy Conservation

Continue to promote energy conservation by the public and private sector. Continue to implement Title 24 standards in building codes and work with energy providers to encourage energy conservation activities and promote energy conservation programs. Use the City website and City events to educate the public regarding energy conserving appliances and fixtures and, when available, seasonal reward programs from utility companies to residential energy customers who conserve energy.

3.5.3 Impacts and Mitigation

Threshold 3.5-1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?

Less than Significant.

Construction

During construction of the Proposed Project, energy would be consumed in three general forms:

- Petroleum-based fuels used to power off-road construction vehicles and equipment on the Proposed Project site, construction worker travel to and from the Proposed Project site, as well as delivery and haul truck trips (e.g., hauling of demolition material to offsite reuse and disposal facilities)

- Electricity associated with the conveyance of water that would be used during Proposed Project construction for dust control and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power

- Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass

Electricity

The Proposed Project would result in the use of electricity to construct the 22-unit condominium and associated facilities. Electricity would be supplied to the Project site by SCE and would be obtained from the existing electrical lines that connect to the Proposed Project site. As such, use of electricity from existing power lines rather than temporary diesel- or gasoline-powered generators would minimize impacts on energy use. Electricity consumed during construction of the Proposed Project would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary and nominal and would cease upon the completion

of construction. Overall, construction activities associated with the Proposed Project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during construction of the Proposed Project would not be wasteful, inefficient, or unnecessary.

Construction of the Proposed Project's electrical infrastructure would primarily occur within the Proposed Project site. Offsite construction activities to connect the Proposed Project's electrical infrastructure with primary electrical distribution lines could occur. Where feasible, the new service installations and connections would be scheduled and implemented in a manner that would not result in electrical service interruptions to other properties. Compliance with SCE's guidelines and requirements would ensure that the Project Applicant fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations with SCE, and limits any impacts associated with grading, construction, and development within SCE easements. As such, construction of the Proposed Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Natural Gas

Construction of the Proposed Project typically would not involve the consumption of natural gas. Natural gas would not be supplied to support Proposed Project construction activities; thus, construction would not generate any demand.

Operation

During operation of the Proposed Project, energy would be consumed for multiple purposes including, but not limited to, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, electronics, and appliances. Energy would also be consumed during Proposed Project operations related to water usage, solid waste disposal, and vehicle trips.

Electricity

The Proposed Project site is currently occupied by a surface parking lot and the Star Theater (not in operation). The Proposed Project would result in an increase in electricity use within the Proposed Project site. The City of La Puente is classified within climate zone 9, according to the California Public Utilities Commission (CPUC) and SCE. Average kWh uses of cities within climate zone 9 are 821.5 kWh as of 2016 (CPUC 2016). According to SCE's Energy Data for the City identified by its zip code, the average monthly consumption of electricity in residential facilities are 573.41kWh, which is lower than the regional average. The addition of 22 units of residential facilities within the City will result in a nominal increase in demand (SCE 2017). Additionally, the Proposed Project would comply with applicable regulatory requirements regarding energy conservation, including the California Building Code and CALGreen, Title 24, Part 11 for State-mandated Green Building Code.

The amount of electricity required to operate the Proposed Project would be an increase compared to the existing amount of electricity used at the Proposed Project site; however, the total amount of electricity needed to operate the Proposed Project would be nominal when compared to total amount of electricity delivered to the surrounding area by SCE as stated in the previous paragraph.

Natural Gas

The Proposed Project site is currently occupied by a surface parking lot and the Star Theater (not in operation). The Proposed Project would result in an increase in consumption of natural gas within the Proposed Project site. According to the 2018 California Gas Report prepared by the California Gas and Electric Utilities, SoCalGas estimates the total gas demand is at a decline at an annual rate of 0.74 percent up to 2035 due to energy efficiency standards, tighter regulations by Title 24, and renewable electricity goals to name a few. Residential demand is anticipated to decline from 236 Bcf to 186 Bcf. Most of the demand of natural gas is from single-family homes with an approximate demand of up to 165 Bcf in 2017. Multi-family dwellings consisting of over four units have an average demand of 190 Bcf to 223 Bcf. However, based on the current trends proposed by SoCalGas, overall residential demands are expected to decrease. The addition of the Proposed Project is not expected to significantly increase the demand for natural gas (California Gas and Electric Utilities 2018). Additionally, the Proposed Project would comply with applicable regulatory requirements regarding energy conservation to further reduce natural gas use.

The amount of natural gas required to operate the Proposed Project would be an increase compared to existing natural gas used at the Proposed Project site; however, the total amount of natural gas needed to operate the Proposed Project would be nominal when compared to total amount of natural gas delivered to the surrounding area by SoCalGas.

Overall, the Proposed Project would be designed and constructed in accordance with State and local green building standards that would serve to reduce the energy demand of the Proposed Project. Additionally, the Proposed Project's energy demand would be within the existing and planned electricity and natural gas capacities of SCE and SoCalGas, respectively. Therefore, development of the Project would not cause wasteful, inefficient, and unnecessary consumption of energy; and the impact would be less than significant.

Mitigation Measures

No mitigation measures are required

Residual Impacts

Impacts on energy resources would be less than significant.

Threshold 3.5-2: Would conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than Significant. The City does not currently have an adopted renewable energy plan or energy efficiency plan; however, an Energy Action Plan was prepared and filed with the City in 2013. The Energy Action Plan provided City-wide strategies to promote renewable energy resources and pursue energy efficiency strategies. The Proposed Project would also comply with CCR Title 24 and CALGreen, which regulate the amount of energy consumed by new development for heating, cooling, ventilation, and lighting. Therefore, the Proposed Project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

Mitigation Measures

No mitigation measures are required

Residual Impacts

3.5.4 Impacts on energy resources would be less than significant. Cumulative Impacts

The geographic scope of cumulative energy impacts associated with the Proposed Project comprises the SCE (electricity) and SoCalGas (natural gas) service areas. Electricity and natural gas are provided to end users on demand, and delivery amount is a function of use. During peak usage, more of the utility can be made available to users in order to avoid any potential outages. Average electricity consumption within the City is below the regional average of consumption and demand for natural gas is in decline due to stricter policies for building codes and energy conservation practices. The Proposed Project, in combination with cumulative projects, would have less than significant impacts within the service areas of SCE and SoCalGas.

3.6 NOISE

This section provides information on ambient noise conditions in the vicinity of the Proposed Project and potential impacts with noise as a result of the construction and operation of the Proposed Project are identified. The noise modeling output is included in this Draft Focused EIR as Appendix D.

3.6.1 Existing Environmental Setting

Noise Terminology

Noise Fundamentals

Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3dBA; a halving of the energy would result in a 3 dBA decrease.

A given level of noise may be more or less tolerable depending on the duration of exposure experienced by an individual. A number of measures of noise exposure consider not only the A-level variation of noise, but also the duration of the disturbance. The Day-Night Average Level (Ldn) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of ten decibels to sound levels at night between 10 p.m. and 7 a.m. The Community Noise Equivalent Level (CNEL) is similar to the Ldn except that it reflects the addition of 4.77 decibels to sound levels during the evening hours between 7 p.m. and 10 p.m. These additions are made to the sound levels at these time periods because during the evening and nighttime hours, when compared to daytime hours, there is a decrease in the ambient noise levels, which creates an increased

sensitivity to sounds. For this reason, the sound appears louder in the evening and nighttime hours and is weighted accordingly. The City of La Puente Noise Element uses the Community Noise Equivalent (CNEL).

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increases or decreases, that a change of 5 dBA is readily perceptible, and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (Caltrans 2013).

Ground-Borne Vibration Fundamentals

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude, such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV) or the root mean square (rms) amplitude of the vibration velocity. Due to the typically small amplitudes of vibrations, vibration velocity is often expressed in decibels and is denoted as (Lv) and is based on the rms velocity amplitude. A commonly used abbreviation is "VdB", which in this text, is when Lv is based on the reference quantity of 1 micro inch per second.

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Offsite sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration.

Existing Noise Conditions

Ambient Noise Levels

The Noise Element of the La Puente General Plan was utilized to determine the existing noise level at the Project site. The site is impacted by vehicle noise primarily from Glendora Avenue on the west side of the Project site, as well as from Workman Street and 1st Street, which are on the north and east sides of the Project site, respectively. In addition, the Union Pacific Railroad is located as near as 470 feet southwest of the Project site. Figure 3-1 shows the existing baseline noise contours from the General Plan, which indicate that the Project site is currently located within the 60-dBA CNEL Noise Contours, which means the noise level on the Project site is 60 dBA CNEL or higher, but less than 65 dBA CNEL.

Aircraft Noise

The nearest airport to the Project site is El Monte Airport, located as near as 6 miles to the northwest. The Project site is located well outside of the 65 dB CNEL contour for the Airport, and no noise impacts are anticipated to occur from planes taking off and landing at El Monte Airport. However, the Los Angeles County Sheriff Heliport, which is also known as the City of Industry Civic Financial District Heliport, is

located as near as 0.4 mile northwest of the Project site. According to the Federal Aviation Administration flight information from AirNav LLC, the allowed approaches to the Helipad are from 132 degrees (from southeast) and 295 degrees (from northwest) and the allowed departures are to 115 degrees (to southeast) and to 312 degrees (to northwest). The Helipad does not provide any allowed approaches or departures in the direction of the Project site (to or from northeast) (AirNav 2018). As such, no direct helicopter overflights occur at the Project site, and helicopter and aircraft noise does not provide a quantitative contribution to the existing noise environment.

3.6.2 Applicable Regulations

The following subsections present a summary of noise-related requirements for the Proposed Project.

Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce
- Assisting State and local abatement efforts
- Promoting noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees. For example, the Occupational Safety and Health Administration (OSHA) agency prohibits exposure of workers to excessive sound levels. The Department of Transportation (DOT) assumed a significant role in noise control through its various operating agencies. The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA). Transit noise is regulated by the federal Urban Mass Transit Administration (UMTA), while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). Finally, the federal government actively advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being sited adjacent to a highway or, alternately, that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Although the Proposed Project is not under the jurisdiction of the FTA, the FTA is the only agency that has defined what project effects constitute a significant noise impact from implementing a project. As shown in Table 3-11, the allowable cumulative noise level increase created from a project would range from 0 to 7 dBA, which is based on the existing (ambient) noise levels in the Project vicinity. The justification for the sliding scale, is that people already exposed to high levels of noise should be expected to tolerate only a small increase in the amount of noise in their community. In contrast, if the existing noise levels are quite low, it is reasonable to allow a greater change in the community noise for the equivalent difference in annoyance.

Table 3-11 FTA Project Effects on Cumulative Noise Exposure

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Project Only	Combined	Noise Exposure Increase
45	51	52	+7
50	53	55	+5
55	55	58	+3
60	57	62	+2
65	60	66	+1
70	64	71	+1
75	65	75	0

Source: Federal Transit Administration, 2006. Leq: the sound level in decibels equivalent to the total sound energy measured over a stated period of time

State Regulations

Noise Standards

California Department of Health Services Office of Noise Control

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix," which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

California Noise Insulation Standards

Title 24, Chapter 1, Article 4 of the California Administrative Code (California Noise Insulation Standards) requires noise insulation in new hotels, motels, apartment houses, and dwellings (other than single-family detached housing) that provides an annual average noise level of no more than 45 dBA CNEL. When such structures are located within a 60-dBA CNEL (or greater) noise contour, an acoustical analysis is required to ensure that interior levels do not exceed the 45-dBA CNEL annual threshold. In addition, Title 21, Chapter 6, Article 1 of the California Administrative Code requires that all habitable rooms, hospitals, convalescent homes, and places of worship shall have an interior CNEL of 45 dB or less for areas that are located within exterior noise contour levels of 60 dBA or greater from transportation noise sources.

Government Code Section 65302

Government Code Section 65302 mandates that the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

California Vehicle Code Section 27200-27207 – On-Road Vehicle Noise

California Vehicle Code Section 27200-27207 provides noise limits for vehicles operated in California. For vehicles over 10,000 pounds, noise is limited to 88 dB for vehicles manufactured before 1973, 86 dB for vehicles manufactured before 1975, 83 dB for vehicles manufactured before 1988, and 80 dB for vehicles manufactured after 1987. All measurements are based at 50 feet from the vehicle. All on-road vehicles utilized during construction as well vehicles associated with vehicle trips generated by the operation of the Proposed Project will be required to meet the State's On-Road Vehicle noise limits.

California Vehicle Code Section 38365-38380 – Off-Road Vehicle Noise

California Vehicle Code Section 38365-38380 provides noise limits for off-highway motor vehicles operated in California: 92 dBA for vehicles manufactured before 1973, 88 dBA for vehicles manufactured before 1975, 86 dBA for vehicles manufactured before 1986, and 82 dBA for vehicles manufactured after December 31, 1985. All measurements are based at 50 feet from the vehicle. All off-road equipment utilized during construction of the Proposed Project will be required to meet the State's Off-Road Vehicle noise limits.

Vibration Standards

Title 14 of the California Administrative Code Section 15000 requires that all State and local agencies implement CEQA Guidelines, which requires the analysis of exposure of persons to excessive ground-borne vibration. However, no statute has been adopted by the State that quantifies the level at which excessive ground-borne vibration occurs.

Caltrans issued the *Transportation- and Construction-Induced Vibration Guidance Manual* in 2004. The manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. However, this manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for continuous (construction-related) and transient (transportation-related) sources of vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV for transient sources and 0.04 inch per second PPV for continuous sources (Caltrans 2013b).

Local Regulations – City of La Puente

The City of La Puente General Plan and Municipal Code establish the following applicable policies related to noise and vibrations.

City of La Puente General Plan

Figure 3-3 identifies the standards for transportation noise sources as listed in the Noise Element of the City of La Puente General Plan. Specifically, noise levels at the proposed residential condominium units would be considered normally acceptable between 50 to 60 dBA CNEL and conditionally acceptable between 60 and 65 dBA CNEL. Additionally, the Noise Element establishes the following applicable policies related to noise:

Goal 4 Protection from undesirable traffic, business activity, and nuisance noise to the extent feasible.

Policy 4.2 Require trucks to travel on designated truck routes to minimize impacts of traffic noise on residential neighborhoods.

Policy 4.3 Minimize spillover noise from commercial and industrial uses into nearby residential neighborhoods.

Policy 4.4 Continue to enforce the City's noise regulations to protect residents from excessive noise levels associated with loud parties, loud music, and other nuisance noise sources.

City of La Puente Municipal Code

The City's Municipal Code identifies standards for noise intrusion from non-transportation sources within the City. Section 4.34.020(f) of the City's Noise Ordinance regulates construction-related noise levels. These regulations prohibit the operation of any tools, equipment, impact devices, derricks, or hoists used on construction, drilling, repair, alteration, demolition or earthwork, between the hours of 8:00 p.m. and 7:00 a.m. on weekdays or at any time on Saturdays, Sundays, or City holidays. Within the hours of 7:00 a.m. and 8:00 p.m., interior construction is permissible on Saturdays.

3.6.3 Impacts and Mitigation

Environmental Impacts

Threshold 3.6-1: Would the Proposed Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?

Less than Significant with Mitigation Incorporated. The Proposed Project would not generate substantial temporary or permanent increases in ambient noise levels in the vicinity of the Project in excess of standards established in the General Plan or Noise Ordinance or applicable standards of other agencies. The following section calculates the potential noise emissions associated with construction and operations of the Proposed Project and compares the noise levels to the City standards.

Construction-Related Noise

Construction activities for the Proposed Project are anticipated to include the demolition of 8,800 square feet of existing structures and 33,018 square feet of existing pavement, grading of the 0.96-acre Project site, building construction of 22 residential condominiums, paving of the onsite roads and parking areas, and application of architectural coatings. Noise impacts from construction activities associated with the Proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors are workers at the commercial office located adjacent to the southern edge of the Project site. There are also residents at the single-family homes located approximately 240 feet northeast of the Project site on the north side of Workman Street.

Section 4.34.020(f) of the City's Noise Ordinance restricts construction activities from occurring between the hours of 8:00 p.m. and 7:00 a.m. on weekdays or at any time on Saturdays, Sundays, or City holidays. Within the hours of 7:00 a.m. and 8:00 p.m., interior construction is permissible on Saturdays. Through adherence to the construction-related noise requirements provided in the City's Noise Ordinance, construction-related noise levels would not exceed any noise standards established in the General Plan or Noise Ordinance. However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities; and, even with adherence to the City standards, the construction noise levels may result in a significant substantial temporary noise increase to the nearby sensitive receptors.

In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the OSHA agency limits for noise exposure have been utilized. The use of a significance threshold using an OSHA standard is considered conservative. The OSHA standard limits noise exposure of workers to 90 dB or less over eight continuous hours or 105 dB or less over one continuous hour, and this standard has been utilized to analyze the construction noise impacts to the sensitive receptors located at the nearby offsite workers. The demolition and grading activities that would occur near workers would consist of the use of dozers, tractors, loaders, and backhoes that will make several passes over each portion of the Project site, which will limit demolition and grading activities at the point on the Project site that is closest to the offsite workers to less than one-hour intervals. It should be noted that once a dozer or other off-road equipment travels 15 or more feet away from the nearby workers, the noise level is reduced to 90 dB or lower, so the equipment will spend little time in locations where its noise level would exceed 90 dB for the nearby workers. However, the building construction, paving, and painting activities would have the potential to occur in the proximity of the offsite workers for eight continuous hours. Therefore, the one-hour standard of 105 dB has been utilized as the threshold for demolition and grading activities and the eight-hour standard of 90 dB has been utilized as the threshold of building construction, paving, and painting activities.

Construction noise impacts to the nearby sensitive receptors have been calculated by using the Roadway Construction Noise Model (RCNM). The results are shown below in Table 3-12, and the RCNM printouts are provided in Appendix D.

Table 3-12: Worst Case Construction Noise Levels at Nearest Receptors Prior to Mitigation

Construction Phase	Workers Adjacent to the Southern Edge of the Project Site		Homes to Northeast on North Side of Workman Street		OSHA Noise Thresholds (dBA)
	Distance (feet)	Noise Level (dBA)	Distance (feet)	Noise Level (dBA)	
Demolition	5	98	240	71	105
Grading	5	98	240	71	105
Building Construction	10	87	250	69	90
Paving	5	**94**	340	65	90
Architectural Coatings	10	88	250	60	90

Source: RCNM, Federal Highway Administration, 2006.

Table 3-12 shows that the greatest noise impacts would occur at the workers located adjacent to the southern edge of the Project site with construction-related noise levels as high as 98 dBA during

demolition and grading activities. This would be within the OSHA one-hour noise threshold of 105 dBA. The table also shows that paving activities would result in a construction noise level of 94 dBA at the nearby workers, which would exceed the OSHA eight-hour noise threshold of 90 dBA. This would result in a significant impact, necessitating the implementation of mitigation.

NOI-1 requires the 6-foot-high wall indicated on the site plan to be constructed on the south side of the Project prior to the issuance of building permits, which would be before the start of building construction, paving, and painting activities. The construction noise levels at the nearby offices occupied by workers have been recalculated based on implementation of NOI-1 and assuming that a 6-foot high wall would provide 5 dB of attenuation.

Table 3-13 shows that, with implementation of NOI-1, the construction noise levels at the adjacent offsite offices occupied by workers would be reduced to within OSHA's eight-hour noise threshold of 90 dBA. Therefore, through adherence to the noise limitation of allowable construction times provided in Section 4.34.020(f) of the City's Noise Ordinance and implementation of NOI-1, the Proposed Project would not create a substantial temporary increase in ambient noise levels from construction activities. Therefore, with the implementation of NOI-1, construction-related noise impacts would be less than significant.

Table 3-13: Mitigated Worst Case Construction Noise Levels at Nearest Receptors

Construction Phase	Workers Adjacent to the Southern Edge of the Project Site		Homes to Northeast on North Side of Workman Street		OSHA Noise Thresholds (dBA)
	Distance (feet)	Noise Level (dBA)	Distance (feet)	Noise Level (dBA)	
Demolition	5	98	240	71	105
Grading	5	98	240	71	105
Building Construction	10	82	250	69	90
Paving	5	89	340	65	90
Architectural Coatings	10	83	250	60	90

Source: RCNM, Federal Highway Administration, 2006.

Operational-Related Noise

Implementation of the Proposed Project would include development of 22 residential condominiums units and associated parking facilities. The Proposed Project may create noise impacts to the nearby sensitive receptors, as well as expose the residents of the proposed residential condominiums to noise from transportation and stationary noise sources.

Noise Impacts to Nearby Sensitive Receptors

The ongoing operation of the Proposed Project may result in a substantial permanent increase in ambient noise levels in the Project vicinity from an increase in vehicular traffic that is generated by the Proposed Project on the nearby roadways. Residential developments typically do not include any non-transportation noise sources that are audible outside of the boundaries of the development. As such, the operational noise impacts analysis to the nearby sensitive receptors has been limited to project-generated vehicular traffic.

Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. The level of traffic noise depends on three primary factors: (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The Proposed Project does not propose any uses that would require a substantial number of truck trips, and the Proposed Project would not alter the speed limit on any existing roadway, so the Proposed Project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the Proposed Project.

Goal 4 of the General Plan requires that new development provide protection from undesirable traffic noise; however, the Policies associated with Goal 4 do not provide quantitative noise thresholds of what constitutes a significant impact from an increase in traffic noise generated by a project. As such, this impact analysis has utilized guidance from the FTA for a moderate impact that has been detailed above in Table 3-11 and shows that the Project contribution to the noise environment may result in a significant noise impact between 0 and 7 dB, which is dependent on the existing noise levels.

The CalEEMod model runs utilized for the Air Quality analysis provided above in Section 3.3 found that the Proposed Project would generate 128 daily trips (see Appendix C). According to *24 Hour Volume Counts for the City of La Puente* (Willdan Engineering 2016), Glendora Avenue between Temple Avenue and Main Street had 13,720 daily trips in April 2016. In order for project-generated vehicular traffic to increase the noise level of Glendora Avenue, which is the anticipated primary route to the Proposed Project site, by 3 dB, the roadway traffic would have to double; and for the roadway noise levels to increase by 1.5 dB, the roadway traffic would have to increase by 50 percent. Since the Proposed Project would only result in a maximum of a 0.9 percent increase in traffic volumes on Glendora Boulevard, the project-related roadway noise increase is anticipated to be negligible. Noise impacts to offsite receptors resulting from operation of the Proposed Project would be less than significant.

Noise Impacts to Proposed Condominiums

The Proposed Project would consist of development of 22 residential condominium units. The Project site is located adjacent to existing commercial uses and major roadways, and the Union Pacific Railroad is located as near as 470 feet southwest of the Project site. The proposed residential condominiums are anticipated to be impacted by transportation and stationary noise sources.

Transportation-Related Noise Impacts

The City noise standards for new multi-family residential uses are defined in the Land Use Compatibility Criteria (see Figure 3-2) provided in the Noise Element of the City's General Plan that defines noise levels below 60 dBA CNEL at multi-family residential uses as "Normally Acceptable" and noise levels between 60 and 65 dBA CNEL at multi-family residential uses as "Conditionally Acceptable". The Land Use Compatibility Criteria Figure provides the following definition for "Conditionally Acceptable":

> "New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice."

In addition to the City noise requirements, Title 24, Chapter 1, Article 4 of the California Administrative Code requires noise insulation in multi-family dwellings to provide an annual average noise level of no more than 45 dBA CNEL at the interior areas of the proposed homes.

To determine the future transportation noise level impacts to the Project site, the Year 2025 Noise Contours from the Noise Element of the La Puente General Plan have been utilized in this analysis (see Figure 3-3). Figure 3-3shows that for the year 2025, the noise level on the Project site will be within the 60 dBA CNEL Noise Contours, which means the noise level on the Project site is 60 dBA CNEL or higher but less than 65 dBA CNEL. The projected year 2025 noise level for the Project site would exceed the City's "Normally Acceptable" noise level of 60 dBA CNEL for new multi-family residential uses. As such, this would be considered a potentially significant impact.

NOI-2 is provided that would require installation of air conditioning with a fresh air supply system for every residential condominium unit. Implementation of NOI-2 would comply with the "closed windows and fresh air supply system or air conditioning" requirement detailed above for the "Conditionally Acceptable" noise level category (i.e., 65 dBA). In addition, a newly constructed multi-family home with a mechanical ventilation system typically provides a minimum of 25 dB of exterior to interior noise reduction or attenuation. Based on the worst-case noise level on the Project site of 64.9 dBA, this would result in an interior noise level at the proposed residential condominiums of 39.5 dBA CNEL, which is within the Title 24 interior noise standard of 45 dBA CNEL. Therefore, with implementation of NOI-2, the Proposed Project would meet 65 dBA "conditionally acceptable" requirements and would be within the Title 24 interior noise requirements. Impacts would be reduced to less than significant with the implementation of the "closed windows and fresh air supply system or air conditioning" in the structures.

Stationary Noise Impacts

The proposed residential condominiums may be impacted by stationary noise sources associated with the nearby commercial uses located on the south side of the Project site. The commercial uses on the south side of the Project site are currently utilized as professional offices, which typically do not generate high noise levels. However, for Google Maps, the noise sources of rooftop mechanical equipment and parking lots were identified on these commercial uses. The Noise Element of the City's General Plan limits normally acceptable noise levels at multi-family residential uses to 60 dBA CNEL.

In order to determine the noise impacts from rooftop mechanical equipment and parking lot activities at the nearby commercial uses to the proposed residential condominiums, reference noise measurements were taken of each noise source and are shown below in Table 3-14. Table 3-14 also shows the anticipated noise level from each source at the nearest proposed residential condominium to each noise source. The operational reference noise measurements are shown in Appendix D.

Table 3-14: Mitigated Operational Noise Levels at the Proposed Condominiums

Noise Sources from Commercial Uses on South Side of the Project Site	Noise Impacts at the Nearest Proposed Residential Condominiums	
	Distance (feet)	Noise Level (dBA Leq)
Rooftop Equipment[1]	25	41
Parking Lot[2]	15	45
Combined Noise Levels		47
City Noise Standards		**60**

Noise Sources from Commercial Uses on South Side of the Project Site	Noise Impacts at the Nearest Proposed Residential Condominiums	
	Distance (feet)	Noise Level (dBA Leq)
Exceeds City Standards?		**No**

Notes:
[1] The rooftop equipment was based on a noise measurement 10 feet from an operational rooftop HVAC unit that measured 66.6 dBA Leq (see Appendix D). The calculated noise level accounts for the noise attenuation provided by the approximately 3-foot-high parapet wall on top of the commercial building.
[2] The parking lot was based on a noise measurement 5 feet from a commercial parking lot that produced a noise level of 63.1 dBA Leq (see Appendix D). The calculated noise level accounts for the noise attenuation provided by the proposed 6-foot wall that will be constructed along Project site's south property line.
Source: Noise calculation methodology from Caltrans, 2013.

Table 3-14 shows that the combined noise level at the nearest proposed condominium units to the commercial uses on the south side of the Project site would be 47 dBA Leq, which would be within the City's normally acceptable noise standard of 60 dBA CNEL for multi-family residential land uses. Therefore, the stationary noise impacts from the nearby commercial uses would result in a less than significant impact.

Mitigation Measures

NOI-1 Prior to the issuance of building permits, the Project Applicant shall construct the 6-foot high concrete block wall that is detailed on the site plan along the southern property line of the Project site.

NOI-2 The Project Applicant shall provide a "windows closed" condition for each proposed residential condominium unit. A "window closed" condition requires a means of mechanical ventilation per Chapter 12, Section 1204 and 1205 of the Uniform Building Code. This shall be achieved with a standard forced air conditioning and heating system with a filtered outside air intake vent for each residential unit.

Residual Impacts

Impacts would be less than significant with implementation of Mitigation Measures NOI-1 and NOI-2.

Threshold 3.6-2: Would the Proposed Project result in the generation of excessive ground-borne vibration or ground-borne noise levels?

Less than Significant with Mitigation Incorporated. The Proposed Project would not expose persons to or generation of excessive ground-borne vibration or ground-borne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the Proposed Project.

Construction-Related Vibration Impacts

Construction activities for the Proposed Project are anticipated to include the demolition of an existing structure and paved parking lot, grading of the Project site, building construction of 22 residential condominiums, paving of the onsite roads and parking areas, and application of architectural coatings. Vibration impacts from construction activities associated with the Proposed Project would typically be created from the operation of heavy off-road equipment, such as bulldozers, excavators, scrapers, etc.

The nearest sensitive receptors are workers at the commercial office located adjacent to the southern edge of the Project site.

Section 4.34.010 of the City's Municipal Code prohibits any vibrations which are physically annoying to reasonable persons of ordinary sensitivity or which are so harsh or prolonged as to contribute unreasonably and unnecessarily to discomfort on surrounding land uses. Since the City's Municipal Code does not provide a quantifiable vibration level, Caltrans guidance that is detailed above in Section 3.6.2 has been utilized, which defines the threshold of perception from transient sources at 0.25 inch per second PPV. Table 3-15 shows the typical PPV produced from some common construction equipment that would likely be utilized during construction of the Proposed Project.

Table 3-15: Typical Vibration from Construction Equipment and Vibration Levels at Nearest Sensitive Receptors Prior to Mitigation

Equipment	Peak Particle Velocity (inches/second)	
	Reference Level at 25 feet	At Workers Adjacent to Project Site
large bulldozer	0.089	**0.52**
loaded trucks	0.076	**0.45**
jackhammer	0.035	0.21
small bulldozer	0.003	0.02

Source: Federal Transit Administration, 2006.

Table 3-15 shows that it is possible that a large bulldozer operating near the south property line of the Project site could create a vibration level as high as 0.52 inch per second PPV at the nearest offsite workers and would exceed the 0.25 inch per second PPV threshold defined above. This would be considered a significant impact.

NOI-3 is provided that would require the Project contractor restrict the use of any construction equipment greater than 150 horsepower from operating within 15 feet of any offsite structure. As reflected in Table 3-16, through implementation of NOI-3, the highest vibration impacts at the location of the existing offsite workers would be reduced to 0.16 inch per second PPV, which is within the 0.25 inch per second PPV threshold. Therefore, with implementation of NOI-3, construction-related vibration impacts, would be less than significant.

Table 3-16: Typical Vibration from Construction Equipment and Mitigated Vibration Levels at Nearest Sensitive Receptors

Equipment	Peak Particle Velocity (inches/second)	
	Reference Level at 25 feet	At Workers Adjacent to Project Site
large bulldozer	0.089	0.16
loaded trucks	0.076	0.13
jackhammer	0.035	0.21
small bulldozer	0.003	0.02

Source: Federal Transit Administration, 2006.

Operational-Related Vibration Impacts

The Proposed Project would consist of the development of 22 residential condominium units, associated demolition of existing structures, and other facilities including onsite parking. Residential uses do not typically create vibration levels that are high enough to be perceptible at the property line. Therefore, no vibration impact is anticipated to occur from operation of the Proposed Project.

Mitigation Measures

NOI-3 The Project Applicant shall require that all construction contractors restrict the operation of any construction equipment that is powered by a greater than 150 horse-power engine from operating within 15 feet of any offsite structure.

Residual Impacts

Impacts would be less than significant with implementation of NOI-3.

Cumulative Impacts

The analysis on noise impacts pursuant to CEQA inherently include the consideration of cumulative projects in order to determine the future noise environment of the project study area. More specifically, the noise impact analysis to the proposed residential condominiums provided in Threshold 3.6-1 utilizes the future year 2025 noise contours of the City, which are based on all foreseeable projects within the vicinity of the City. The analysis provided above in Threshold 3.6-1 found that cumulative noise impacts to the proposed residential condominiums would be reduced to within the City's interior noise standards with implementation of Mitigation Measure NOI-2.

Since the Proposed Project is an infill development within a developed part of the City, it is unlikely that construction noise would occur simultaneously with another construction project that would be near enough to create a cumulative construction noise impact. Therefore, the Proposed Project would not result in or create new or more significant cumulative noise impacts.

Figure 3-1 Baseline (Existing) Noise Contours from General Plan

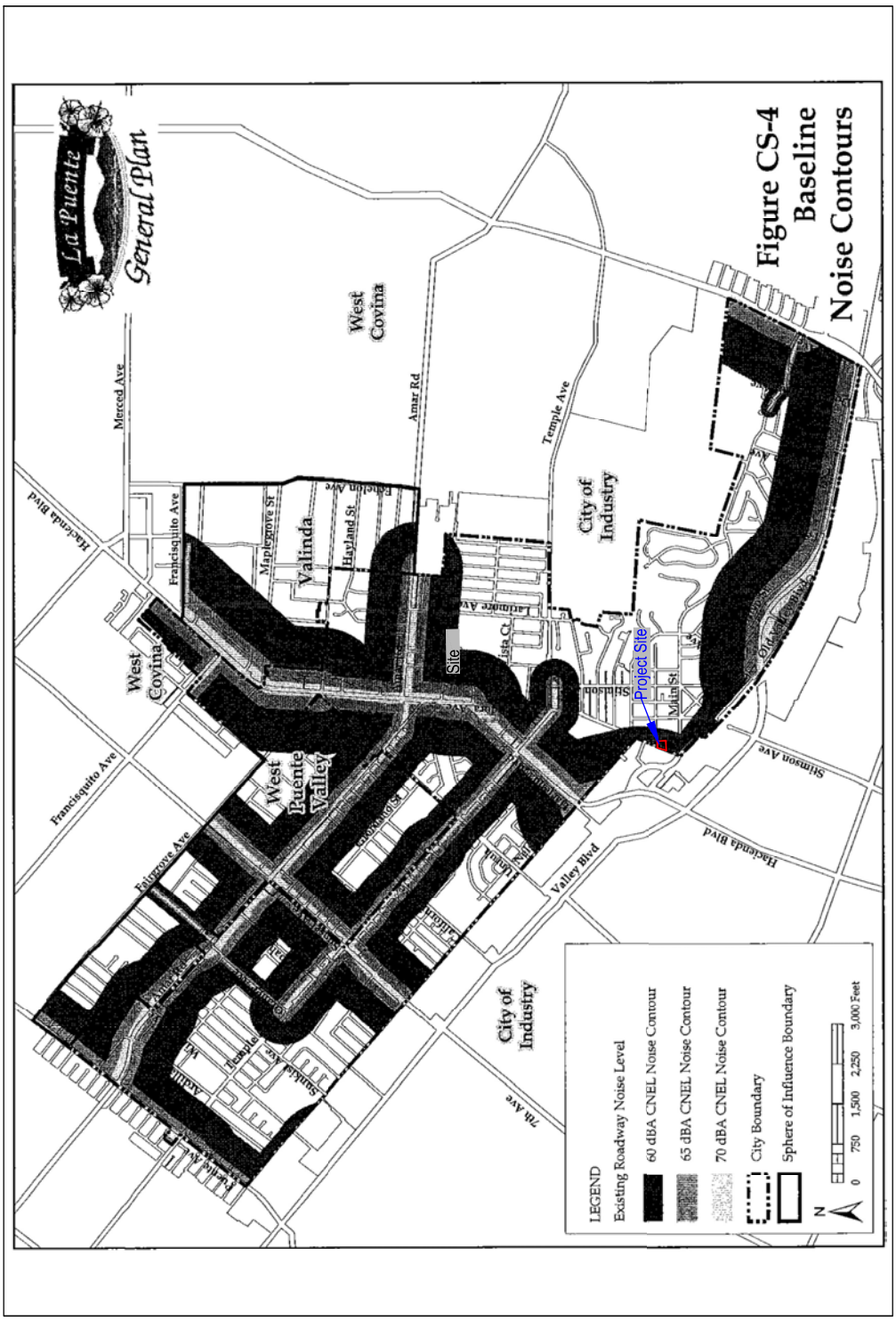


Figure 3.7-1
Baseline (Existing) Noise Contours from General Plan

N VISTA ENVIRONMENTAL

Figure 3-2 Noise/Land Use Compatibility Criteria from General Plan

La Puente General Plan

Community Safety Element

Land Use Category	Community Noise Equivalent Level (CNEL) or Day-Night Level (Ldn), dB 55 60 65 70 75 80 85
Residential- Low-Density Single-Family, Duplex, Mobile Homes	
Residential- Multi-Family	
Commercial- Motels, Hotels, Transient Lodging	
Schools, Libraries, Churches, Hospitals, Nursing Homes	
Amphitheaters, Concert Hall, Auditorium, Meeting Hall	
Sports Arenas, Outdoor Spectator Sports	
Playgrounds, Neighborhood Parks	
Golf Courses, Riding Stables, Water Rec., Cemeteries	
Office Buildings, Business, Commercial, Professional, and Mixed-Use Developments	
Industrial, Manufacturing Utilities, Agriculture	

Nature of the noise environment where the CNEL or Ldn level is:

Below 55 dB
Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within 1/4 mile.

55-65 dB
Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.

65-75 dB
Very noisy urban areas near arterials, freeways or airports.

75+ dB
Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

Normally Acceptable
Specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special noise insulation requirements

Conditionally Acceptable
New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

Clearly Unacceptable
New construction or development should generally not be undertaken.

The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

Figure CS-6
Noise/Land Use Compatibility Criteria

Page CS-20

VISTA ENVIRONMENTAL

Figure 3.7-2
Land Use Compatibility Matrix

Figure 3-3 Year 2025 Noise Contours from General Plan

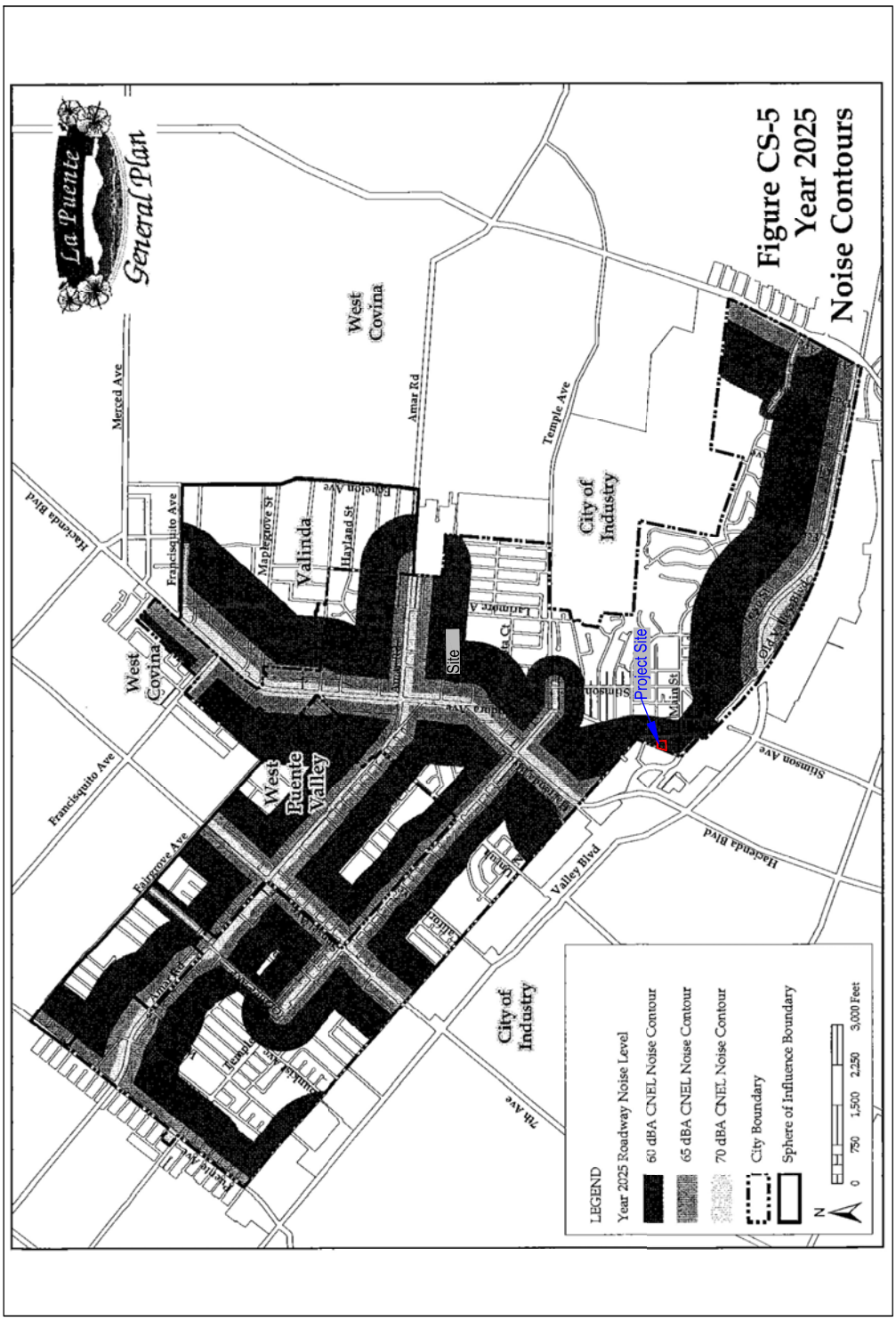


Figure 3.7-3
Year 2025 Noise Contours from General Plan

VISTA ENVIRONMENTAL

CHAPTER 4.0 – ALTERNATIVES ANALYSIS

4.1 INTRODUCTION AND OVERVIEW

CEQA requires that an EIR describe a range of reasonable alternatives to the Proposed Project, or to the location of the Proposed Project, which could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. This chapter describes potential alternatives to the Proposed Project that were considered, identifies alternatives that were eliminated from further consideration and reasons for dismissal, and analyzes available alternatives in comparison to the potential environmental impacts associated with the Proposed Project.

Key provisions of the CEQA Guidelines (§15126.6) pertaining to the alternatives analysis are summarized below:

- The discussion of alternatives shall focus on alternatives to the Proposed Project or its location that are capable of avoiding or substantially lessening any significant effects of the Proposed Project, even if these alternatives would impede to some degree the attainment of the Proposed Project objectives, or would be more costly.

- The No Project Alternative shall be evaluated along with its impact. The No Project analysis shall discuss the existing conditions at the time the Notice of Preparation is published. Additionally, the analysis shall discuss what would be reasonably expected to occur in the foreseeable future if the Proposed Project were not approved, based on current plans and consistent with available infrastructure and community services.

- The range of alternatives required in an EIR is governed by a "rule of reason"; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. Alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Proposed Project.

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Proposed Project need to be considered for inclusion in the EIR.

- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The range of feasible alternatives is selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan contingency, regulatory limitation, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site. An EIR need not consider an alternative whose effects cannot be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic Project Objectives.

4.2 PROJECT OBJECTIVES

As discussed in Section 2.6 of this Draft EIR, the Project Objectives of the Proposed Project are to:

1. Meet the Regional Housing Needs Assessment (RHNA) as stated in the 2017 Update to the 2013-2021 Housing Element of the General Plan
2. Develop consistency and meet the goals identified in the DBD Specific Plan
3. Provide market-rate housing
4. Implement California's 2017 Housing Package of housing laws signed by the Governor
5. Enhance public health and safety by removing attractive nuisances that result in illicit activities and the potential for injuries

4.3 ALTERNATIVES CONSIDERED BUT REJECTED

Numerous alternatives could be considered for the Proposed Project which address reuse of the Proposed Project site, or development of similar housing elsewhere in the Project area. A range of alternatives that are "reasonable" for analysis has been defined by the City and are discussed below in Section 4.4, Alternatives Analyzed. The following section describes alternatives or alternative concepts that were given consideration by the City but rejected from further analysis in the EIR due to their infeasibility.

4.3.1 Southern Land Acquisition Alternative

This alternative includes the acquisition of the four parcels directly south of the Proposed Project site. The four parcels currently contain commercial uses; the Southern Land Acquisition Alternative involves the purchase of the land and the relocation of the businesses. The Project site would remain in its existing condition under this alternative. The Southern Land Acquisition Alternative site is also located in Subarea 3 of the DBD Specific Plan, which allows for mixed-use development and includes the same design standards as the Proposed Project site. This alternative is considered unfeasible due to the substantial costs associated with purchasing the parcels and relocating the businesses currently on this site. The Applicant would incur these significant costs, which would result in a financially infeasible project. In addition, it is unknown whether these property owners would be willing sellers, or if businesses would be willing to relocate. Further, moving viable and operating businesses out of the area does not meet the goals of the DBD Specific Plan and would not contribute toward the attainment of Project Objective 2.

4.3.2 Western Land Acquisition Alternative

The Western Land Acquisition Alternative consists of the acquisition and development of property immediately to the west of the Project site, across Glendora Avenue in the City of Industry. This property is zoned Industrial; a zoning amendment and general plan amendment would be required to implement this alternative, as the City of Industry does not have any residential land uses within its jurisdiction (City of Industry 2014). Proposed development associated with the Western Land Acquisition Alternative would be similar to the Proposed Project, namely the construction of 22 condominium dwelling units with associated infrastructure including parking (see Section 2, above). It should be noted that this alternative would require reduced demolition to construct the 22 condominium units. The site proposed for the Western Land Acquisition Alternative is partially developed, as a portion of the site is currently used as a park-and-ride location. This alternative is rejected as infeasible, as the City does not have jurisdiction over

the proposed site and the City of Industry does not have any residential land uses or zoning (City of Industry 2014). Additionally, it would not meet Project Objectives, as the proposed site is outside the jurisdiction of the City.

4.3.3 Adaptive Reuse with Housing Alternative

The Adaptive Reuse and Housing Alternative involves the sale or lease of a portion of the Propose Project site to a community group such as a local non-profit organization, and the construction of a six-unit condominium development and associated infrastructure adjacent to the Star Theater. Under the DBD Specific Plan, this development would require the maintenance of 22 off-street parking spaces. One group that has previously expressed interest in the Project site is the Arteologists. This organization is currently operating out of leased space at 15815 Main Street on the same block as the Proposed Project and has long expressed interest in either acquiring the Star Theater property or leasing the venue to rehabilitate for their arts-based community programming.

This alternative would involve bringing the Star Theater into compliance with both State and local building codes as well as require improvements to ensure compliance with Secretary of the Interior standards to ensure that the historical integrity of the structure is achieved. The City has repeatedly contacted the Arteologists to ascertain the feasibility of the purchase, rehabilitation, and use of the theater. A Notice of Preparation was mailed to Arteologists on July 2018, followed by multiple emails and phone calls in August and September 2018. A meeting was scheduled on October 3, 2018, at La Puente City Hall to discuss this alternative with the Arteologists; however, their representative did not attend the meeting and there was no request to schedule the meeting.

In addition, this alternative would require significant financial resources to bring the site into compliance with existing building codes. This alternative is considered infeasible, as no community group has shown further interest in taking over the property or demonstrated having the financial capital to address the structural upgrades to the building. This alternative is rejected with no further analysis required.

4.3.4 Theater Rehabilitation Alternative

This alternative includes the rehabilitation of the Star Theater and would result in the restoration of the theater such that it would be operational again. As recently as 2004, the Star Theater was showing mainstream movies, but was unable to sustain a consistent client base and was eventually shut down. The theater had become a public nuisance. Similar theaters across the county with documented historic resource status have rehabilitation costs ranging from $3.5 million to $26 million (Cinema Treasures 2018). Given the time since the Star Theater was last in operation and current state of disrepair, based on the cost of rehabilitation of other historic theaters in relatively similar condition, the cost of rehabilitation could be between $10 million and $26 million. The rehabilitation would involve substantial work to the interior and exterior of the building in order to bring it up to current building codes. The Theater Rehabilitation Alternative is not considered feasible due to the cost of rehabilitation and the lack of financial assurance from a group or organization willing to fund that rehabilitation effort.

4.4 ALTERNATIVES ANALYZED

The alternatives identified below, with the exception of the mandatory No Project Alternative, were selected due to their potential to attain the basic Project Objectives discussed above and to lessen or avoid significant environmental effects resulting from implementation of the Proposed Project.

Alternatives considered in this Draft Focused EIR include:

- No Project Alternative
- Reduced Density Alternative

The purpose of this section is to discuss feasible alternatives by evaluating the ability of each alternative to reduce or avoid significant adverse environmental impacts while still achieving Project Objectives. The reader is referred to the individual sections of the Draft Focused EIR (Chapter 3.0) and to the Executive Summary for a detailed discussion of environmental impacts, by each issue area, that would result from implementation of the Proposed Project.

For each alternative, a brief description is provided below, followed by a summary impact analysis relative to the Proposed Project and an assessment of the degree to which the alternative would meet the Project's objectives.

Table 4-1: Comparison of Alternatives – Environmental Issues

Comparison of Alternatives – Environmental Issues, provides a comparison of the significant direct impacts of the Project and the four alternatives. Table 4-2: Comparison of Alternatives – Project Objectives, provides a summary of the ability of the Project alternatives to meet the Project Objectives.

Table 4-1: Comparison of Alternatives – Environmental Issues

Issue Area	Project		Alternatives	
	Without Mitigation	With Mitigation	No Project Alternative	Reduced Density Alternative
Air Quality				
Conflict with or obstruct implementation of the applicable air quality plan?	LTS	LTS	▼	▼
Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?	LTS	LTS	▼	▼
Expose sensitive receptors to substantial pollutant concentrations including air toxics such as diesel particulates?	LTS	LTS	▼	▼
Cultural Resources				
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively?	PS	SU	▼	▼
Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Section 21083.2 and 21084.1, and CEQA	PS	LTS	▼	▼

Table 4-1: Comparison of Alternatives – Environmental Issues

Issue Area	Project		Alternatives	
	Without Mitigation	With Mitigation	No Project Alternative	Reduced Density Alternative
Guidelines Section 15064.5, respectively?				
Would the project disturb any Native American tribal cultural remains or human remains, including those interred outside of dedicated cemeteries?	PS	LTS	▼	▼
Energy				
Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	LTS	LTS	▼	▼
Would conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	LTS	LTS	▼	▼
Noise				
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	PS	LTS	▼	--

Table 4-1: Comparison of Alternatives – Environmental Issues

Issue Area	Project		Alternatives	
	Without Mitigation	With Mitigation	No Project Alternative	Reduced Density Alternative
local General Plan or noise ordinance, or applicable standards of other agencies?				
Generation of excessive ground-borne vibration or ground-borne noise levels?	PS	LTS	▼	--

▼ – Reduced impact compared to Proposed Project
▲ – Increased impact compared to Proposed Project
-- – Similar impact as Proposed Project
LTS – Less Than Significant
PS – Potentially Significant
SU – Significant and Unavoidable
NA – Not applicable

Table 4-2: Comparison of Alternatives – Project Objectives

Project Objectives	Ability of Alternatives to Meet Project Objectives	
	No Project	Reduced Density
1) Meet the Regional Housing Needs Assessment (RHNA) as stated in the 2017 Update to the 2013-2021 Housing Element	No	Yes (to a lesser degree)
2) Develop consistency and meet the goals identified in the DBD Specific Plan	No	Yes (to a lesser degree)
3) Provide market-rate housing	No	Yes (to a lesser degree)
4) Implement California's 2017 Housing Package	No	Yes (to a lesser degree)
5 Enhance health and public safety by removing attractive nuisances that will result in illicit activities and injuries	No	Yes (to a lesser degree)

4.4.1 No Project Alternative

Section 15126.6(e) of the CEQA Guidelines requires analysis of a No Project alternative that (1) discusses existing site conditions at the time the NOP is prepared or the Draft EIR is commenced, and (2) analyzes what is reasonably expected to occur in the foreseeable future based on current plans if the Proposed Project were not approved. Potential effects for the No Project Alternative were compared to the areas of potentially significant effects prior to mitigation that could be a result of the Proposed Project.

Air Quality

Air quality impacts from construction would be reduced under the No Project Alternative compared to the Proposed Project; the No Project Alternative would not involve construction. Operational air quality impacts would be reduced under the No Project Alternative; this alternative requires few vehicle trips associated with security and general maintenance activity, thereby resulting in lower vehicle emissions. Additionally, reduced operational impacts would result from a lack of people using resources at the Proposed Project site; aside from security lighting, resources that could result in air emissions are not present. Sections of the Star Theater have asbestos-containing materials. The No Project Alternative would not intentionally disturb these materials and therefore would not result in the accidental release off asbestos However, there is potential for accidental release of asbestos in the event of an earthquake.

The No Project Alternative would have reduced air quality impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to air quality impacts.

Cultural Resources

Adverse cultural resources impacts would be avoided under the No Project Alternative. This alternative would not result in any ground-disturbing activities that might result in the unearthing of human remains or archaeological resources. Additionally, the No Project Alternative would not result in the alteration of a historical resource as defined under CEQA. The No Project Alternative would avoid cultural resources impacts compared to the Proposed Project because the Project site would not be altered in a way that would change its historical resource status. As a result, no significant unavoidable impacts would occur to cultural resources. This alternative is considered environmentally superior to the Proposed Project with respect to cultural resources.

Energy

The No Project Alternative would result in reduced impacts associated with energy resources compared to the Proposed Project due to a limited amount of energy resources currently used at the Proposed Project site. The Star Theater is currently not operational; however, a nominal amount of energy is required to service the Proposed Project site despite the Star Theater being out of operation. Energy use associated with No Project Alternative is a result of the minimal lighting and resources (water and electricity) currently used at the Proposed Project site. The No Project alternative would not result in any additional demands for energy resources than currently exist because redevelopment/intensification of the site would not occur under this alternative scenario. The energy required to construct and operate the Proposed Project would be substantially higher than the No Project Alternative; therefore, the No Project Alternative would have reduced energy impacts compared to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to energy resources.

Noise

Noise impacts associated with the No Project Alternative would be reduced compared to the Proposed Project. The No Project Alternative would not result in construction noise or noise associated with traffic. Compared to the Proposed Project, which involves the construction of a 22-unit condominium complex

following demolition of current structures on the site and the construction of associated infrastructure, the No Project Alternative would have substantially reduced noise impacts.

The La Puente Noise/Land Use Noise Compatibility criteria stipulate that if the theater were to be operational, it would be subject to noise impacts because it is located within the 60-65 dBA CNEL noise contour and, therefore, subject to exterior-to-interior noise reduction required for meeting halls (City of La Puente 2004). The Proposed Project would be subject to these same requirements. This alternative is considered environmentally superior to the Proposed Project with respect to noise impacts because no demolition or construction would occur.

Conclusion and Relationship to Project Objectives

The No Project Alternative would not change existing conditions at the Project site. The No Project Alternative is environmentally superior in the areas of air quality, cultural resources, energy, and noise; however, the No Project Alternative would not contribute to the attainment of any of the Project Objectives identified in Section 2.6 and Chapter 2.0 and highlighted in the DBD Specific Plan objectives. The No Project Alternative does not help the City meet RHNA, does not comply with DBD Specific Plan goals, does not provide market rate housing or implement the 2017 Housing Package, and does not enhance health and public safety.

4.4.2 Reduced Density Alternative

The Reduced Density Alternative involves the development of the Proposed Project site to include the construction of a nine-unit condominium complex — 13 fewer condominium units compared to the Proposed Project. A nine-unit condominium complex was determined to be the number of units the property could support while maintaining the Star Theater. This alternative does not involve either the demolition or rehabilitation of the Star Theater. Figure 4-1 displays the site plan for the Reduced Density Alternative.

Air Quality

Air quality impacts from demolition and construction would be reduced by more than half under the Reduced Density Alternative when compared to the Proposed Project; the Reduced Density Alternative would involve the construction of nine units compared to 22 units under the Proposed Project. This alternative does not involve demolition activities and would result in fewer air quality impacts compared to the Proposed Project. Fewer people would be accessing the Proposed Project site under this alternative; as such, operational air quality impacts would be reduced by more than half due to fewer vehicle trips to and from the Proposed Project site, thereby resulting in lower vehicle emissions. Additionally, reduced operational impacts would result from more than 50 percent fewer people using resources which result in emissions (i.e., water conveyance, electricity generation, air conditioner use, etc.) at the Proposed Project site. This alternative is considered environmentally superior to the Proposed Project with respect to air quality impacts.

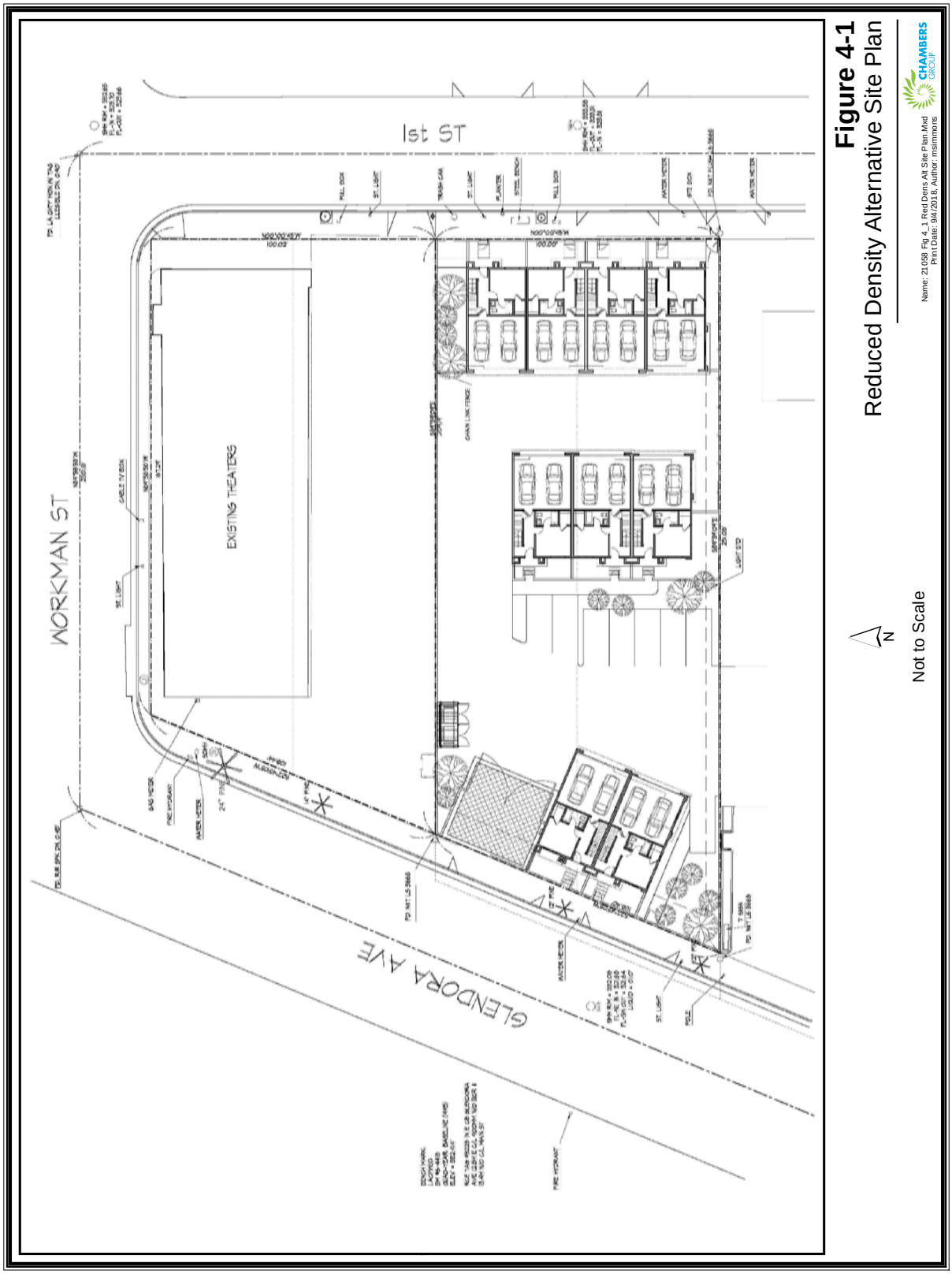
Cultural Resources

Cultural resources impacts would be reduced under the Reduced Density Alternative since the theater would not be demolished and fewer condominium units would be constructed. Although this alternative would result in reduced ground-disturbing activities that might result in the unearthing of human remains

or archaeological resources, the same mitigation measures prescribed for the Proposed Project to mitigate impacts to archaeological resources would remain.

The Reduced Density Alternative would not result in the alteration of a historical resource as defined under CEQA. The Reduced Density Alternative would have reduced cultural resources impacts compared to the Proposed Project and would not result in a significant unavoidable adverse impact. This alternative is considered environmentally superior to the Proposed Project with respect to cultural resources.

Figure 4-1: Reduced Density Alternative Site Plan



Energy

The Reduced Density Alternative would result in reduced impacts associated with energy resources compared to the Proposed Project due to more than 50 percent fewer people using the Proposed Project site. Fewer energy resources would be required to construct and operate the Reduced Density Alternative due to the development of fewer condominium units. Energy use associated with Reduced Density Alternative is a result of the reduced lighting and resources (water and electricity) needed to operate nine condominium units. This alternative is considered environmentally superior to the Proposed Project with respect to energy resources.

Noise

Impacts from noise associated with the Reduced Density Alternative would be similar compared to the Proposed Project because both scenarios would be required to adhere to the "conditionally acceptable" 60-65 dBA CNEL noise contour and would require the same mitigation to reduce interior noise levels of 45 dBA CNEL (City of La Puente 2004). Although this alternative does not involve demolition of the Star Theater and would result in less construction and traffic noise compared to the Proposed Project, it would still require the mitigation noted above.

Conclusion and Relationship to Project Objectives

The Star Theater would remain on the Project site under the Reduced Density Alternative; however, a reduced number of condominiums would be constructed on the remaining portion of the Project site. Compared to the Proposed Project, the Reduced Density Alternative is environmentally superior in the areas of air quality and energy resources; however, the Reduced Density Alternative would only partially contribute to the attainment of the Project Objectives identified in Section 2.6 and described in Section 4.2.

The Reduced Density Alternative would result in a reduced contribution toward RHNA goals as stated in the 2017 Update to the 2013-2021 Housing Element, as fewer condominium units would be constructed. In addition, the development of fewer condominiums would only partially comply with the goals identified in the DBD Specific Plan. This alternative would develop fewer market-rate housing units, would implement California's 2017 Housing Package at a reduced level, and would only partially enhance public safety by removing attractive nuisance that could result in illicit activities and injuries due to the retention of the Star Theater. Although the Reduced Density Alternative is environmentally superior to the Proposed Project, the alternative does not fully achieve Project Objectives.

4.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Of the alternatives analyzed in the EIR, the No Project Alternative is considered the environmentally superior alternative as it would avoid or reduce most of the potential impacts associated with construction and operation of the Proposed Project. However, this alternative would not change the deteriorated condition of the Star Theater, the unsightly visual character, and the demand for continued public services, including law enforcement and code enforcement. Furthermore, the No Project Alternative would not meet any of the Project Objectives of the Proposed Project. The No Project Alternative does not help the City meet RHNA goals, does not comply with DBD Specific Plan goals, does not provide market rate housing or implement the 2017 Housing Package, and does not enhance health and public safety.

CEQA Guidelines require that, if the No Project Alternative is determined to be the environmentally superior alternative, an environmentally superior alternative must also be identified among the remaining alternatives. As such, the Reduced Density Alternative would result in the fewest environmental impacts as compared to the Proposed Project and is considered the Environmentally Superior Alternative. However, this alternative would not meet all of the Project Objectives. The Reduced Density Alternative would have a reduced contribution toward RHNA goals as stated in the 2017 Update to the 2013-2021 Housing Element, as fewer condominium units would be constructed; the development of fewer condominiums and retention of the Star Theater would only partially comply with the goals identified in the DBD Specific Plan. This alternative would develop fewer market-rate housing units, would implement California's 2017 Housing Package albeit on a reduced level, and would only partially enhance public safety by removing an attractive nuisance that will result in illicit activities and injuries due to the retention of the Star Theater.

In conclusion, the Reduced Density Alternative is the Environmentally Superior Alternative; however, it does not meet all the Project Objectives.

CHAPTER 5.0 – OTHER CEQA CONSIDERATIONS

This chapter presents the evaluation of other types of environmental impacts required by CEQA that are not covered within the other chapters of this focused Draft EIR. The other CEQA considerations include environmental effects that were found not to be significant, growth-inducing impacts and significant and unavoidable adverse impacts.

5.1 ENVIRONMENTAL EFFECTS FOUND TO BE NOT SIGNIFICANT

The IS for the Proposed Project, completed in August 2018, is included in Appendix A. The IS determined that the Proposed Project would result in no impact or a less than significant impact to 17 of 20 environmental issue areas. The IS for the Proposed Project discusses why the Project would have no impact or less than significant impacts for these issue areas, which are subsequently not discussed in detail in this focused Draft EIR. The issue areas determined to have no impact or a less than significant impact in the IS analysis include the following:

- Aesthetics
- Agricultural Resources
- Biological Resources
- Energy
- Geology and Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

After a more detailed evaluation of the environmental issues associated with the Proposed Project, the Draft EIR determined that potential project-related impacts would be less than significant with incorporation of mitigation measures for the following environmental issue areas:

- Air Quality
- Noise

5.2 IRREVERSIBLE ENVIRONMENTAL CHANGES

According to CEQA Guidelines, "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project.

Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of project implementation that cannot be avoided.

Both construction and operation of the Proposed Project would lead to the consumption of limited, renewable, and non-renewable resources that future generations would not be able to use and for which impacts would be irreversible. The development of the 22-unit condominium will require the commitment of resources that include: (1) building materials, (2) fuel and electricity to power construction and operational use, (3) transportation of goods and people to and from the Proposed Project, (4) recycling and disposal of waste.

5.3 GROWTH-INDUCING IMPACTS

Pursuant to Section 15126.2 of the CEQA Guidelines: an EIR must address whether a project will directly or indirectly foster growth as follows:

[An EIR shall] discuss the ways in which the Proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of wastewater treatment plant, might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also, discuss the characteristic of some projects, which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed below, this analysis evaluates whether the Proposed Project would directly or indirectly induce economic, population, or housing growth in the surrounding environment.

5.3.1 Direct Growth-inducing Impacts in the Surrounding Environment

Direct growth-inducing impacts occur when the development of a project induces population growth or the construction of additional developments in the same area of a proposed project and produces related growth-associated impacts. Growth inducing projects remove physical obstacles to population growth, such as the construction of a new road into an undeveloped area, a wastewater treatment plant expansion, and projects that allow new development in the service area. Construction of such infrastructure projects are considered in relation to the potential development and the potential environmental impacts.

The Proposed Project consists of constructing a 22-unit condominium in the City of La Puente within the DBD area in order to meet the Project Objectives highlighted in Chapter 2.0 and will result in growth-inducing impacts by adding available housing within the DBD. The construction of the condominium complex will contribute to the Project's objectives in meeting housing needs, meeting the goals identified in the DBD Specific Plan, and providing market-rate housing within the DBD.

5.3.2 Indirect Growth-inducing Impacts in the Surrounding Environment

Project implementation is not expected to immediately create any new employment opportunities because the Proposed Project is a residential development and does not include commercial facilities. However, the Proposed Project could, over time, attract additional residents and commercial businesses to the area due to the modernized neighborhood character that could indirectly result in a minimal growth in population of the DBD area by attracting future development to the DBD.

5.4 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACT

The potentially adverse effects of the Proposed Project are discussed in Chapter 3.0 of this Draft EIR. Mitigation measures have been recommended that would reduce impacts to air quality and noise impacts to less than significant based on each set of significance criteria.

However, a significant and unavoidable impact to cultural resources would occur. Project implementation would result in the demolition and loss of the Star Theater, which is considered to be a historic resource as defined by CEQA and the CEQA Guidelines. These impacts are discussed in detail in Section 3.4.

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CHAPTER 7.0 – REPORT PREPARATION

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CHAPTER 8.0 – ACRONYMS AND ABBREVIATIONS

Term	Definition
◦F	Fahrenheit
µg/m^3	micrograms per cubic meter
Air Basin	South Coast Air Basin
APN	Assessor's Parcel Number
AB	Assembly Bill
AQMP	Air Quality Management Plan
Bcf	billion cubic feet
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CalNAGPRA	California Native American Graves and Repatriation Act
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City	City of La Puente
CFR	Code of Federal Regulations
CHL	California Historical Landmark
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CPHI	California Points of Historical Interest
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSDLAC	County Sanitation District of Los Angeles
DART	Downey Area Recycling and Transfer Facility
dB	decibel
DBD	Downtown Business District
DOT	Department of Transportation
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	2015 Federal Transit Improvement Program

Term	Definition
FUA	Fuel Use Act
GHG	greenhouse gas
HABS	Historic American Building Survey
HAPs	Hazardous Air Pollutants
HAR	Historical Assessment Report
HI	hazard index
HVAC	heating, ventilation, and air conditioning
IEPR	Integrated Energy Policy Report
IS	Initial Study
kWh	kilowatt hours
Ldn	Day-Night Average Level
LST Methodology	Final Localized Significance Threshold Methodology
LSTs	Localized Significance Thresholds
Lv	vibration velocity
MATES	Multiple Air Toxics Exposure Study
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
Mph	Miles per hour
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NO_2	Nitrogen dioxide
NOP	Notice of Preparation
NO_X	Nitrogen oxide
NPS	National Park Service
NRHP	National Register of Historic Places
O^3	ozone
OEHHA	California Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
ONAC	Federal Office of Noise Abatement and Control
ONC	California Department of Health Services Office of Noise Control
OSHA	Occupational Safety and Health Administration
Pb	Lead
PHMRF	Puente Hills Materials Recovery Facility
PM	particulate matter
PM2.5	fine particulate matter, particles less than 2.5 micrometers
PM10	inhalable particulate matter, particles less than 10 micrometers

Term	Definition
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PURPA	Public Utility Regulatory Policies Act
QF	qualifying facility
RCNM	Roadway Construction Noise Model
RELs	Reference Exposure Levels
RHNA	Regional Housing Needs Assessment
rms	Root mean square
RPA	Registered Professional Archaeologist
RTP/SCS	2016-2040 Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SHBC	State Historical Building Code
SHPO	State Historic Preservation Officer
SHRC	State Historical Resources Commission
SIP	State Implementation Plan
SoCalGas	Southern California Gas Company
SO_2	sulfur dioxide
SOI	Secretary of the Interior
TACs	Toxic Air Contaminants
UMTA	Federal Urban Mass Transit Administration
U.S.C.	United States Code
USGS	United States Geological Survey
VdB	Lv based on the reference quantity of 1 micro inch per second
VOC	Volatile Organic Compound